

AGENDA



For a meeting of the
DEVELOPMENT CONTROL COMMITTEE
to be held on
TUESDAY, 27 AUGUST 2013
at
1.00 PM
* PLEASE NOTE TIME OF MEETING *
(THE LATE REPORT WILL BE EMAILED TO MEMBERS ON THE FRIDAY BEFORE THE MEETING)
in the
COUNCIL CHAMBER, COUNCIL OFFICES, ST PETERS HILL, GRANTHAM
Beverly Agass, Chief Executive

Committee Members:	Councillor Mark Ashberry, Councillor Michael Cook, Councillor David Higgs, Councillor Reginald Howard, Councillor Mrs Rosemary Kaberry-Brown, Councillor Vic Kerr, Councillor Michael King, Councillor Charmaine Morgan, Councillor Alan Parkin, Councillor Helen Powell, Councillor Mrs Judy Smith, Councillor Jacky Smith (Vice-Chairman), Councillor Judy Stevens, Councillor Adam Stokes, Councillor Mrs Brenda Sumner, Councillor Martin Wilkins (Chairman) and Councillor Debbie Wren
Committee Support Officer:	Malcolm Hall Tel: 01476 406118 E-mail: m.hall@southkesteven.gov.uk

**(PLEASE NOTE THAT THERE WILL BE A COMFORT BREAK AT
3.00PM FOR TEN MINUTES)**

Members of the Committee are invited to attend the above meeting to consider the items of business listed below.

1. MEMBERSHIP

The Chief Executive to notify the Committee of any substitute members

2. APOLOGIES

3. DISCLOSURE OF INTERESTS

Members are asked to disclose any interests in matters for consideration at the meeting

4. MINUTES OF MEETING HELD ON 6 AUGUST 2013

(Enclosure)

5. PLANNING MATTERS

To consider applications received for the grant of planning permission – reports prepared by the Case Officer. **(Enclosure)**

The anticipated order of consideration is as shown on the agenda, but this may be subject to change, at the discretion of the Chairman of the Committee.

6. NEIGHBOURING AUTHORITY CONSULTATION ON PLANNING APPLICATION (RUTLAND COUNTY COUNCIL REF: 2013/0516/FUL), ERECTION OF 1 NO. 51.2M (HUB) HIGH, 65.7M (TIP) HIGH WIND TURBINE PLUS ANCILLARY EQUIPMENT, LAND TO THE WEST OF GREAT NORTH ROAD, STRETTON

Report number PLA1009 by the Development Management Service Manager. **(Enclosure)**

7. NEIGHBOURING AUTHORITY CONSULTATION ON PLANNING APPLICATION (NEWARK AND SHERWOOD REF: 13/00889/FULM), THE CONSTRUCTION AND OPERATION OF A WIND FARM CONSISTING OF FOUR 139 METRE HIGH TO BLADE TIP WIND TURBINES, AN 80 METRE ANEMOMETRY MAST AND ASSOCIATED INFRASTRUCTURE FOR A PERIOD OF 27 YEARS, FIELD REFERENCE 8884, COTHAM ROAD, HAWTON, NOTTS

Report number PLA1011 by the Development Management Service Manager. **(Enclosure)**

8. INFORMATION RELATING TO DEVELOPMENT CONTROL AND OTHER PLANNING ACTIVITY

Report No. PLA1007 by the Development Management Service Manager. **(Enclosure)**

9. ANY OTHER BUSINESS WHICH THE CHAIRMAN, BY REASON OF SPECIAL CIRCUMSTANCES, DECIDES IS URGENT

PUBLIC SPEAKING

Anyone who would like to speak at the meeting should notify the Committee administrator one working day before the time of the meeting. The deadline by which you must notify us for the 2013/14 meetings are:

Meeting Date	Notification Deadline
Tuesday 27 August 2013, 1pm	Friday 23 August 2013, 1pm Early due to Bank Holiday
Tuesday 17 September 2013, 1pm	Monday 16 September 2013, 1pm
Tuesday 8 October 2013, 1pm	Monday 7 October 2013, 1pm
Tuesday 29 October, 1pm	Monday 28 October 2013, 1pm
Tuesday 19 November 2013, 1pm	Monday 18 November 2013, 1pm
Tuesday 10 December 2013, 1pm	Monday 9 December 2013, 1pm
Tuesday 31 December 2013, 1pm	Monday 30 December 2013, 1pm
Tuesday 21 January 2014, 1pm	Monday 20 January 2014, 1pm
Tuesday 11 February 2014, 1pm	Monday 10 February 2014, 1pm
Tuesday 4 March 2014, 1pm	Monday 3 March 2014, 1pm
Tuesday 25 March 2014, 1pm	Monday 24 March 2014, 1pm
Tuesday 15 April 2014, 1pm	Monday 14 April 2014, 1pm

If you would like to include photographs or other information as part of your presentation to the Committee, please send the information in an electronic format (e-mail with attachments, memory stick or disc) to the relevant case officer at least one working day before the meeting. If you are submitting hard copy information, please send it to the relevant case officer at least two working days before the meeting.

All speakers are at the Committee Chairman's (or Vice-Chairman's) discretion. Each person is allowed to speak for 3 minutes. Members of the Council are allowed to speak for 5 minutes in accordance with Council Procedure Rules.

Only one speaker for the applicant or the town and parish council will be allowed to speak. If there are several supporters or objectors to an application, they are encouraged to appoint a representative to present a joint case.

Development Control Committee members are able to ask questions about speakers' presentations. There is a time limit of 10 minutes for each speaker.

ORDER OF PROCEEDINGS

1. Short introductory presentation by the case officer
2. Speakers (Committee members will ask questions after each speaker)
 - a. District Councillors who are not Committee members
 - b. Representative from town/parish council
 - c. Objectors to an application
 - d. Supporters of an application
 - e. The applicant or agent for the applicant
3. Debate – Councillors will discuss the application and make proposals
4. Vote – the Committee will vote to agree its decision

MINUTES

**DEVELOPMENT CONTROL
COMMITTEE
TUESDAY, 6 AUGUST 2013**



COMMITTEE MEMBERS PRESENT

Councillor Mark Ashberry	Councillor Mrs Judy Smith
Councillor Harrish Bisnauthsing	Councillor Jacky Smith (Vice-Chairman)
Councillor Michael Cook	Councillor Judy Stevens
Councillor David Higgs	Councillor Adam Stokes
Councillor Mrs Rosemary Kaberry-Brown	Councillor Martin Wilkins (Chairman)
Councillor Vic Kerr	Councillor Rosemary H Woolley
Councillor Michael King	Councillor Debbie Wren
Councillor Alan Parkin	

OFFICERS

Development Management Service Manager (Pat Reid)
Principal Planning Officer (Kevin Cartwright)
Area Planning Officers (Alan Harvey, Phil Moore, Nigel Bryan and Louise Parker).
Principal Conservation Officer (Ian Wright)
Systems Support Officer (Gavin Hutchinson)
Committee Support Officer (Malcolm Hall)
Solicitor (Paul Rushworth)

148. MEMBERSHIP

The Committee was notified that notices under Regulation 13 of the Local Government (Committees and Political Groups) Regulations 1990 had been received, appointing Councillor Bisnauthsing for Councillor Howard and Councillor Woolley for Councillor Mrs Brenda Sumner, for this meeting only.

149. APOLOGIES

Apologies for absence were received from Councillors Morgan and Powell.

150. DISCLOSURE OF INTERESTS

There were none declared.

151. MINUTES OF MEETING HELD ON 16TH JULY 2013

The minutes of the meeting held on 16th July 2013 were accepted as a correct record of decisions taken.

152. PLANNING MATTERS

Decision:-

To determine applications, or make observations, as listed below:-

AH1

Application ref: S13/1217/FULL

Description: Demolition of existing builders office/yard and erection of 4 No. detached dwellings and associated garaging and new double garage with room over to No. 19 Horsegate

Location: 23, Horsegate, Deeping St James

Decision: Approved

Noting comments made during the public speaking session from:-

Paul Sharman – agent

together with no objection from the Parish Council and the Highway Authority *(Original and amended proposals), comments from Environmental Protection, Heritage Trust of Lincolnshire, Consultant Arboriculturalist (original and amended proposals), and the Welland and Deepings Internal Drainage Board, objections from and on behalf of adjoining residents; late information report circulated to Members before the meeting, including additional comments from the Consultant Arboriculturalist, further objections from nearby residents and officer comment thereon, together with a suggested additional condition, report of site inspection and comments made by Members at the meeting.

It was proposed and seconded that the application be approved, subject to the conditions in the report, and to the condition in the late report.

The Chairman reminded Members that it had been suggested that proposed condition 12 in the report be removed and replaced with two conditions requiring a land contamination survey and verification report, as follows:-

“1. No development shall take place until a full land contamination survey has been carried out to the satisfaction of the Local Planning Authority. This report shall detail the ground conditions, the location and type of any contamination

found. Details of any remedial works required are to be submitted to and agreed in writing with the Local Planning Authority and are to be carried out in full and approved by the Local Planning Authority prior to any construction work in connection with the dwellings being commenced.

2. The development hereby permitted shall not be occupied or brought into use until a verification report has been submitted to and approved in writing by the Local Planning Authority. The report shall be submitted by the agreed competent person and identify that approved remedial works have been implemented. The report shall include

- (a) A complete record of remediation activities, and data collected as identified in the remediation scheme, to support compliance with agreed remediation objectives;
- (b) As built drawings of the implemented scheme;
- (c) Photographs of the remediation works in progress; and
- (d) Certificates demonstrating that imported and/or material left in situ is free from contamination.

Thereafter if required the scheme shall be monitored and maintained in accordance with the approved remediation scheme.”

The Chairman read the proposed conditions to the committee.

The proposer and seconder agreed to include the conditions within the proposition.

The Development Management Service Manager commented on the implementation of the proposed additional conditions, in particular monitoring, and after further discussion it was agreed to add the words “if required” into the condition requiring the verification report, after the word “Thereafter” in the last paragraph. The proposer and seconder agreed to this amendment.

The proposition was put to the vote and agreed, subject to the summary of reasons set out by the Case Officer in the circulated report, and subject to the following conditions:-

1. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.
2. Unless otherwise required by another condition of this permission the development hereby permitted shall be carried out in accordance with the following list of approved plans submitted as part of the application:

Drawing No. PB/02/B (Site Location Plan) received on 29 May 2013

Drawing No. PB/04/A (Site Survey) received on 26 April 2013

Drawing No. PB/SK/04 Revision P received on 11 July 2013

Drawing No. PB/SK/10D received on 13 May 2013

Drawing No. PB/SK/11C received on 26 April 2013
Drawing No. PB/SK/12B received on 2 July 2013
Drawing No. PB/SK/13C received on 2 July 2013
Drawing No. PB/SK/14D received on 11 July 2013
Drawing No. PB/SK/15E received on 11 July 2013
Drawing No. PB/SK/16A received on 26 April 2013
Drawing No. PB/SK/17B received on 8 July 2013
Drawing No. PB/SK/18C received on 13 May 2013
Drawing No. PB/SK/19C received on 13 May 2013
Drawing No. PB/SK/20C received on 29 May 2013
Drawing No. PB/SK/21A received on 13 May 2013
Drawing No. Stafford IE - 8670-107B received on 19 July 2013
Drawing No. Stafford IE - 8670-109B received on 19 July 2013

3. No development shall commence on the site until a schedule of materials to be used to the external elevations of the proposed development are submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.
4. No development shall commence on the site until details of the proposed finished floor levels of the proposed dwellings and proposed finished ground levels within the site (in comparison to a fixed datum point and the existing ground levels) are submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.
5. Notwithstanding the details shown on the submitted plans no development shall be commenced on the site until details of hard and soft landscape works, together with a programme of implementation, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall also identify all trees and shrubs to be retained on the site as part of the development. The landscaping scheme shall be implemented in accordance with the approved details and the approved programme of implementation. Any trees that die, are removed or become seriously damaged or diseased within a period of five years from the date of the completion of the scheme shall be replaced in the next available planting season with others of similar size and species, unless the local planning authority gives written approval to any variation.
6. Notwithstanding the submitted details no development shall commence on the site until details of a tree protection plan/method statement in respect of activities during the building works in relation to the Ash tree/other trees and shrubs to be retained as part of the development are submitted to and approved in writing by the Local Planning Authority. The details shall include timings of work, the erection of scaffolding inside the Root Protection Area (RPA), temporary ground protection and

protective barriers. The protection scheme shall be implemented in accordance with the approved details and shall be retained in situ until the development is completed.

7. No development shall commence on the site until a plan(s) indicating the positions, design, materials (including finishes) and type of boundary treatments (including plot boundaries) to be erected, together with a programme of implementation, have been submitted to and approved in writing by the Local Planning Authority. The scheme should also identify any existing boundary treatments to be retained to serve the development. The scheme shall be implemented in strict accordance with the agreed details.
8. No development shall commence on the site until a programme of works (including a timetable for those works) for the removal of trees and other vegetation on the site taking into account the presence of nesting birds is submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.
9. No development shall commence on the site until details of a scheme for the provision of bat roosts and bird boxes within the development site are submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.
10. No development shall commence on the site before the detailed design of the arrangements for foul water drainage and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. The scheme(s) shall be implemented in strict accordance with the agreed details and no dwelling shall be occupied before it is first connected to the agreed drainage system(s).
11. No development shall commence on the site until details of any street lighting/lighting to be provided on the development site are submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.
12. Notwithstanding the submitted details no development shall commence on the site until the following details are submitted to and agreed in writing by the Local Planning Authority :-
 - (i) The means of construction of the new hard surfacing proposed inside the Root Protection Area (as defined on Drawing No. PB/SK/04 Revision P received on 11 July 2013).
 - (ii) The means of construction of the footings to the proposed dwelling (on Plot 2) inside the Root Protection Area (as defined on

Drawing No. PB/SK/04 Revision P received on 11 July 2013).

The development shall be implemented strictly in accordance with the approved details.

13. No construction works in relation to the development hereby permitted shall be undertaken outside the hours of between 07:30 to 18:00 Monday to Friday and between 09:00 to 13:00 on a Saturday. No construction work shall be carried out on Sundays or Public Holidays. Construction works shall include the use of mobile and fixed plant/machinery, (e.g. generators) and the delivery of construction materials.
14. No dwelling on the development hereby permitted shall be first occupied until such time as the visibility splays to the new shared access drive from its junction with the public highway on Horsegate have been completed. The visibility splays shall have an 'x' distance of 2.4 metres and a 'y' distance of 43 metres in the north-eastward and south-westward directions along Horsegate as shown on Drawing No. PB/SK/04 Revision P received on 11 July 2013.
15. Before the new shared access drive is first brought into use all obstructions exceeding 0.6 metres high shall be cleared from the land between the highway boundary and the visibility splays indicated on drawing number PB/SK/04 Revision P received on 11 July 2013 and thereafter the visibility splays shall be kept free of obstacles exceeding 0.6 metres in height at all times .
16. The approved parking and garaging facilities to each dwelling shown on Drawing No. PB/SK/04 Revision P received on 11 July 2013 shall be provided before the relevant dwelling is first occupied and shall thereafter be retained as being available for the parking of vehicles at all times.
17. The approved arrangements for the turning/manoeuvring of vehicles as shown on Drawing PB/SK/04 Revision P shall be provided before any dwelling is first occupied and shall thereafter be retained as being available for the turning/manoeuvring of vehicles at all times.
18. The construction and surfacing of the private shared access drive as shown on Drawing No. PB/SK/04 Revision P received on 11 July 2013 shall be undertaken in accordance with a phased programme of works to be first agreed in writing with the Local Planning Authority prior to the commencement of works on the site. The construction and surfacing works shall be undertaken on the site in accordance with the agreed phasing programme (unless otherwise agreed in writing with the Local Planning Authority).

19. Obscure glazing to level 3 and fixed lights (i.e. non-opening window units) shall be installed to the proposed roof lights to the north-western side elevation of the proposed dwelling on Plot 2 (as identified on Drawing No. PB/SK/04 Revision P received on 11 July 2013 and Drawing Nos. PB/12/B and PB/13/C received on 2 July 2013) before the dwelling is first occupied and shall thereafter be permanently retained as such at all times.
20. Obscure glazing to level 3 and fixed lights (i.e. non-opening window units) shall be installed to the proposed first floor window unit to the north-eastern (rear) elevation of the two storey/single story outshot to the proposed dwelling on Plot 3 (as identified on Drawing No. PB/SK/04 Revision P received on 11 July 2013 and Drawing Nos. PB/14/D and PB/15/E received on 11 July 2013) before the dwelling is first occupied and shall thereafter be permanently retained as such at all times.
21. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that Order with or without modification), no extension, enlargement or other alteration (including the conversion of any roof spaces into habitable accommodation) shall be carried out above ground floor level to any of the dwellings or their associated garages on Plots 1, 2, 3 and 4 inclusive as identified on Drawing No. PB/SK/04 Revision P received on 11 July 2013 without Planning Permission having been first obtained from the Local Planning Authority.
22. No development shall take place until a full land contamination survey has been carried out to the satisfaction of the Local Planning Authority. This report shall detail the ground conditions, the location and type of any contamination found. Details of any remedial works required are to be submitted to and agreed in writing with the Local Planning Authority and are to be carried out in full and approved by the Local Planning Authority prior to any construction work in connection with the dwellings being commenced.
23. The development hereby permitted shall not be occupied or brought into use until a verification report has been submitted to and approved in writing by the Local Planning Authority. The report shall be submitted by the agreed competent person and identify that approved remedial works have been implemented. The report shall include:
 - (a) A complete record of remediation activities, and data collected as identified in the remediation scheme, to support compliance with agreed remediation objectives;
 - (b) As built drawings of the implemented scheme;
 - (c) Photographs of the remediation works in progress; and
 - (d) Certificates demonstrating that imported and/or material left in situ is free from contamination.

Thereafter if required the scheme shall be monitored and maintained in accordance with the approved remediation scheme.

Note(s) to Applicant

1. The County Highway Authority advises that where private drives are proposed as part of any development you should be aware of the requirements laid down in the Lincolnshire Design Guide for Residential Areas.
2. The County Highway Authority advise that prior to the submission of details for any access works within the public highway you must contact the Divisional Highways Manager on 01522 782070 for application, specification and construction information.
3. The County Highway Authority advises that the access should be undertaken under a Section 184 Agreement with the local highways authority and the footway construction to full specification.
4. The District Council's Consultant Arboriculturalist indicates that in relation to the condition above providing for a tree protection plan and method statement during the building works in relation to the Ash tree that sympathetic techniques are proposed for the construction of the driveway and the new dwelling on Plot 2 and recommends that to meet with the guidelines for best practice the applicant seeks specialist arboricultural advice and that the construction design for the house and driveway should be pile and beam (or similar) and no dig respectively.
5. The District Council's Environmental Services recommends that the applicant shall take all necessary steps to minimise dust emissions during site preparation works and construction.

KJC1

Application ref: S10/1805/FULL

Description: Residential Development for the creation of nine flats including demolition of the existing building

Location: 20b, Swinegate, Grantham

Decision: Deferred

Noting comments (in full) from the Conservation Officer, Community Archaeology, Partnerships and Projects Officer (Affordable Housing) and the Highway Authority, an objection from a neighbouring resident and supporting information from the applicant; late information report circulated to Members before the meeting, including comments from the Partnerships and Projects Officer, information in support from the applicants and officer comment thereon, report of site inspection and comments made by Members at the meeting.

Following comments from Members in regard to the financial appraisal/affordable housing issues, it was proposed, seconded and agreed that further consideration be deferred for a full financial appraisal.

NB1

Application ref: S13/1634/FULL
Description: Erection of 4 dwellings
Location: Land off, Stephens Way, Deeping St James
Decision: Approved, subject to the completion of a Section 106 agreement

Noting comments made during the public speaking session from:-

Mr A Copland – applicant

together with no objection from the Highway Authority and comments from the Communities Leisure Officer, Education Authority, Primary Care Trust, Drainage Project Officer, Heritage Lincolnshire and the Partnership project Officer, and an objection from a nearby resident, a note of the proposed Section 106 Heads of Terms, together with comments made by Members at the meeting.

Following discussions on the Section 106 agreement, the applicant confirmed his agreement to the proposed Heads of Terms as set out in the report, and read out by the Chairman.

It was then proposed and seconded that the application be approved, with authority delegated to the Development Management Service Manager in consultation with the Chairman and Vice-Chairman, subject to the summary of reasons set out in the Case Officer's report, to the signing of a legal agreement to secure developer contributions, including affordable housing, and subject also to the conditions and notes set out in the report. Where the legal agreement has not been completed prior to the committee meeting a period of six weeks post the date of the committee meeting shall be set for the completion (including signing) of the agreement. In the event that the agreement has not been signed and where in the opinion of the Development Management Service Manager acting in consultation with the Chairman and Vice-Chairman of the committee there are no extenuating circumstances which would justify a further extension of time, the related planning application shall be refused on the basis that the necessary infrastructure or community contributions essential to make what would otherwise be unacceptable development acceptable have not been forthcoming.

(The meeting adjourned from 2.52pm to 3.13pm).

PWM1

Application ref: S13/1286/FULL

Description: Single Storey Agricultural Dwelling (For Occupation in Connection with Adjacent Poultry Farm Granted Under S12/2038)

Location: Mill Farm, Caythorpe Heath Lane, Caythorpe, Grantham,

Decision: Approved, subject to conditions to be agreed by the Development Management Service Manager and Chairman/Vice-Chairman

Noting comments made during the public speaking session from:-

Mr Joe Ward – applicant

together with no objection from the Highway Authority, Caythorpe Parish Council or Fulbeck Parish Council, comments from the Community Archaeologist and comments (in full) from the South Kesteven Agricultural Consultant and comments made by Members at the meeting.

It was proposed and seconded that the application be approved.

Following further discussion in relation to the use of alternative accommodation or the conversion of existing buildings on the farm unit, the Chairman suggested that if the application was approved it should be subject to conditions to be drawn up by the Development Management Service Manager and agreed by himself and the Vice-Chairman.

The proposer and seconder agreed to this course of action, and on being put to the vote the proposition was agreed, and the application approved subject to conditions to be drawn up by the Development Management Service Manager and agreed by the Chairman and Vice-Chairman.

PWM2

Application ref: S13/1351/FULL

Description: Two storey agricultural dwelling (for occupation in connection with adjacent poultry farm granted under S12/2038)

Location: Mill Farm, Caythorpe Heath Lane, Caythorpe, Grantham

Decision: Approved, subject to conditions to be agreed by the

Development Management Service Manager and
Chairman/Vice-Chairman

Noting comments made during the public speaking session from:-

Mr Joe Ward – applicant

together with no objection from the Highway Authority, Caythorpe Parish Council or Fulbeck Parish Council, comments from the Community Archaeologist and comments (in full) from the South Kesteven Agricultural Consultant and comments made by Members at the meeting.

It was proposed and seconded that the application be approved.

Following further discussion in relation to the use of alternative accommodation or the conversion of existing buildings on the farm unit, the Chairman suggested that if the application was approved it should be subject to conditions to be drawn up by the Development Management Service Manager and agreed by himself and the Vice-Chairman.

The proposer and seconder agreed to this course of action, and on being put to the vote the proposition was agreed, and the application approved subject to conditions to be drawn up by the Development Management Service Manager and agreed by the Chairman and Vice-Chairman.

153. SERVICE OF URGENT WORKS NOTICE UNDER SECTIONS 54-55 OF THE LISTED BUILDINGS ACT 1990 IN RESPECT OF THE GRADE II LISTED BUILDING KNOWN AS TOLL HOUSE COTTAGE, BOURNE ROAD, FOLKINGHAM, SLEAFORD, NG34 0HA

Decision:-

That:

- a) *authorisation be given to the service of an Urgent Works Notice under Section 54 of the Planning (Listed Buildings and Conservation Areas) Act 1990 on the owner of the Toll House Cottage; and*
- b) *in the event of the Authority having to appoint contractors to undertake the works to recover the costs of the works specified in the Urgent Works Notice from the owner of Toll House Cottage.*

The Committee considered report PLA1002 from the Principal Conservation Officer, seeking authorisation for the service of an urgent works notice for works considered necessary to prevent the further deterioration of the Grade II listed building, Toll House Cottage, Folkingham. Also circulated to Members before the meeting was the late report which included, (in full), a letter from an agent acting for a prospective purchaser and officer comment thereon.

The report outlined the history of the building, and events leading up to the current request, and specified the works considered necessary to prevent further deterioration. It was estimated that the cost of the works specified would be no more than £10,000. If the owner did not comply with any notice served, then the Council could undertake the specified works and recover the costs from the owner. Failure to pay these costs could result in a charge on the property. Further options were outlined, as well as the resource implications and risks.

During the ensuing discussion, the Principal Conservation Officer clarified that he was only seeking authorisation to serve a notice, and that this would only be carried out if present discussions with the prospective purchaser and his agent did not result in action as recommended in the report now before the committee. The Principal Conservation Officer confirmed that he had spoken to the prospective purchaser and the person who had prepared the report referred to in the late report.

It was proposed, seconded and agreed that the recommendations set out on page 1 of report PLA1002 be accepted.

(4.21pm – as the meeting had lasted for three hours, in accordance with Council Procedure Rule 9, the committee agreed to continue).

154. S13/1262 - MODIFICATION OF PLANNING OBLIGATION IN RELATION TO SECTION 106 AGREEMENT (LOCATION OF PLAY EQUIPMENT). LAND AT THE REAR OF 113-135 DYSART ROAD, GRANTHAM.

Decision:-

That the request to modify a Section 106 agreement in respect of land at the rear of 113-135 Dysart Road, Grantham, be refused.

The Committee had before them report PLA1000 from the Development Management Service Manager in relation to a request to modify a Section 106 agreement in respect of land at the rear of 113-135 Dysart Road, Grantham, by the removal of the requirement for the provision of 5 pieces of play equipment and to provide in its place a commuted sum for off-site play equipment off Earlesfield Lane. Members also noted the late information report, circulated prior to the meeting, including comments from Financial Services and objections from nearby residents.

Details of the application site were set out, together with an extract of the relevant parts of the agreement, supporting information from the applicants and comments from the Community Leisure Officer. It was noted that it was considered that there was insufficient space within the development to meet the required buffer distances for the type of play area to be provided, and that the proposal to re-site the equipment, whilst retaining the relevant payments, was

supported.

It was proposed, seconded and agreed that the application be refused.

155. MODIFICATION OF PLANNING OBLIGATION - LAND AT POPLAR FARM, BARROWBY ROAD, GRANTHAM

Decision:-

That the request to modify a Section 106 agreement in respect of land at Poplar Farm, Grantham, be refused.

The Committee considered report PLA1005 from the Development Management Service Manager, which had been circulated prior to the meeting, in relation to a request to modify a section 106 agreement in respect of land at Poplar Farm, Barrowby Road, Grantham.

Following the approval of the layout of the first phases of the site, the developers had requested that the previously agreed layout of a hierarchy of play areas be amended to provide an improved quality but reduced number of play areas across the site. The report explained the site, and set out the relevant parts of the section 106 agreement in full, as well as describing the types of play areas in an appendix to the report. A plan was also included, showing the location of the proposed new areas.

Members discussed the request, and it was proposed, seconded and agreed that the application be refused.

156. INFORMATION RELATING TO DEVELOPMENT CONTROL AND OTHER PLANNING ACTIVITY

The Development Management Service Manager submitted his report listing details of applications not determined within the eight week time period. Also submitted was a list of applications dealt with under delegated powers. A planning appeals update/summary as at 22nd July 2013 was also submitted, together with a schedule showing planning applications performance as at April/June 2013.

(5pm – Councillor Kaberry-Brown left the meeting).

157. S13/0681 - USE OF LAND ON 24 OCCASIONS PER YEAR FOR A MOTOCROSS CIRCUIT, LAND AT WITHAM ON THE HILL

(Councillor Woolley asked that it be noted that she was Clerk to Witham on the Hill Parish Council, in which role she had undertaken correspondence, but had taken no part in decision making).

For the information of Members, the Development Management Service Manager circulated a report to those present at the meeting in relation to the application for the use of land at Witham on the Hill for a motocross circuit. The Committee were reminded that they had agreed to defer the application at the meeting on 25th June to enable the Applicant to produce a further sound check/noise assessment, with parameters being set by Environmental Protection.

However, since the deferral decision, and following further representations, legal advice had been sought, and it was now considered that the application needed to be reported back to the committee for debate. In the interim an independent audit on the submitted information relating to noise was being sought, which would form part of the report, to a meeting in the near future.

The Development Management Service Manager and Solicitor answered questions from Members.

158. WIND ENERGY SPD/PLANNING PRACTICE GUIDE FOR RENEWABLE AND LOW CARBON ENERGY

The Committee received a short presentation from the Planning Policy and Partnerships Service manager on the recently approved Wind Energy SPD, and the Planning Practice Guide for Renewable and Low Carbon Energy. Copies of both documents were circulated to Members at the meeting.

159. HOUSING LAND SUPPLY

The Development Management Service Manager advised Members that a recently published District Council report showed that there was now a 5 year housing land supply within the District. This had been an issue in the determination of some applications recently, and it would be clearly and fully explained in subsequent reports to committee on applications for determination.

160. CLOSE OF MEETING

The meeting closed at 5.37pm.

Agenda Item 5

COMMITTEE: 27 August 2013

NO	PAGE	PROPOSAL AND LOCATION	REC	
SB1	S13/0775	1	Construction of Southern Quadrant Link Road (SQLR) comprising new 3km single carriageway between B1174 Spittlegate Level and A52 Somerby Hill including a new bridge spanning the East Coast Main Line and River Witham. Works include a new 5 arm roundabout at B1174 Spittlegate Level, improvements to be existing A52/B6403 roundabout, associated new junctions/access roads, new cycleway/footpath at Whalebone Lane, site compound/construction and storage areas, re-contouring of ground levels, formation of attenuation ponds and diversion of public right of way. Grantham Southern Relief Road, Grantham	AC
JJ1	S13/0674	35	Reserved Matters application relating to residential development and associated development, link road, estate roads, open space and landscaping (including A1 retail/B1 office development). Zone 4 and Zone 5, Elsea Park, Bourne	AC
NB1	S13/1712	45	Replacement dwelling (amendments to application S13/0728) 1A Castlegate, Castle Bytham, Grantham, NG33 4RQ	AC
NB2	S13/1713	56	Demolition of existing bungalow 1A Castlegate, Castle Bytham, Grantham, NG33 4RQ	AC
PL1	S13/1899	61	Construction of vehicle crossing over grass verge 12 Masterton Road, Stamford, PE9 1SJ	AC
NB3	S13/1628	66	Erection of a single storey rear extension 4.8m beyond the rear wall of the original dwelling house, 2.9m in height with an eave of 2.2m 79 Recreation Road, Bourne, PE10 9HD	NOT REQUIRED

Applicant	Mr Martin Dale - Economic Regeneration, Lincolnshire County Council County Offices, Newland, Lincoln, LN11YL
Agent	Mr Martin Dale Mouchel, Mercury Court, Tithebarn Street, Liverpool, Merseyside, L2 2QP
Proposal	Construction of Southern Quadrant Link Road (SQLR) comprising new 3km single carriageway between B1174 Spittlegate Level and A52 Somerby Hill including a new bridge spanning the East Coast Main Line and River Witham. Works to include a new 5 arm roundabout at B1174 Spittlegate Level, improvements to the existing A52/B6403 roundabout, associated new junctions/access roads, new cycleway/footpath at Whalebone Lane, site compound/construction and storage areas, recontouring of ground levels, formation of attenuation ponds and diversion of public right of way
Location	Grantham Southern Relief Road, Grantham
App Type	FP Environmental Impact Assessment
Parish(es)	Grantham Little Ponton & Stroxtun Londonthorpe & Harrowby Without Old Somerby
Reason for Referral to Committee	The application has been referred to Committee as a proposal generating local interest and as a major application accompanied by an Environmental Statement.
Recommendation Summary	<p>The proposed development will help contribute to economic growth and the delivery of new homes through the provision of new road infrastructure as part of the Grantham Southern Relief Road. It would be in accordance with the objectives of Core Strategy policies SP3 and H2B together with the Southern Quadrant Masterplan SPD.</p> <p>The likely impacts of the proposed scheme have been assessed through the EIA process and where significant impacts have been identified, mitigation measures are proposed. The ES considered the impacts of the proposed scheme on air quality, cultural heritage, ecology and nature conservation, geology and soils, landscape and visual amenity, noise and vibration, road drainage and water environment, land use and community effects and cumulative impacts. The main impacts that cannot be entirely mitigated are those of noise and visual impact on four buildings on Waterworks Lane. The traffic impacts of the proposed scheme have been assessed through a Transport Assessment which concludes that, together with the approved A1-B1174 KiNG31 link, it will assist in removing strategic traffic and HGV trips from the town centre and that all the junctions analysed are expected to operate within capacity in the 2016 scenario. A number of planning conditions are proposed to ensure that mitigation measures are carried out including the provision of a Construction Environmental Management Plan.</p> <p>The proposed scheme would comply with Core Strategy policies SP1, SP3, EN1, EN2, EN4 and H2B. It would be in accordance with paragraph 17 and Sections 1, 2, 4, 7, 10, 11 and 12 of the National Planning Policy Framework.</p>

Key Issues

- Principle of Development
- Impact on Traffic and Highway Safety
- Impact on Public Right of Way
- Impact on Road Drainage and Water Environment
- Impact on Heritage Assets
- Impact on Visual Amenity and Landscape
- Impact on Nature Conservation
- Impact on Noise and Pollution

Technical Documents Submitted with the Application

- Environmental Statement
- Environmental Statement Non-Technical Summary
- Supplementary Ecological Assessment
- Supplementary Heritage Assessment
- Design and Access Statement
- Planning Statement
- Statement of Community Involvement
- Transport Assessment
- Route Appraisal and Justification
- Ground Investigation Report
- Drainage Design Strategy
- Tree Survey

REPORT

Executive Summary

The application seeks planning permission for the Southern Quadrant Link Road (SQLR) from B1174 Spittlegate Level to A52 Somerby Hill.

In combination with the existing planning permission granted in August 2010 for the KiNG31 distribution hub (application S08/0448) which provides the link from B1174 Spittlegate Level to a new grade separated junction with the A1, the proposal for the SQLR will provide the full alignment of the Grantham Southern Relief Road.

The ambition to provide a relief road south of Grantham has existed for a number of years. It formed part of the reasoning for the successful bid for Growth Point status in 2007 alongside the town centre, employment and housing projects aimed at Grantham's growth to realise its role as a sub-regional centre for South Lincolnshire.

The relief road is a key corporate priority with a key role in meeting the Council's objectives for growing the economy and in the provision of quality housing supported by the infrastructure necessary to sustain the growth. This is an important function in the provision of the relief road in providing infrastructure to support and sustain growth.

The relief road will reduce through traffic in Grantham, especially HGVs, and in doing so help enhance the quality and attractiveness of the town centre; and it will provide access to significant housing and employment land providing opportunities for investment. A economic appraisal commissioned by the Growth Point Partners, South Kesteven District Council and Lincolnshire County Council, by Focus Consultants in early 2013 calculated that an economic benefit of in the order of £1 billion might be realised from the construction of the road through the release of land, construction of homes and businesses, from business formation and growth etc.

The economic case for the construction of the relief road is a material consideration of significant weight.

The importance of the relief road is recognised in the adopted Core Strategy.

The application is the subject of an Environmental Statement (ES). The ES and the application have been subject to full consultation, including a period of consultation in relation to the revisions proposed to the ES. There are no outstanding objections from statutory consultees to the ES or application proposals. Where applicable, statutory consultees have directed that planning conditions be imposed.

The application has been carefully designed and subject to informal consultation to inform the bridge design. The applicant has demonstrated that they have had regard to the consultation responses and have designed the road alignment and mitigations to ensure the impact on landscape, ecology, heritage and visual amenity is minimised.

The recommendation for the approval of this application is sound in respect of national and local planning policy and has taken full regard of other material considerations.

Application Category

The application is categorised as a large scale major application that is accompanied by an Environmental Statement (ES).

Reason for Referral to Committee

The application has been referred to Committee as a proposal generating local interest and as a major application accompanied by an ES.

The Proposal

The proposal is for the development of a new 3km single carriageway road, known as the Southern Quadrant Link Road (SQLR), located to the south of Grantham and which will provide access to the proposed Southern Quadrant Sustainable Urban Extension (SUE).

The road will comprise a number of sections which are described in a west to east direction:

- From the west, the SQLR will connect with the B1174 Spittlegate Level and the planning consented A1-B1174 link road, which is associated with the KiNG31 development, via a new 5 arm roundabout. Splitter islands will be designed to aid pedestrian movements. The northern arm of this roundabout will allow access to the employment area of the proposed Southern Quadrant SUE and will offer access for maintenance of a detention pond, which will accommodate surface water drainage from the road, located to the west of the River Witham.
- The carriageway will rise up to meet the proposed new bridge on a landscaped embankment to a height of 15m. Within this stretch, the road will sever an existing Public Right of Way (ref: G/13/1) (PROW) that will be diverted around the west abutment of the bridge structure. A climbing lane will be included in the carriageway width. The bridge will be constructed over the East Coast Main Line and the River Witham, spanning a distance of 242m.
- From the bridge, the carriageway will be on a landscaped embankment to a height of 24m dropping down to a new roundabout that will serve the proposed Southern Quadrant SUE. An access will also be provided to the south of the roundabout to allow maintenance access, via an underpass, to a detention pond that will accommodate surface water drainage from the road and an allotment/amenity area. The carriageway width will include a climbing lane.
- From the proposed Southern Quadrant SUE roundabout, the road will continue along the southern boundary of the development site until it meets with Whalebone Lane. A new junction and a 250m long link leading south to the retained section of Whalebone Lane will be constructed. The section of Whalebone Lane to the north will be 'stopped up'. A new footway / cycleway connection will be constructed to the east of the new road connecting Whalebone Lane to the A52 roundabout.
- To the east, the SQLR will connect with the strategic A52 route through the via a new 5-arm roundabout, constructed to replace the existing A52/B6403 roundabout. The applicant will ensure that the existing environmental features on the roundabout are reinstated. Splitter islands will be designed to aid pedestrian movements.

The new road will have a design speed of 100kph and a speed limit of 60mph. The carriageway of the road will be 7.3m wide with 1m wide hard strips on both sides of the route in accordance with current highway standards. Where a climbing lane is proposed, the carriageway will increase to 10m wide with 1m hard strips to each side. Lighting along the new road will be limited to the three new roundabouts and the approaches to the roundabouts. Columns will be either 10m or 12m high and will involve the use of full cut-off luminaries to limit upward dispersal.

The proposed bridge will have an overall span of 242m long and will spring from two abutments to the east and west. It will comprise four spans with three sets of foundations, each providing a base for two 'Y' shaped piers. The bridge will have a clearance height of 18-20m above the River Witham. A clearance height of 7.2m is required over the East Coast Main Line. There will be a parapet and anti-suicide fencing along the whole length of the bridge. Two options are under consideration for the materials palette: 'Harvest' (wheat / off-white piers with a weathered corten steel beam) and 'Town and Country' (more traditional OPC / grey piers with a light blue painted steel beam).

The existing Public Right Of Way will be diverted as part of the proposed scheme. From the south, it will run at grade along the edge of the red line boundary following the southern boundary of the Southern Quadrant SUE, return below the bridge at the toe of the embankment and run along the north of the road to rejoin the existing footpath. Apart from the new footpath / cycleway at Whalebone Lane, no additional provision for pedestrians and cyclists will be made along the new road. Instead, it will be provided via a network within the proposed Southern Quadrant SUE.

The landscaping strategy proposed along the length of the road corridor will involve the targeted use of mitigation planting. For example, on the approaches to the viaduct and to the roundabouts, the embankments would be planted with native low woodland and scrub and species rich grassland to help soften these artificial landforms. Woodland planting would be carried out on either side of the River Witham valley to reflect native riverside species, marry into existing planting and improve the diversity of the riverbank. The drainage detention ponds would be seeded with wetland grass mix to assist integration. Hedgerow and hedgerow trees are proposed to marry into section of hedges that would be severed by the road. The existing hedgerows on Whalebone Lane will be extended along the sides of the proposed path and cycleway through to the junction with the A52 and extending the existing hedges along Whalebone Lane. On the southern/eastern side of the road, a significant extension to Whalebone Spinney is proposed to create a new woodland block adding to and reinforcing the surrounding landscape character while screening views from the southeast.

As part of the mitigation for the loss of habitat within the Whalebone Lane Local Wildlife Site (LWS) and Sites of Nature Conservation Interest (SNCI) in the River Witham corridor, together with loss of calcareous grassland, hedgerows and trees and woodland; the landscaping proposals will include replacement habitat provision.

The proposal includes a sustainable drainage scheme to ensure that surface water runoff is discharged into soakaways and two detention pools located close to the River Witham.

The applicant's state that construction of the proposed scheme will begin late 2014 at the earliest and the construction period will be 18 months. A total of approximately 21ha of land has been earmarked as temporary land-take for two contractor's compound sites, haul route, temporary storage of topsoil, bridge construction areas and contingency areas. These areas will be re-instated upon completion of the works and returned to their original use. It is anticipated that a temporary bridge across the River Witham will be built to allow access to one set of piers along with temporary internal haul routes across the site. The temporary bridge across the River Witham will be located to the south of the proposed permanent bridge and will be to the east of Saltersford Water Treatment Works. It is anticipated that construction traffic from the south will use the B1174

Spittlegate and B6403 High Dike whilst construction traffic from the north will use the A52 and travel through the town centre.

The applicant intends to ensure a Construction Environmental Management Plan (CEMP) is in place during the construction period which will include a number of detailed mitigation measures to reduce any impacts identified in the ES arising through the construction period.

In combination with the planning consented A1-B1174 link, the SQLR will comprise the Grantham Southern Relief Road (GSRR), an alternative route for traffic currently travelling through Grantham town centre.

The Application Site and its Surroundings

The application site is located to the south of Grantham town centre and the village of Somerby Hill, and to the north of the villages of Little Ponton and Great Ponton. The landscape to the south of the town comprises the gently sloping valley sides of the River Witham.

The principal transport corridors associated with the area comprise: the B1174 Spittlegate Level, the East Coast Main Line, the A52 Somerby Hill, the B6403 High Dike and Whalebone Lane. The principal land use is arable agriculture with large fields defined by low, relatively spare hedges. The most substantial settlement and development associated with the area comprises the south eastern fringe of Grantham where there is a mix of residential development at Somerby Hill, industrial development at the former Invictas Works and the Prince of William of Gloucester Territorial Army Barracks on the A52. Other development includes a mix of industrial, commercial and residential land uses on the west side of the B1174. These comprise car showrooms and service related businesses, a disused ironstone quarry, the Cheveley Park mobile home park and the Phoenix School. Anglian Water operates the Saltersford Water Treatment Works immediately adjacent to the river. Access to the works is from the B1174 via Waterworks Lane along which there are three residential properties. Further south lies the village of Little Ponton where notable buildings include Little Ponton Hall, the Old School House (Grade II Listed) and the 15th century parish church of St Guthlac (Grade I Listed). Recreational and leisure interests within the area comprise the Kesteven Rugby Football club located on the B6403 and a public right of way that runs parallel to the river.

Notable areas of planting associated with the area comprise specimen trees, woodland and scrub planting, hedgerows, hedgerow trees and grassland. To the southeast, adjacent to Whalebone Lane, is Whalebone Spinney.

A single Site of Special Scientific Interest (SSSI), Woodnook Valley, is found within the study area of the proposed scheme, located 0.6km south of the route. There are two Sites of Nature Conservation Interest (SNCIs) located within the River Witham corridor and twenty one Local Wildlife Sites (LWS) within the study area. Of these, both the SNCIs and six LWSs would be within the red line of the proposed scheme.

A single Scheduled Monument has been identified in the study area of the proposed scheme, a bowl barrow located 1km south of the route. The barrow could potentially contain archaeological deposits, including funerary remains.

The proposed scheme will run adjacent to the southern boundary of the proposed Southern Quadrant SUE as shown on the adopted Southern Quadrant Masterplan Supplementary Planning Document (SPD).

Relevant Site History

The proposed scheme was subject to two EIA scoping requests for the two road options (s12/2831) and for an amendment to the preferred route alignment (s13/0542) that is the subject of the current application, respectively.

Planning permission was granted in 2010 for a distribution park located between the A1 and Spittlegate Level B1174, under reference s08/0448, which expires in August 2014. This development included a new access road from the B1174, via a new four arm roundabout, that ran through the site and provided a new junction with the A1. This would form one section of the Grantham Southern Relief Road. It has not been implemented to date. The proposed scheme would overlap with this permission in the vicinity of the roundabout and initial stretch of the new road from the B1174. The roundabout would be replaced by a five-arm roundabout with the additional arm forming access to the part of the proposed Southern Quadrant SUE identified for employment land.

Policy Considerations

South Kesteven Core Strategy

SP1: Spatial Strategy
SP3: Sustainable Integrated Transport
EN1: Protection and Enhancement of the Character of the District
EN2: Reducing the Risk of Flooding
EN4: Sustainable Construction and Design
H2: Urban Extension Sites (Grantham)

Southern Quadrant Masterplan SPD

The SPD aims to guide future development in the Southern Quadrant SUE in order to produce a distinctive and high quality scheme. It was adopted in February 2013.

National Planning Policy Framework

Section 1: Building a strong, competitive economy
Section 2: Ensuring the vitality of town centres
Section 4: Promoting sustainable transport
Section 7: Requiring good design
Section 10: Meeting the challenge of climate change, flooding and coastal change
Section 11: Conserving and enhancing the natural environment
Section 12: Conserving and enhancing the historic environment

Representations from Consultees

As set out above, the application is subject to an ES and in such case statutory consultees may make observations on the methodology, content, evidence, interpretation and mitigations set out. Where such observations are received and require a formal revision to the ES, then a further period of statutory consultation is mandatory.

In this case, as a result of the comments received from English Heritage, Heritage Lincolnshire, Lincolnshire Wildlife Trust and Natural England; a request for further information under Regulation 22 of the Environmental Impact Assessment Regulations 2011 was made. Supplementary

Ecological and Heritage Assessments were submitted and a further round of consultation with those consultees was carried out.

The following section sets out a high level summary of the comments from each consultee to the initial consultation and where applicable to the Regulation 22 consultation. A full copy of each of the statutory consultees' responses is appended to this report.

Environment Agency:

No objections raised but make detailed comments on Flood Risk, Ground Water and Contaminated Land and Pollution Prevention.

No further comments to Regulation 22 consultation. Conditions 8 and 11 have been attached at the request of the Environment Agency in relation to the provision of a detailed drainage strategy and no infiltration of ground water.

Natural England:

This proposal does not appear to affect any statutorily protected sites or landscapes. The comments offer advice on the impact on protected species: Bats, Great Crested Newts and Otters.

Regulation 22 response: Following confirmation that the Network Rail Works building would fall outside the scope of the construction works, Natural England is satisfied that bats do not represent a constraint to the determination of this application. Conditions 16 and 17 relate to avoidance of the bird breeding season and a requirement for further pre-construction surveys of bats and badgers.

Highways Agency:

The proposed development is not expected to have a material impact on the closest strategic route, the A52. Therefore, under Article 25 of the Town and Country Planning (Development Management Procedure) (England) Order 2010, the Highways Agency has no objections to the proposal.

LCC Highways (Highway Authority):

No objections subject to a number of conditions including surface water disposal. Conditions 4, 5, 6, 8, 9, 12 and 14 relate to the provision a construction specification and programme of work; re-siting of highways / environmental features at the A52 Old Somerby roundabout; details of proposed lighting; provision of a detailed drainage strategy; details of management of the drainage scheme; a Construction Environmental Management Plan; and details of temporary haulage / bridge works.

Additional comments have been submitted that confirm their view that the SQLR stands as a stand-alone application and should be viewed accordingly. It is a first stage proposal to improve traffic conditions in and around Grantham and to enable delivery of commercial and residential development in the future as further planning applications come forward. The SQLR will not on its own create additional impact upon the A1-A52 junction as suggested by an objector. At an early stage of discussion relating to traffic assessment, the A1-A52 junction was specifically looked at but in confirmation of the above, traffic numbers and movements were considered to remain essentially the same. This was accepted by both Lincolnshire County Council as local highway authority and by implication, the Highways Agency who did not raise any objections to the proposed scope for the Transport Assessment.

English Heritage:

Initial concerns expressed that insufficient information and evidence provided to understand the impact of the proposal on the significance of any heritage assets and their setting in accordance

with the requirements of paragraph 128 of the NPPF. Recommend that further information required before determining the application. Concerns expressed over archaeology.

Regulation 22 response: do not object to this proposed development, but we do have some interest regarding its impact on the historic environment. Our primary interest is the impact on the setting of nearby designated heritage assets, but also how the proposal might impact on traffic movements through Grantham town centre. Consider that the harm to designated heritage assets will not be substantial and that the public benefits of the development could outweigh any harm. Conditions 21 and 22 relating to further archaeological investigation and condition 23 relating to a historic structures survey provide mitigation for affected heritage assets.

SKDC Economic Development:

Refer to the support for the Southern Quadrant SUE in the Core Strategy and Masterplan SPD and that the SQLR forms a key part of the SUE. The SQLR will serve the urban extension; provide a new route for east-west traffic; and support an improvement in public realm which will allow for the delivery of an improved leisure and cultural quarter. The importance of the SQLR in unlocking growth and improving the environment of Grantham Town Centre is set out in the recently published 'Economic Appraisal of the Grantham Southern Relief Road' by Focus Consulting. These include:

- Almost 36,700 jobs created / supported including 30,050 construction jobs over 20 years, of which
- At least 7,500 are expected to be filled by local people.
- An additional £745 million of GVA generated by businesses in South Kesteven
- Increase in the population of Grantham by 8,400
- Increase in the working age population by 3,480
- Increase in resident spend of £71.3 million per annum
- Additional spend in Grantham itself of £41.3 million per annum
- Savings in congestion costs of almost £5 million over 10 years
- Reduce the cost of bridge strikes in Grantham by almost £1.08m over 10 years.

SKDC Conservation:

Notes that there are no designated built heritage assets in the immediate vicinity of the line of the road or the bridge but that the proposals have the potential to impact on the setting of assets in the wider area.

Agrees with the conclusions reached in the EIA on the likely impact of the proposed development on built heritage assets and whilst there will inevitably be an impact on some assets, as the assessment identifies, these are likely to be moderate. Any heritage concerns will be outweighed by the wider benefits of the development to the town and the historic environment therein, not least by facilitating the removal of through traffic. Condition 23 provides for a historic buildings survey to be carried out prior to demolition of historic structures within the site.

SKDC Environmental Protection:

The results of the assessment and proposals being made are acceptable from an environmental protection view point. Environmental Protection accepts the conclusions of the contaminated land assessment for the relief road and the further investigative work which has been recommended. Condition 15 relates to the provision of noise mitigation measures.

SKDC Arboricultural Consultant:

Satisfied that the arboricultural survey submitted to accompany this application meets with the guidelines for best practice and has been carried out objectively and grades the trees according to the Table 1 in BS5837 (2012). Condition 12 relates to the provision of a Construction

Environmental Management Plan that includes protection of trees and hedgerows during construction.

Heritage Lincolnshire:

Expressed concern that the EIA did not include a full impact assessment including trial trenching as anticipated in Scoping. Without this information the full impact of the proposed development has not been assessed. The proposals involve some large scale cut and fill proposals including embankments and a new bridge. The geophysical survey and the field-walking indicate that archaeological remains are likely to exist within the development site boundary and in particular relating to the Roman settlement of Saltersford. Without the trial trenching assessment it is difficult to assess the impact of the groundworks on the buried archaeological resource.

Regulation 22 response: Agree with the Supplementary Heritage Assessment and no longer have any objections to the application. They recommend that it should be determined subject to two conditions relating to archaeology: one to ensure the remaining trial trenches are excavated prior to any works commencing on site and another requiring further archaeological excavation following the programme set out in the Supplementary Heritage Assessment. Conditions 21 and 22 ensure that the remaining trial trenches will be investigated and that further archaeological mitigation will be carried out.

Network Rail:

No objections in principle to the development but have some requirements which must be met relating to drainage, fail safe use of crane and plant, excavations/earthworks, security of mutual boundary, method statements / fail safe / possessions, demolition, cranes, trees / shrubs / landscaping, lighting and access to railway. Detail regarding retaining wall requires further consideration. Details of bridge design provided in the application are largely in line with our discussions.

Anglian Water:

No comments on the proposals.

LCC Footpaths:

The Definitive Rights of Way Map shows Grantham Public Footpath no.13 link 1 / Little Ponton and Stroxtun Public Footpath no. 2 link 1 affecting the proposal. No objections are raised. Condition 7 relates to the provision of a specification for the diverted footpath.

LCC Strategic Planning:

The application boundary appears to run immediately adjacent to a Minerals Safeguarding Area and as such this should be taken into account in the determination of the planning application. The site of the application also appears to be immediately adjacent to an area permitted for extraction of minerals in association with Little Ponton Quarry and as such the determining Authority will need to ensure that the proposals would not have a detrimental impact on these permitted mineral operations, in order to avoid jeopardising future working of minerals.

Upper Witham Internal Drainage Board:

The Board has no objection to the proposed development provided it is constructed in accordance with the submitted details and Drainage Design Strategy. Conditions are suggested. Conditions 8 and 10 relate to the provision of a detailed drainage strategy and protection of existing drainage routes on site.

Lincolnshire Wildlife Trust:

The route of the new link road, bridge and roundabouts directly impacts on six non-statutorily designated nature conservation sites. Whilst we note the assessment of impacts in the ES on five of these sites, we would wish to see further detail regarding the proposed mitigation and

enhancement of these sites. The sixth non-statutorily designated nature conservation site is the Whalebone Lane Verges LWS which was designated on 18 March 2013 and is not included in the ES. Suggest land restored to native species-rich calcareous as grassland; support the other biodiversity enhancements proposed; note that extension of the hedgerows on Whalebone Lane may negatively impact on the calcareous grassland for which this site was designated as a Local Wildlife Site; support the requirement for further pre-construction badger surveys and further investigation of the trees and structures which have been identified as having potential for supporting bat roosts.

Regulation 22 response: Largely satisfied with the information submitted and the assessment of impacts on the Local Wildlife Sites subject to conditions. Condition 18 relates to the provision of landscaping proposals that must include mitigation for the loss of habitat including that within Local Wildlife Sites.

The Ramblers Association:

The proposed diversion of the footpath under the western end of the bridge, as shown on the application, is as we requested.

Lincolnshire Fieldpaths Association:

Disappointed that the proposed diversion goes against their advice. Verbal assurance provided that the footpath diversion will be linked into wider network as part of Southern Quadrant SUE.

Grantham Civic Society:

No comments received.

Ministry of Defence:

No safeguarding objections.

Londonthorpe and Harrowby Parish Council:

No comments received.

Old Somerby Parish Council:

Main concern relates to the impact upon the area, including this village, of the very considerable increase in vehicular traffic following on from the construction of 4,000 dwellings. Not convinced that sufficient thought or planning has been given to how the increased traffic flow will be controlled. Parish Council was the driving force behind the securing of the sponsorship for and the planning and redevelopment of the roundabout in 2010 and wish to see the scheme retained in the new roundabout and this Parish Council consulted in relation to its development. Condition 5 relates to the provision of a scheme to ensure the highways / environmental features are reinstated as part of the new A52 roundabout.

Little Ponton and Stroxton Parish Meeting:

No comments received.

Representations Received as a Result of Publicity

The application was publicised by way of letters to over 250 residential properties and businesses located close to the application site. In addition, those respondents to the public consultation on the Southern Quadrant Masterplan SPD who indicated that they wished to be contacted about further developments in the area were notified by letter. The application was further publicised by 5 site notices and a press notice.

Four letters of objection were received on the grounds of (in summary):

- Our property will be overlooked and our privacy will be taken away from us. The new buildings will be visually intrusive and create excessive noise and a much busier area. It will affect nature conservation. Overall we think the new build will be an eyesore because it will spoil the outlook and cause a more oppressive environment.
- The proposal will result in more vehicles and people living in the area. There will be loss to the environment of the fields and open spaces and abundant wildlife along with potential damage to the river. Houses in the area will be overlooked and local amenities are already overstretched. Grantham cannot cope with 10,000 more residents and 5,000 more vehicles. The scheme is flawed.
- Pleased to see there will not be a roundabout on the B1174 itself so that local residents do not have to queue to get over the bypass. A large roundabout in the middle of the new road should not be proposed as this is supposed to be a new bypass. It could lead to traffic delays, damaging for the local environment if traffic ends up queuing in places. Removal of roundabouts on the A1 has been very successful and seems odd that this is not also being considered as the first option for the new road. The submitted reports do not appear to account for the extra capacity that will be needed once the new housing development is built e.g. getting to work and supermarkets.
- Having lived at the above address for the last 18 years we are not very happy to be losing the countryside views for which we have become accustomed, however, we also realise that life moves on and one can't stand in the way of 'progress'. We would like to make the following observations: 1. only bungalows be built opposite our property and 2. increase the 25m buffer to 50m and plant this area with native trees and shrubs before the construction of the properties. This area contains habitat for brown hares, Canadian Geese and raptors.

It should be noted that some of the concerns being expressed in these representations relate to the built form of development which will be subject to a future application anticipated later this year rather than specifically relevant to the SQLR proposal. Nonetheless they have been included for information.

A further letter has been received from a local land owner who is the majority owners of land situated between the A1 and the built up area of Grantham; south of Barrowby Road and north of Barrowby Stream. They do not raise an objection to the principle of development, but raise concerns about the off-site implications of the proposed development and issues relating to the timing and delivery of the road. First, they raise a concern that the SQLR is linked to the A1-B1174 link that was given planning permission as part of the KiNG31 distribution park development (s08/0448). They state that the A1-B1174 scheme is by a separate developer and so the applicant can provide no certainty as to when it will be delivered. Given this situation, they state that the application for the SQLR should identify what the impact on the non-provision of the A1-B1174 link is, through appropriate traffic modelling. They also request that a condition should be attached to any planning permission for the SQLR stating that no development may take place (or the use of the SQLR by vehicular traffic) until the A1-B1174 link has been provided and is open to vehicular traffic. Secondly, they point out that the development of their site requires a roundabout junction at the A1/A52 southbound junction and traffic control at the A1 northbound junction. They state that the treatment of this junction not only has a critical bearing on their site but has major implications for all other major developments in the town e.g. Poplar Farm, North West Quadrant and Southern Quadrant. They state that any through traffic, currently using the town centre, will need to use the A1-A52 junction in order access the SQLR. In relation to the Southern Quadrant development, the amount of traffic will increase through the development of 3500 new dwellings and that it will increase Nottingham-bound traffic that will utilise the A1-A52 junction. The A1-A52 junction, they state, is at capacity and thus further traffic modelling is required to test the impact of the SQLR and other developments on this junction. They state that any grant of planning permission for the SQLR should be contingent upon improvements being made to this junction. In conclusion, they ask for a

single SKDC / LCC led proposal that addresses the requirements of all the developments at this junction.

Officer Evaluation

The main issues to be considered are the principle of development; impact on traffic and highway safety; impact on road drainage and water environment; impact on heritage assets; impact on visual amenity and landscape; impact on nature conservation; and impact on noise and pollution.

Principle of Development

The proposals are in line with the NPPF in terms of helping to build a strong, competitive economy (Section 1) as highlighted in the Economic Appraisal and in assisting in the delivery, through subsequent applications, of a wide choice of high quality homes (Section 6). The NPPF requires local planning authorities to plan proactively to meet the development needs of business and support an economy fit for the 21st century. It requires local planning authorities to “proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs” (paragraph 17). The Core Strategy, which even though it pre-dates the NPPF, nevertheless sets the proactive framework being called for by national policy in identifying the SQLR, along with the Southern Quadrant SUE, to provide a step forward towards meeting these development needs in Grantham. In doing so, the priorities of the Council will also be served.

One of the primary objectives of the South Kesteven Core Strategy is “To promote and strengthen the role of Grantham as a Sub-Regional Centre, and properly plan and deliver the additional housing growth expected by the Grantham Growth Point and the Regional Spatial Strategy.” That objective requires Sustainable Urban Extensions, such as that promoted in the Southern Quadrant, to be brought forward which, in turn, is dependent on key infrastructure such as the Southern Quadrant Link Road.

Policy SP3 states that “As part of the growth agenda for Grantham the delivery of traffic relief, including heavy goods vehicles, from the town centre will be a priority and any major development proposals within these areas will be expected to contribute towards delivering these schemes. The provision of an east-west relief road between the A1 and A52 to the south of Grantham will be brought forward as part of the Southern Quadrant SUE to the town.” The policy advises that, where appropriate, developer contributions will be sought towards the provision of necessary improvements. The proposed SQLR will form a significant part of an east-west relief road, with the remainder being brought forward under the planning permission for the KING31 distribution park, in compliance with the policy.

Policy H2B identifies that access to the residential part of the Southern Quadrant SUE will be dependent upon the provision of a new road from the A52. The policy identifies that the Southern Quadrant SUE will need to take into account important features and characteristics of the site and incorporate them into the design of the development, ensuring their protection and enhancement where necessary. These include: incorporation of appropriate SUDs to alleviate any potential increase to flood risk on land adjacent to the River Witham; protection of nature conservation interests given part of the site has been identified as a site of nature conservation interest; investigation and protection of known archaeological remains on part of the site; and protection of the river corridor and wooded areas which are important for biodiversity and contribute to the landscape character of the area. The SQLR would provide access to both the employment and residential parts of the Southern Quadrant SUE as required by the policy. The features identified for consideration have been taken into account in the Environmental Statement that accompanies the application and are discussed in more detail below.

The Southern Quadrant Masterplan SPD establishes a set of objectives, principles and guidelines to inform the preparation of detailed development proposals and is a material consideration in the assessment of such proposals. The route of the SQLR is identified within the Illustrative Masterplan and public consultation on the SPD included seeking views on a preferred route for the new road within the overall site. The proposed new road will provide access to both the employment and residential parts of the Southern Quadrant development and forms an integral part of the development. The proposals are in broad compliance with the guidance in the SPD and the route shown on the Illustrative Masterplan. A short section of the proposed scheme lies marginally outside the SPD boundary as, during the development of the road design, the applicant has sought to create an improved alignment where the road will cross Whalebone Lane. This is not considered to be a material change to the support given by the SPD to the proposed scheme. The revised alignment was the subject of a revised EIA scoping request (s13/0542) and is fully assessed in the submitted ES.

The Transport Strategy for Grantham (2007) and the 4th Local Transport Plan for Lincolnshire (2013) set out the transport policies for Grantham. Both transport plans recognise the benefit of an east-west relief road on the A52 to remove HGVs unavoidably passing through the town in order to reduce the very high level of bridge strikes and the congestion that this creates in the town centre. The plans support a Southern Relief Road of which the SQLR would form a significant section in combination with the KING31 stretch.

The Grantham Movement Strategy (2007), which was produced as part of the Grantham Urban Design Framework, looks at how land use change is the prime determinant of the nature and volume of movement demands that will be generated. It sets out a suite of sub-strategies for transport modes across the town. The Southern Relief Road as a whole is considered to play a key part of the strategies to reduce town centre and freight traffic, and unlock development in the Southern Quadrant.

The economic benefits of the proposed Grantham Southern Relief Road, of which the SQLR forms the main part, have been researched and quantified. In addition to the benefits to the transport network, the proposed scheme will create / support 36,700 jobs, generation of £745 GVA by businesses in Grantham, increase in the population of Grantham, increase in resident spend and saving in congestion costs and reduction in frequency of bridge strikes and the resultant costs of closing the line and repairing the bridge. This represents a significant impact in terms of delivering economic growth.

The principle of the proposed scheme is well established in planning policy terms through the NPPF, policies SP3 and H2B together with the Southern Quadrant Masterplan SPD and supporting studies of Grantham. There is an established need for the proposed scheme and there would be benefits in terms of providing access to the Southern Quadrant SUE and reducing traffic through Grantham town centre.

Impact on traffic generation and highway safety

The application is accompanied by a Transport Assessment (TA) that includes the likely traffic generation from the KING31 development and the Southern Quadrant SUE as part of the demand assumptions. It is based on the assumption that the KING31 stretch will have been constructed. The TA concludes that the proposed scheme has been designed to a standard that can accommodate forecast traffic flows generated by the expected Southern Quadrant SUE in 2031. The traffic modelling forecasts show that the scheme provides an 'attractive' alternative route for traffic that currently travels through the town centre (including HGVs). The modelling forecasts that by 2016 (the road opening year), there will be around 4,200 fewer vehicles per day in the town centre as a result of the new road. In assessing the impact of the new road on junctions at the

three roundabouts within the proposed scheme and the existing / consented junctions within Grantham, the TA concludes that all junctions are expected to operate within capacity in the 2016 scenario.

In respect of the future Southern Quadrant SUE, the planning application for the new development will need to be accompanied by a TA that considers the impact of the development on the wider highway network. The submitted TA, however, has demonstrated the impact of the SQLR on existing and consented junctions in 2016 and shown that resultant forecast changes in traffic within the wider Grantham area can be accommodated.

LCC Highways have no objections to the proposed scheme and recommend a number of conditions to control the detailed design of the road and its junctions. They are satisfied that the proposed scheme would not have a detrimental impact on any existing junctions; including the A1-A52 junction to the north of Grantham, and that this has been satisfactorily assessed within the submitted Transport Assessment using an appropriate strategic traffic model (SATURN). With regard to the connection to the A1-B1174 KiNG31 link road, it is recognised that if this road was not brought forward then a continuous Grantham Southern Relief Road would not be provided – the Council is working with Lincolnshire County Council and other parties to investigate how the two schemes might be brought forward together. Otherwise, taking the SQLR as a stand-alone scheme, if it were constructed on its own then there would be some re-assignment of existing traffic but as it would not generate additional traffic of its own right; it will not create additional capacity issues at junctions nor exacerbate any existing adverse conditions. Accordingly, they consider that the concerns raised by the local landowner have been dealt with through the information submitted. There are no objections from the Highway Agency.

The proposed scheme provides access to the detention ponds and to either end of the bridge for maintenance purposes. The proposed scheme ensures that users of Whalebone Lane will have access and egress from the new road. The remaining part of Whalebone Lane to the north of the new road will be stopped up through provisions of the Highways Act 1980. The proposed scheme includes a footpath / cycleway to link the southern part of Whalebone Lane with the A52 roundabout. This will ensure continuity for pedestrians and cyclists using Whalebone Lane.

There is no requirement arising from the modelling carried out to inform the capacity and design of the road that would justify the provision of a dual carriageway. The road design, however, incorporates the provision of crawler lanes on the sections of the road leading up to the bridge to allow overtaking of slower moving vehicles.

Impact on Public Right of Way

Policy EN1 states that development must be appropriate to the character and significant natural, historic and cultural attributes and features of the landscape within which it is situated, and contribute to its conservation, enhancement or restoration. All development proposals and site allocations will be assessed in relation to a number of criteria including: 8. Public access to and community value of the landscape. An assessment of the application, however, must be made light of the comments of statutory consultees and alongside other policies in the Core Strategy and NPPF.

The proposed scheme includes the proposed route for the diversion of the footpath from Little Ponton to Grantham that would otherwise be severed by the line of the road. The diverted footpath would follow a route that would not be less convenient or enjoyable to walkers in terms of distance and setting of the route. It would be relatively straight with clear forward visibility and would follow the side of the new road or existing field boundaries. The footpath would run beneath the bridge thereby avoiding the need for an underpass. The landscaping proposals have taken into account the route of the diversion and propose a woodland setting to the south of the road. A condition is

proposed requiring details of the construction specification and materials for the footpath. The legal diversion of the footpath will be sought at a later date via a Public Paths Order to be made under Section 257 of the Town and Country Planning Act 1990.

It is anticipated that the existing footpath would be integrated into a network of footpaths across the Southern Quadrant SUE.

The proposed route of the footpath diversion would be acceptable in terms of ensuring continued public access along an existing PROW and would comply with policy EN1 of the Core Strategy.

Impact on road drainage and water environment

Policy EN2 states that planning permission will not normally be granted in areas at risk of flooding from any source. All applications must be accompanied by a Flood Risk Assessment and statement of how surface water is to be managed and discharged. On-site attenuation and infiltration will be required wherever possible. NPPF paragraph 99 advises local planning authorities to take into account of climate change including factors such as flood risk.

The planning application is accompanied by a Flood Risk Assessment together with other assessments of runoff, accidental spillage, channel geomorphology, and groundwater. The River Witham is designated as a 'main river'. The entire study area lies within groundwater source protection zones (SPZs) for public water supply abstractions.

The ES states that there is a risk of construction related pollution from silt and sediment laden site runoff generated during construction activities, such as soil stripping and earthworks. Accidental spillage of potential pollutants can impact both groundwater and surface waters. The ES proposes a number of mitigation measures to prevent construction related pollution. In terms of operational impacts on pollution, these could potentially relate to pollution from routine runoff or from accidental spillages. The assessments that have been carried out as part of the ES demonstrate that the impacts from these sources are likely to be negligible.

The proposed scheme has been designed to minimise impinging on the floodplain of the River Witham through the location of embankments and structures outside the floodplain as far as practicable. Only 25m³ will be lost due to one bridge pier being partially located within Flood Zone 3 on the western bank of the river. Following best practice, floodplain compensation on a level-for-level basis will be provided. The height of the deck of the proposed bridge will exceed the level of the 100 year flood event (with climate change). The surface water run-off discharge rate to the River Witham has been agreed with the Environment Agency and attenuation, in the form of Sustainable Urban Drainage features, will be provided for road surface water run-off that is in excess of the agreed rates. These include swales and detention basins.

Once mitigation measures have been implemented, the ES concludes that there will be no significant impact on the water environment. The proposed scheme is considered to comply with policy EN2 and section 10 of the NPPF.

Design and Appearance

Policy EN1 states that development must be appropriate to the character and significant natural, historic and cultural attributes and features of the landscape within which it is situated, and contribute to its conservation, enhancement or restoration. All development proposals and site allocations will be assessed in relation to a number of criteria including: 10. Visual intrusion and 11. Noise and pollution. An assessment of the application, however, must be made light of the comments of statutory consultees and alongside other policies in the Core Strategy and NPPF.

The Design and Access Statement submitted with the application states that the design rationale behind the bridge concepts developed from the concept of reflecting the rural valley through the simple yet functional structure providing aesthetic appeal and creating a relatively low profile structure with a more open aspect within the valley. The preferred option aims to strike a balance between form and functionality with the piers and material palette providing the main design features of the structure. It comprises four main spans. The main parts of the bridge comprise the piers which will be 'Y' shaped, spanning an overall distance of 242m. There would be 12m between the 'Y' shape of the pier arms. The structure would be a ladder deck construction spanning each of the three piers.

The choice of bridge design arose out of a public consultation exercise that began in October 2012 and continued until February 2013. It involved both members of the public and stakeholder organisations.

For the majority of the bridge length, it would be enclosed by a normal parapet with a minimum height of 1.0m above the adjoining paved surface, incorporating a 2.4m anti-suicide fence to the outer part and mesh infill on the inner part. A high parapet will be provided over the railway with a minimum height of 1.6m above the adjoining paved surface, incorporating a 2.4m high anti-suicide fence. Both parapets will include anti-climb plates at the outer part of the base section.

Two options are under consideration for the materials palette, namely the 'Harvest' (wheat / off-white piers with a weathered corten steel beam) and 'Town and Country' (more traditional OPC / grey piers with light blue painted steel beam). It is envisaged that the final colour of the bridge will be controlled by way of a planning condition.

It is not proposed to uplight the bridge or illuminate the road itself except at the three roundabouts and the approaches to them. Columns will be either 10m or 12m high and will incorporate full cut-off luminaries to limit upward dispersal of light.

The proposed scheme is considered to be acceptable in terms of design and appearance subject to planning conditions and in compliance with policy EN1.

Impact on landscape and visual amenity

Policy EN1 states that development must be appropriate to the character and significant natural, historic and cultural attributes and features of the landscape within which it is situated, and contribute to its conservation, enhancement or restoration. All development proposals and site allocations will be assessed in relation to a number of criteria including: 3. Historic character, patterns and attributes of the landscape and 6. The Condition of the landscape. An assessment of the application, however, must be made light of the comments of statutory consultees and alongside other policies in the Core Strategy and NPPF.

The NPPF is mainly concerned with the protection of landscape areas of the highest status of protection such as National Parks.

The site falls within National Character Area 75 - Kesteven Uplands. The South Kesteven Landscape Character Assessment (2007) identifies the proposed scheme as falling within the Grantham Scarps and Valleys and Kesteven Uplands landscape character areas. The landscape management objectives for these areas that are relevant to the proposed scheme include:

- Protect and improve field boundary condition
- Protect existing hedgerow trees and plant new hedgerow trees
- Maintain important grassland areas
- Protect important and distinctive woodland cover

- Use new planting to minimise the visual impact of major roads
- Protect and enhance watercourses

The ES includes a landscape and visual impact assessment which divides the study area into three Local Character Areas. These are: A – Grantham Scarps and Valleys; B – Kesteven Uplands and C – South Lincolnshire Edge. The designated sites of the Grantham Conservation Area, Belton House Grade I Registered Park and Garden and Harlaxton Manor Grade II* Registered Park and Garden lie outside the study area.

In terms of visual amenity the ES states that overall, the study area is comprised of an attractive working rural landscape which contains well managed vegetation and mature woodland set within the varied topography. In general, the extent of urbanisation within the landscape is not overly apparent and is only indicated through the prominent infrastructure which seems to be always present in views, for example, the water tower on Gorse Lane, the telecoms tower at the Barracks, the electricity pylons, the A1 and the East Coast Main Line.

The ES recognises that there will be a temporary impact on the local landscape during the construction phase with key activities being: removal of woodland, construction of haulage routes within the site, introduction of heavy plant, temporary storage of spoil (prior to reuse or removal off-site) and visual clutter associated with temporary diversions / closure of existing roads.

The landscape character impacts would vary across the site:

- A – Grantham Scarps and Valleys
This area to the east and west of the River Witham is considered to be of medium sensitivity to change and given the impact of the new lit roundabouts together with the loss of trees and vegetation in the river valley to accommodate the bridge and earthworks; there would be significant changes to the valley landform and the proposed scheme would introduce prominent urban features within the rural urban fringe. The impact is assessed as moderate adverse.
- B – Kesteven Uplands
This area rising up to Whalebone Lane and to the A52 roundabout is considered to be medium to high sensitivity to change. The proposed scheme would be in cutting for the length of the route within this area and would be enclosed by a 2m high bund along the north side thus preventing views from the north but creating an unnatural landform. There would be lighting columns to the reconfigured A52 roundabout. An informal avenue of 250m long of semi and early-mature trees would be removed along Whalebone Lane. The proposed scheme would bisect three field hedgerows but is generally aligned with existing field patterns. A significant extension to Whalebone Spinney is proposed to reinforce existing landscape character and screen views from the south-east. The impact is assessed as moderate adverse.
- C – Southern Lincolnshire Edge
The site is not located within this area, which is located to the north of the A52 roundabout, but the likely impacts were assessed as nearby views would be available from the open plateau. The ES concluded that these views would be limited and there would be negligible changes to the area.

The visual impacts on 53 visual receptor groups, mainly comprising residential properties, were assessed and the ES concluded that whilst there would be impacts on properties at Spittlegate, Paper Mill Farm, on the edge of Grantham (Fircroft, Bridge End Road, Saltersford Road, Spittlegate Farmhouse and cottages, Kesteven Rugby Club, Woodnook Farm, Little Ponton during the construction phase and, to a lesser degree upon the opening of the road, by year 15 these impacts

would have diminished considerably. The Water Treatment Works, the Daily Mail Cottage and the properties at the Cheveley Mobile Home Park would experience the greatest adverse impacts in terms of visual amenity. The ES recognises that, whilst the Little Ponton PROW would be diverted, there would be large effects on the users of the footpath in terms of the impact of the road on their views across the river valley.

The mitigation measures proposed to reduce impacts on landscape character and visual amenity include:

- During construction phase: screen mounds and fencing around compounds, monitoring of topsoil storage and protection of trees / vegetation to be retained.
- The targeted use of mitigation planting throughout the length of the scheme to soften the visual appearance of earthworks, assist in screening and framing traffic movements, reduce lighting impacts and headlight glare, and improve biodiversity by integrating the scheme into the existing landscaping framework. The planting will include specimen tree, woodland and scrub planting, hedgerows, hedgerow trees and grassland.
- A significant extension to Whalebone Spinney is proposed to create a new woodland block adding to and reinforcing the surrounding landscape character. The woodland would offer compensation for the woodland lost to the proposed scheme.
- The existing sponsored landscaping at the reconfigured roundabout at the A52 would remain, or be replicated, in accordance with the comments of the Parish Council.

Once the mitigation proposals have been implemented, the ES concludes that for the majority of visual receptors to the north and north-west of the proposed scheme, the impact of the new road will not be significant as it will form a new component within the view but will not be an intrusive or obstructing element given the existing views. There will, however, be significant visual effects on three receptor groups (Water Treatment Works, Daily Mail Cottage and Cheveley Mobile Home Park) located close to the proposed scheme as these groups share an existing uninterrupted outlook across the valley where the proposed scheme would become a prominent feature and although landscaping will soften the appearance of the proposed scheme, it will remain a major detracting element in views. The Little Ponton PROW would experience large and adverse visual effects.

The purpose of the ES is to assess the significance of the change to landscape character and visual amenity. Although there are some adverse impacts of the proposed scheme that cannot be mitigated, a balance must be struck on the overall impact and the ES assists in coming to a conclusion that as a whole the proposals comply with policy EN1 criteria 3 and 6. Overall consideration of the planning merits of the proposed scheme must give weight to the fact that the proposed scheme forms a key part of a new sustainable urban extension to Grantham that is identified in the Core Strategy and is the subject of a Southern Quadrant Masterplan SPD. The landscape character of the area is likely to change significantly should the proposed scheme and the SUE be developed.

The proposed scheme complies with policy EN1, in relation to landscape and visual intrusion and with the Southern Quadrant Masterplan SPD.

Impact on heritage assets

Policy EN1 states that development must be appropriate to the character and significant natural, historic and cultural attributes and features of the landscape within which it is situated, and contribute to its conservation, enhancement or restoration. All development proposals and site allocations will be assessed in relation to a number of criteria including: 1. Statutory, national and local designations of landscape features, including natural and historic assets. An assessment of

the application, however, must be made light of the comments of statutory consultees and alongside other policies in the Core Strategy and NPPF.

Paragraph 131 of the NPPF advises local planning authorities to take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic viability; and the desirability of new development making a positive contribution to local character and distinctiveness.

The ES is accompanied by a Supplementary Heritage Assessment and an Archaeological Evaluation of trial trenching carried out in the study area. The excavation of 22 trenches was planned; however, only 12 trenches could be opened due to access restrictions and the presence of crops in the field. Archaeological features were uncovered in 8 trenches. The report states that it is possible the features found make up part of an Iron Age field system of enclosures, a high status Roman building and in relation to iron smithing activity. The proposed scheme will affect a number of these features. It advises that given the concentration of prehistoric and Roman sites and find-spots within the proposed scheme area and in close proximity to the proposed scheme, there is high potential for the discovery of associated remains that are currently undiscovered. The impact on these remains is unknown without confirmation of their location, extent, character and significance. The construction of the proposed scheme also has the potential to affect the setting of archaeological assets through visual, noise and vibration disturbance leading to a minor / moderate impact.

The ES identifies that the Scheduled Monument, together with the Registered Parks and Gardens of Belton House and Harlaxton Manor, would not be affected. A number of undesignated built heritage features would be affected by the construction of the bridge piers and road itself and are classed by the ES as ranging from negligible to minor impacts. There would be a moderate impact on the historic landscape character of the area in relation to the field boundary system and hedgerows.

Once the road is completed and operational, known archaeological assets within its footprint will have been damaged or destroyed during construction. The ES proposes that archaeological evaluation and excavation will take place prior to construction and these archaeological remains will be preserved by record. During the operation of the road, there will be an impact on the setting and landscape context of known archaeological assets including the Scheduled Monument. In addition, the road will have a permanent impact on the setting of built heritage assets. The road would be visible on the approach to the listed building comprising the Officer's Mess at Prince William of Gloucester Barracks and marginally visible from listed buildings in Little Ponton and from the spire of St Wulfram's church in Grantham. It is likely to be visible from the upper floors of taller buildings in the Grantham Conservation Area. There will be impacts on some undesignated historic buildings in the vicinity of the proposed scheme. The overall setting of the historic landscape will be affected as major infrastructure creates a new visual appearance of the landscape and through increased noise levels. It should be noted, however, that in relation to heritage assets within Little Ponton and Grantham - the screening from mature trees, existing topography and the urban landscape - will result in minor impact.

By way of mitigation, the ES proposes the following works to be agreed by the local planning authority by way of compliance with planning conditions:

- The proposed scheme has the potential to damage or destroy known and unknown archaeological remains during construction. The preferred mitigation measure would be to avoid all known archaeological remains and to preserve the archaeology in situ. Where this is not possible, the assets will be investigated and recorded allowing for preservation by

record through a programme of area excavation, strip, map and sample, and archaeological monitoring during construction works.

- Further excavation of the trial trenches that were inaccessible due to access restrictions and harvest will be excavated to determine the presence, extent, character and condition of potential buried remains along the central part of the proposed scheme east of the river.
- Archaeological remains that are not to be directly affected by the construction but that may fall within working areas will be protected from damage.
- The access / haul routes may require further archaeological mitigation.
- Specific mitigation measures have been identified for each of the known assets to be affected. Two historic buildings (not listed) that would require removal will be subject to a level 2 historic building record prior to demolition.
- The landscape mitigation proposals will soften the appearance of the proposed scheme within the setting of the archaeological remains, built heritage and historic landscape.

English Heritage are satisfied that the likely harm to designated heritage assets will not be substantial and that the public benefits of the proposed scheme will outweigh any harm.

Heritage Lincolnshire have confirmed that no longer have any objection to the application and suggest that planning conditions are included to achieve the archaeological mitigation measures suggested in the Supplementary Heritage Assessment.

Once the mitigation proposals have been implemented, the ES concludes that there will be no significant impact arising on built heritage assets and a moderate impact on archaeological remains as these will effectively be damaged or destroyed through intrusive archaeological investigation.

The applicant has carried out sufficient investigation through both desk based assessment, geophysics, field walking and trial trenching to ascertain the date, depth, condition and significance of buried remains in order to enable an assessment of the likely impact of the proposed scheme on archaeological assets across the site and to determine the application. The NPPF at paragraph 135 advises that “In weighing applications that affect directly or indirectly non-designated heritage asset, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.” The proposed mitigation measures represent an acceptable way forward for investigating the remaining archaeological potential of the site. The proposed scheme is considered to comply with policy EN1, in relation to built and archaeological heritage assets, and section 12 of the NPPF.

Impact on nature conservation

Policy EN1 states that development must be appropriate to the character and significant natural, historic and cultural attributes and features of the landscape within which it is situated, and contribute to its conservation, enhancement or restoration. All development proposals and site allocations will be assessed in relation to a number of criteria including: 7. Biodiversity and ecological networks within the landscape. An assessment of the application, however, must be made light of the comments of statutory consultees and alongside other policies in the Core Strategy and NPPF.

Paragraph 109 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by, amongst other things: contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity, where possible. Paragraph 118 advises that when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles, which include: if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

The proposed scheme is located within an area of largely arable farmland of limited biodiversity value. The main areas of interest for nature conservation in the vicinity of the site comprise the River Witham valley corridor together with discrete areas of road verge, hedgerows, woodland and semi-improved grassland. An extensive area around the site was studied through desktop assessments, an extended Phase 1 Habitat and Woodland Survey and more detailed species studies (badgers, bats, breeding birds, great crested newts, otters, reptiles, water voles and white-clawed crayfish).

There are no statutorily designated wildlife sites that would be affected by the proposed scheme. Lowland Calcareous Grassland is a Habitat of Principal Importance as designated under Section 41 of the Natural Environment and Rural Communities Act 2006 and is found in the Local Wildlife Sites.

The proposed scheme would impact to differing degrees on the non-statutory wildlife sites within the site area. There would be a temporary loss of 0.2 ha of woodland / scrub habitat within the Grantham BR SNCI and 0.15ha of vegetation in the Saltersford Valley SNCI which are located in the River Witham river valley. A permanent loss of 0.053 ha of land from these areas would result from the construction of the bridge foundations and supports and is not considered to be significant. There would be loss of habitat within five LWSs, including Lowland Calcareous grassland, through the construction of the A52 roundabout and where the SQLR would cross Whalebone Lane. The main impact is on the Whalebone Lane LWS where there would be a loss of 1.7 ha of habitat. These impacts are considered to be significant. The proposed mitigation would include the provision of replacement habitat of equivalent quality and increased quantity within the landscaping proposals for the proposed scheme.

The proposed scheme would lead to the loss of 10 ha of arable land and 1.5 ha of semi-improved grassland which is not considered to be significant. The impacts on open water (ponds), running water and ephemeral / short perennial vegetation would not be significant.

The loss of 2.9km of species-poor hedgerow and 20m of species-rich hedgerow together with a further 0.9 ha of woodland on the valley sides of the River Witham to construct embankments leading to the bridge are considered to be significant at a local level. The mitigation to the loss of habitat within the SNCI and LWSs will occur through the construction phase and will be reinstated following completion of the proposed scheme.

New areas of native species rich grassland, including wet grassland and woodland have been incorporated into the landscape scheme and new roadside planting will include a species rich grassland mix. The proposed mitigation to hedgerows and trees / woodland will include planting species-rich hedgerow along Spittlegate Level and Whalebone Lane and broadleaved tree planting along the road embankments and within the river valley.

Indicative proposals for new planting include:

- Species rich grassland (including a minimum 3 ha calcareous grassland) = 25.3 ha
- Verge mix = 0.76 ha
- Wet grassland = 1.1 ha
- Woodland mix = 5.8 ha
- Low woodland mix = 1.9ha
- Specimen trees = 42
- Feathered trees = 229
- Hedges = 5,232m

With regard to protected species:

- Badgers - there is an outlier badger sett located within the river valley corridor near the Water Treatment Works. Any temporary or permanent loss of suitable foraging habitat is likely to be relatively minor as extensive suitable habitat is available on adjacent land. The supplementary ES concludes that there will be no significant impact on badgers and as badgers are mobile species, pre-construction surveys will be carried out to ascertain whether there is badger activity in the area prior to construction works commencing.
- Bats - within the site, the majority of the area is generally of low bat roost suitability, with the exception of a mature Ash tree and five trees within the river valley which are identified to have moderate suitability. Roosts have not been identified at these sites. The supplementary ES concludes that there will be no significant impact on bats and pre-construction surveys will be carried out to ascertain whether there are any bat roosts in these trees prior to construction works commencing. The presence of any bat roosts will require a Natural England mitigation licence before clearance works can commence.
- Breeding birds - may be impacted by habitat loss along the route of the proposed scheme. The majority of habitat to be lost, however, is arable land which is likely to support far fewer species and breeding pairs per hectare than woodland, scrub and aquatic marginal habitats. The supplementary ES concludes that there should not be a significant impact on breeding birds due to habitat loss through the construction of the proposed scheme.
- Great crested newts, otters, reptiles, water voles or white-clawed crayfish – the ES concludes that there will be no significant impact on these species.

Natural England raises no objection to the proposals in relation to designated nature conservation sites and protected species. The Lincolnshire Wildlife Trust is satisfied that the Supplementary Ecological Assessment demonstrated there will be no adverse impact on Local Wildlife Sites.

Once mitigation proposals have been implemented, the ES concludes that there will be no significant impact arising on ecological matters. The proposed scheme seeks to minimise the impact on biodiversity and where significant harm would occur through the loss of habitat; then compensatory habitat will be provided through the landscaping proposals and a planning condition. The proposed scheme complies with policy EN1, in relation to biodiversity, and section 11 of the NPPF.

Impact on noise, vibration and air quality

Policy EN1 states that development must be appropriate to the character and significant natural, historic and cultural attributes and features of the landscape within which it is situated, and contribute to its conservation, enhancement or restoration. All development proposals and site allocations will be assessed in relation to a number of criteria including: 11. Noise and light pollution. An assessment of the application, however, must be made light of the comments of statutory consultees and alongside other policies in the Core Strategy and NPPF.

Paragraph 109 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by, amongst other things: preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability. Paragraphs 123-24 provide more detailed guidance on noise and air pollution.

The ES considered the impact of the proposed scheme on noise during both the construction and operational phases of the road. During the construction phase, assuming a detailed survey is

carried out and noise abatement measures are implemented via a CEMP, there will be minimal noise impact at properties in the study area as a result of construction activities. During the operation of the road, traffic noise is anticipated to be negligible for the majority of receptors within the study area. Only four buildings are predicted to be exposed to major adverse impacts as a result of the proposed scheme as a result of their proximity and a direct line of sight to the road. There are 3 buildings associated with the Water Treatment Works (1 in residential use, 1 vacant and 1 converted to offices) and the Daily Mail Cottage. The mitigation proposed for those properties include the application of low noise surfacing to the carriageway and localised noise barriers.

The ES considered the impact of the proposed scheme on air quality during both the construction and operational phases of the road. The ES states that construction-related dust as a result of earthworks, construction and trackout (vehicle movements) will result in a moderate adverse impact on the environment. The likely impacts of construction-related emissions are likely to be temporary, short-term and slight adverse. During the operation of the road, the ES states that there would be a negligible impact on the area by way of emissions. In particular, there would be slight beneficial impacts in the town area and the link roads to the town i.e. A607 Springfield Road and A52 Bridge End Road. Some properties close to the A1 would experience a slight adverse impact. There will be no adverse impact on the Air Quality Management Areas in Grantham.

The CEMP will include a number of mitigation measures to reduce the magnitude and duration of dust deposition and to ensure noise abatement. There are no objections from SKDC's Environmental Protection officer. Once mitigation proposals have been implemented, the ES concludes that there will be no significant impact arising on noise, vibration and air quality. The proposed scheme complies with policy EN1, in relation to noise, and section 11 of the NPPF.

Other planning matters

The proposals will result in the loss of predominantly agricultural land of differing quality comprising a mix of Grade 2 and Grade 2 best and most versatile (BMV) land. In total, approximately 30 ha of the BMV agricultural land will be lost to the proposed scheme. In accordance with paragraph 112 of the NPPF, the Council has taken into account the economic and other benefits of the highest quality farmland. Given that the route of the proposed scheme is defined by the approved new junction on the A1 at one end and the location of the A52 roundabout at the other; it is unavoidable that it will impact on some land that is defined as the best, most versatile agricultural land. The proposed scheme, however, seeks to minimise the amount of land take necessary.

As the proposed scheme would be located close to the East Coast Main Line, the applicants have been in close liaison with Network Rail. Network Rail have commented on the application while they do not raise any planning related objections, they have commented on the proximity of a retaining wall to land in their ownership. The applicant has confirmed they will continue discussions with Network Rail during the detailed design of the proposed scheme and that separate consent will be required from that organisation in addition to planning permission which will ensure no adverse impact on the East Coast Main Line.

The extant minerals consent at Little Ponton Quarry extends to the southern boundary of the application site. It is not considered that the proposed scheme would have a detrimental impact on these permitted mineral operations.

The ES has taken account of the cumulative impact of the proposed scheme with other developments and plans. The principle developments are the proposed Southern Quadrant development and the KiNG31 commercial development. No significant cumulative impacts have been identified.

The impact of the proposed scheme during the construction of the road has been assessed under each topic within the ES and mitigation proposals have been suggested where applicable. The impact of construction traffic on the wider area has been considered and it is suggested in the Design and Access Statement that construction traffic would use the main strategic routes to the north and south. It is not anticipated that the route north along Spittlegate to the A52 Somerby Hill via Gainsborough Corner would be used to transport materials from one side of the site to the other. Similarly, it is not proposed that Whalebone Lane would be used by construction traffic but would be routed via the B6403 High Dike.

Section 106 Heads of Terms

No Section 106 Planning Obligation is provided or necessary in the case of this application.

Crime and Disorder

The development is not considered to raise any significant issues with regard to crime and disorder.

Human Rights Implications

Articles 6 (Right to Fair Decision Making) and Article 8 (Right to Private Family Life and Home) of the Human Rights Act have been taken into account in making this recommendation.

It is considered that no relevant Article of the Act will be breached.

SUMMARY OF REASONS FOR APPROVAL

The proposed development will help contribute to economic growth and the delivery of new homes through the provision of new road infrastructure as part of the Grantham Southern Relief Road. It would be in accordance with the objectives of Core Strategy policies SP3 and H2B together with the Southern Quadrant Masterplan SPD.

The likely impacts of the proposed scheme have been assessed through the EIA process and where significant impacts have been identified, mitigation measures are proposed. The ES considered the impacts of the proposed scheme on air quality, cultural heritage, ecology and nature conservation, geology and soils, landscape and visual amenity, noise and vibration, road drainage and water environment, land use and community effects and cumulative impacts. The main impacts that cannot be entirely mitigated are those of noise and visual impact on four buildings on Waterworks Lane. The traffic impacts of the proposed scheme have been assessed through a Transport Assessment which concludes that, together with the approved A1-B1174 KiNG31 link, it will assist in removing strategic traffic and HGV trips from the town centre and that all the junctions analysed are expected to operate within capacity in the 2016 scenario. A number of planning conditions are proposed to ensure that mitigation measures are carried out including the provision of a Construction Environmental Management Plan.

The proposed scheme would comply with Core Strategy policies SP1, SP3, EN1, EN2, EN4 and H2B. It would be in accordance with paragraph 17 and Sections 1, 2, 4, 7, 10, 11 and 12 of the National Planning Policy Framework.

RECOMMENDATION: That the development be Approved subject to condition(s)

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

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

2. The development hereby permitted shall be carried out in accordance with the following list of approved plans submitted as part of the application:

Site Location Plan B/HRADB5081/01/7500
Site Plan B/HRADB5081/01/7501 RevA1
Site Plan B/HRADB5081/01/7502
Existing Levels and Contours B/HADB5081/01/7503
Existing Levels and Contours B/HRADB5081/01/7504
Scheme Cross Sections B/1045388-DWGHIG-001 RevA
Scheme Cross Sections B/1045388-DWGHIG-002 RevA
Option 2D General Arrangement B/93/23/65/STRDWG/001 RevB
Option 2D General Arrangement B/93/23/65/STRDWG/002 RevB
Option 2D Pier Elevations & Cross Sections B/93/23/65/STRDWG/003 RevB
Option 2D Abutment Elevations & Cross Sections B/93/23/65/STRDWG/004 RevB
Option 2D Underpass B/93/23/65/STRDWG/005 RevB
Option 2D General Arrangement B/93/23/65/STRDWG/006 RevA

Environmental Statement, Mouchel (March 2013)
Supplementary Ecological Assessment, Mouchel (July 2013)
Supplementary Heritage Assessment, Mouchel (July 2013)
Design and Access Statement, Mouchel (July 2013)
Grantham SQLR Drainage Design Strategy, Lincolnshire County Council Highways Alliance (March 2013)

Reason: To define the permission and for the avoidance of doubt.

3. No development shall commence until final details of the materials (including colour of paintwork) to be used in the construction of the proposed bridge have been submitted to and agreed in writing by the local planning authority. Only the agreed materials shall be used in the construction of the bridge.

Reason: To ensure a satisfactory appearance to the development and in accordance with policy EN1 of the South Kesteven Core Strategy (2010).

4. No development shall commence until final details for (a) the construction specification and elevations of the proposed development comprising the road, bridge and associated structures and (b) a programme of work; have been submitted to and approved in writing by the local planning authority. The road, bridge, footways, cycleways and ancillary areas shall be designed to a specification to allow these elements to be adopted as Highway Maintainable at the Public Expense. The proposed development shall be constructed in accordance with the approved details.

Reason: To enable the local planning authority to retain control over the appearance of the development in the interests of the visual amenities of the area and in the interests of the safety of the users of the public highway and the safety of the users of the site.

5. Development shall not commence until a scheme to take up and re-site the highways/environmental features located on the existing A52 Old Somerby roundabout has been submitted to and agreed in writing by the local planning authority. The highways/environmental features shall be reinstated on the new A52 Old Somerby roundabout in accordance with the approved scheme before the roundabout is brought into use.

Reason: In order to ensure satisfactory arrangements are made for the reinstatement of highways/environmental features at the A52 Old Somerby roundabout in the interests of landscape quality in accordance with the provisions of the National Planning Policy Framework (2012).

6. Prior to commencement of use, details of all proposed lighting to be implemented as part of the development shall be submitted to and approved in writing by the local planning authority. The lighting shall be implemented in accordance with the approved details before the proposed development is brought into use.

Reason: In the interests of highway safety and visual amenity and to minimise the impacts of light pollution on the local landscape, adjoining land uses and the railway line in accordance with policy EN1 of the South Kesteven Core Strategy (2010).

7. No development shall commence until a specification for the new length of footpath to be created as part of the diversion of public right of way G/13/1 has been submitted to and agreed in writing by the local planning authority.

Reason: In order to ensure the satisfactory appearance of the proposed footpath in accordance with the National Planning Policy Framework (2012).

8. No development shall commence until a detailed drainage strategy for the development has been prepared, in accordance with the Grantham SQLR Drainage Design Strategy, Lincolnshire County Council Highways Alliance (2013), submitted to and agreed in writing with the local planning authority. The approved scheme shall be implemented and carried out before the proposed development is brought into use.

Reason: To ensure that surface water run-off from the development will not adversely increase the risk of flood, to improve and protect water quality, improve habitat and amenity and ensure future maintenance of the surface water drainage system in accordance with policy EN2 of the South Kesteven Core Strategy (2010) and the National Planning Policy Framework (2012).

9. No development shall commence until details of the implementation, maintenance responsibility and management of the approved drainage scheme have been submitted to and approved by the local planning authority. The drainage scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- i. a timetable for its implementation, and
- ii. a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, ensure future maintenance of the surface water drainage

system and to accord with the provisions of policy EN2 of the South Kesteven Core Strategy (2010) and the National Planning Policy Framework (2012).

10. All existing drainage routes through the site should be maintained both during works on site and after completion of the development. Drainage routes include all methods by which water may be transferred through the site and shall include such systems as 'ridge and furrow' and 'overland flows'. A method statement shall be submitted to and approved by the local planning authority to ensure that upstream and downstream riparian owners and those areas that are presently served by any existing drainage routes passing through or adjacent to the site are not adversely affected by the development. The method statement shall take account of the effect of raising site levels on adjacent land.

Reason: To prevent an increase in the risk of flooding and / or waterlogging on adjacent land and in accordance with policy EN2 of the South Kesteven Core Strategy (2010).

11. No infiltration of surface water drainage into the ground within Source Protection Zone (SPZ) 1 is permitted.

Reason: Infiltration drainage within SPZ1 could pose a risk to nearby potable abstractions and must be avoided in accordance with the National Planning Policy Framework.

12. No development shall commence, including any works of demolition, until a Construction Environmental Management Plan (CEMP) has been submitted to and agreed in writing by the local planning authority. The approved CEMP shall be adhered to throughout the construction period. The CEMP shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. storage of fuel and refuelling
- v. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- vi. wheel washing facilities
- vii. measures to control the emission of noise, vibration, dust and dirt during construction
- viii. a scheme for recycling / disposing of waste resulting from demolition and construction works
- ix. means of access and routing plan for groundworks and construction traffic such that use of B1174 and A52 via Gainsborough Corner is minimised and that Whalebone Lane (to the south of the proposed development) is not used at all
- x. measures to prevent pollution of the water environment including ground water, the River Witham and other surface waters
- xi. specific construction method statements, a programme of water quality monitoring and post construction geomorphological monitoring for construction works in or near the River Witham
- xii. control of lighting
- xiii. notwithstanding the tree survey submitted, details of trees to be removed and protection of retained trees and hedgerows
- xiv. protection of protected species (bats, badgers and breeding birds) and ecologically sensitive areas (SNCI / LWSs, calcareous grassland, hedgerows, trees and woodland and schedule 9 plants)

Reason: To ensure appropriate mitigation for the impact on residential amenity, nature conservation interests and the River Witham caused by the construction phases of the

development and to reflect the scale and nature of development assessed in the submitted Environmental Statement, to accord with the objectives of the Southern Quadrant Masterplan SPD, policies EN1 and EN2 of the South Kesteven Core Strategy (2010) and the National Planning Policy Framework (2012).

13. The site compounds and topsoil storage areas, shown on Drawings: Site Plan B/HRADB5081/01/7501 RevA1 and Site Plan B/HRADB5081/01/7502, shall be removed and the land restored to its former condition, or in accordance with an alternative scheme, before the proposed development is brought into use in accordance with a scheme of work submitted to and approved by the local planning authority.

Reason: To ensure the land reverts to its current appearance in the interest of the amenities of the area.

14. No development shall commence until details of the temporary haulage / construction route across the site for excavation and construction traffic and a method statement describing measures to construct a temporary bridge across the River Witham during the construction phase shall be submitted to and agreed in writing by the local planning authority. The approved details shall include measures to reinstate the land to its former condition, or in accordance with an alternative scheme, before the proposed development is brought into use in accordance with a scheme of work submitted to and approved by the local planning authority. The construction of the proposed development shall be constructed in accordance with the approved details.

Reason: To ensure the land reverts to its current appearance in the interest of the amenities of the area.

15. No development shall commence until details of the proposed noise mitigation measures have been submitted to and agreed in writing by the local planning authority. The proposed development shall be constructed in accordance with the approved details.

Reason: To ensure the amenity of local residents in accordance with policy EN1 of the South Kesteven Core Strategy (2010) and the National Planning Policy Framework (2012).

16. To avoid impacts on nesting birds, clearance works should be carried out outside the bird nesting season (defined as the period between March and September), wherever possible. Where this is not possible, areas should be cleared of vegetation only if they have been surveyed by an experienced ecologist and confirmed to be clear of nests immediately prior to the destructive works commencing. If an active nest is identified then the area will need to be retained until the young have been deemed by a suitable qualified ecologist, to have fledged and a five meter buffer around the nest should be maintained. Only once this has happened can the area be removed.

Reason: To safeguard protected species and to accord with the objectives of the National Planning Policy Framework (2012) and policy EN1 of the South Kesteven Core Strategy (2010).

17. No development shall commence until pre-construction badger and bat surveys have been undertaken in accordance with the timescales outlined in the Environmental Statement (Mouchel, July 2013) Volume 1, Chapter 8, Table 8.9. The surveys shall be submitted to and approved in writing by the District Council in consultation with Natural England. The proposed scheme shall only be carried out in accordance with the approved surveys.

Reason: To safeguard protected species and to accord with the objectives of the National

Planning Policy Framework (2012) and policy EN1 of the South Kesteven Core Strategy (2010).

18. No development shall take place until full details of planting and landscaping (including planting plans; written specifications; schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme) have been submitted to and approved in writing by the local planning authority. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation.

The landscaping scheme shall include new areas of native species rich grassland mix (including calcareous grassland), new species-rich hedgerow planting and native broad-leaved tree planting by way of mitigation for the loss of such features through development as proposed in Table 1.9 of the Supplementary Ecological Assessment (Mouchel, July 2013).

Reason: Landscaping and tree planting contributes to the appearance of a development and assists in its assimilation with its surroundings. It will mitigate against the loss of important ecological features caused by the development. The implementation of the scheme is therefore necessary to create a pleasant environment and create replacement habitats in accordance with Policy EN1 of the South Kesteven Core Strategy and the National Planning Policy Framework.

19. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the local planning authority.

Reason: Hard and soft landscaping and tree planting make an important contribution to the development, the mitigation against loss of important ecological features and its assimilation with its surroundings and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

20. No development shall take place until details of earthworks (including embankments and cutting features and excavation of detention ponds) have been submitted to and approved in writing by the local planning authority. These details shall include the proposed grading and mounding of land areas including the levels and contours to be formed, showing the relationship of proposed mounding to existing vegetation and surrounding landform. Development shall be carried out in accordance with the approved details.

Reason: To enable the Local Planning authority to retain control of these important details in the interests of the visual amenities of the area and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

21. No development shall commence until the excavation of trenches 10 – 19 as shown in the Written Scheme of Investigation for Archaeological Evaluation: Grantham Southern Quadrant Road (Mouchel, May 2013) has been carried out.

Reason: In order to provide a reasonable opportunity to record the archaeological history of the site and to accord with paragraph 141 of the National Planning Policy Framework (2012) and policy EN1 of the South Kesteven Core Strategy (2010).

22. No development shall commence until a written scheme of archaeological Investigation, in accordance with paragraphs 1.6.2 – 1.8.1 of the Supplementary Heritage Assessment (Mouchel, July 2013), has been submitted to and approved by the Local Planning Authority. This scheme should include the following:

1. An assessment of significance and proposed mitigation strategy (ie preservation by record, preservation in situ or a mix of these elements).
2. A methodology and timetable of site investigation and recording
3. Provision for site analysis
4. Provision for publication and dissemination of analysis and records
5. Provision for archive deposition
6. Nomination of a competent person/organisation to undertake the work
7. The scheme to be in accordance with the Lincolnshire Archaeological Handbook.

The proposed development shall only be carried out in accordance with the approved scheme. The applicant shall notify the local planning authority of the intention to commence at least 14 days before the start of archaeological work in order to facilitate adequate monitoring arrangements.

A copy of the final report shall be submitted within 3 months of the work to the local planning authority and the Lincolnshire Historic Environment Record for approval. The material and paper archive required as part of the written scheme of investigation shall be deposited with an appropriate archive in accordance with guidelines published in the Lincolnshire Archaeological Handbook.

Reason: To ensure the preparation and implementation of an appropriate scheme of archaeological mitigation and to ensure satisfactory arrangements are made for the recording of possible archaeological remains in accordance with paragraph 141 of the National Planning Policy Framework (2012) and policy EN1 of the South Kesteven Core Strategy (2010).

23. No development shall commence until a historic structures survey, to include a measured survey, written description and photographic record, has been carried out on the air raid shelter (site 63) and the ruined building (site 65) as referenced in the Environmental Statement and Supplementary Heritage Assessment (Mouchel, March and July 2013 respectively). The surveys shall be submitted for the approval of the local planning authority and for inclusion in the Historic Environment Record for Lincolnshire.

Reason: In order to record the historical interest of the structures prior to demolition in accordance with paragraph 141 of the National Planning Policy Framework (2012) and policy EN1 of the South Kesteven Core Strategy (2010).

Note(s) to Applicant

1. Prior to the submission of details for any temporary or access works within the public highway you must contact the Divisional Highways Manager on 01522 782070.
2. This permission does not convey any approval that may be required under the Flood and Water Management Act 2010 and you are advised that further details relating to drainage may need to be submitted on request for approval of the Lead Local Floods Authority and any amendments to the approved scheme shall subsequently be implemented before the road is first open for public use.
3. Pursuant to condition 4, the final details shall include (but shall not be exclusively limited to) the following elements of the proposed development: carriageway surfacing, bridges,

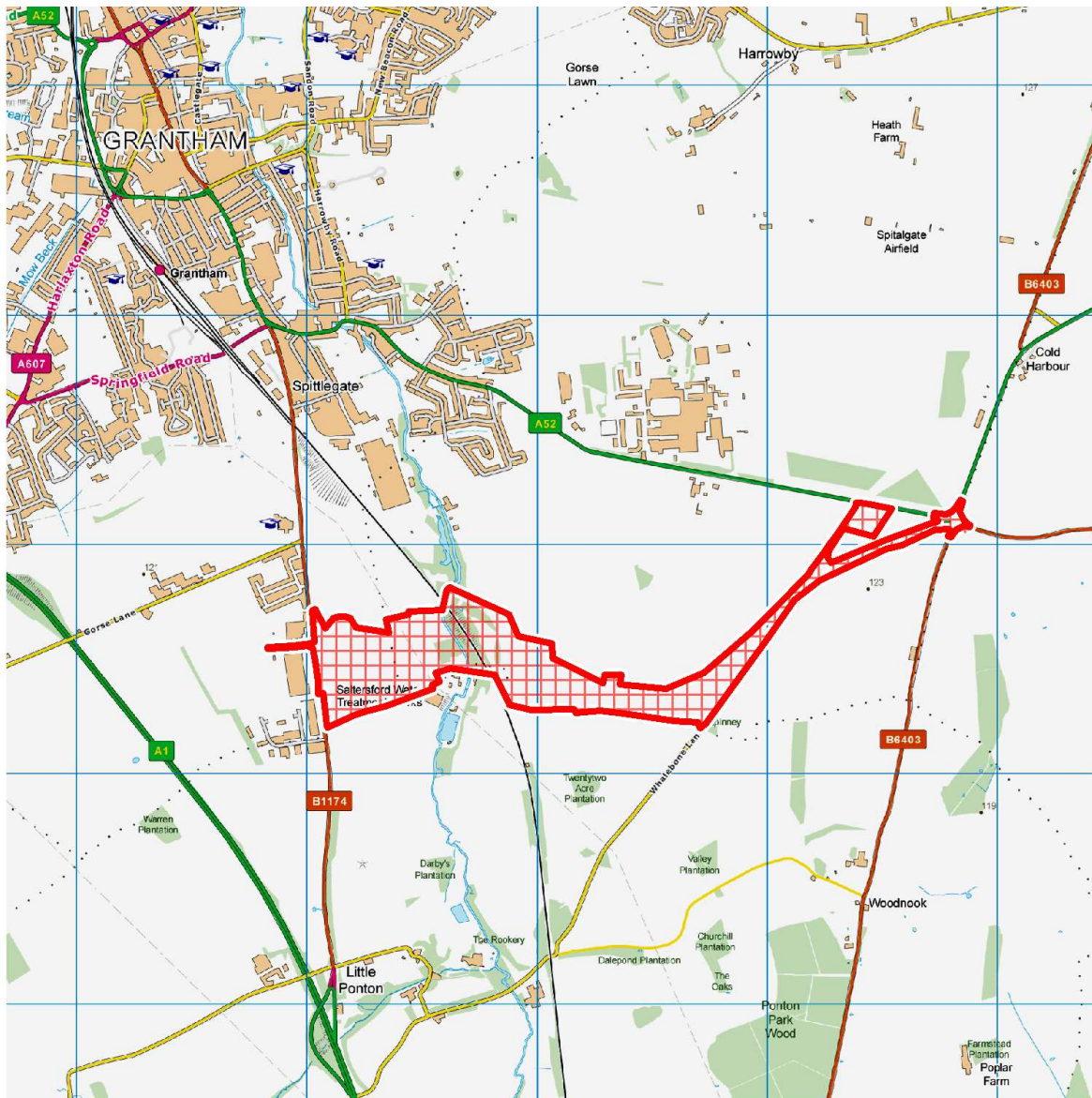
structures, retaining walls, underpasses, bridge wing walls, bridge abutments, safety features, parapets and embankments.

4. A public right of way crosses the site and you are advised that a public path order under the Town and Country Planning Act 1990 will be required under separate consent to seek the legal diversion of the footpath.

* * * * *

Site Location Plan

Ref	S13/0775
Proposal	Construction of Southern Quadrant Link Road (SQLR) comprising new 3km single carriageway between B1174 Spittlegate Level and A52 Somerby Hill including a new bridge spanning the East Coast Main Line and River Witham. Works to include a new 5 arm roundabout at B1174 Spittlegate Level, improvements to the existing A52/B6403 roundabout, associated new junctions/access roads, new cycleway/footpath at Whalebone Lane, site compound/construction and storage areas, recontouring of ground levels, formation of attenuation ponds and diversion of public right of way
Location	Grantham Southern Relief Road, Grantham



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APPENDICES

Representations from Consultees

Applicant	Mr K Pearson, Taylor Wimpey East Midlands Unit 2, The Osiers Business Park, Laversall Way, Leicester, LE19 1DX
Agent	The Noble Consultancy The Stables, Says Court Farm, Badminton Road, Frampton Cotterell, South Gloucestershire, BS36 2NY
Proposal	Reserved Matters application relating to residential development and associated development, link road, estate roads, open space and landscaping (including A1 retail/B1 office development)
Location	Zone 4 and zone 5, Elsea Park, Bourne
App Type	Major RM (Residential)
Parish(es)	Bourne
Reason for Referral to Committee	The application is for major development and the Council's Development Management Service Manager has requested that the application be referred to the Development Control Committee.
Recommendation Summary	<p>That the application be approved subject to no objections from the Local Highway Authority and the Environment Agency withdrawing their holding objection to the application.</p> <p>Reason:</p> <p>The application site is allocated for residential development and the proposed development is considered to reflect the scale and character of the surrounding development. The proposed development in accordance with guidance set out in the National Planning Policy Framework (NPPF) and local policies SP1, SP3, SP4 EN1, EN2, EN4, H1, H3 and E2 of the South Kesteven Core Strategy and Policy H3 in the Saved Policies of the South Kesteven Local Plan. In relation to issues relating to design, scale, density, highway safety and residential amenity it is considered that the proposed development will not result in any significant adverse impacts and is therefore considered to comply with the requirements of the above policies.</p>

Key Issues

- Scale / Layout
- Overlooking / Loss of Privacy
- Loss of Light / Overshadowing
- Traffic Generation / Parking
- Drainage
- Ecology
- Open Space Provision

Technical Documents Submitted with the Application

- Site, Location, and Elevation Plans. Street Scenes. House Types.
- Design and Access Statement
- Noise Assessment

REPORT

Application Category

This application is categorised as a major application.

Reason for Referral to Committee

The application is for major development and the Council's Development Management Service Manager has requested that the application be referred to the Development Control Committee.

The Proposal

This is a reserved matters application for the erection of 288 dwellings on zone 4 area c and zone 5 of the Elsea Park development. The application has been amended to make minor changes for the estate roads and layout of the dwellings. This report relates to the amended scheme.

The development proposes a mixture of house sizes and types including:

- 76 x 2 bedroom semi detached / terraced houses,
- 149 x 3 bedroom semi detached / terrace houses,
- 29 x 4 bedroom detached houses,
- 20 x 5 bedroom detached houses

In addition to the proposed dwellings 2 retail / offices are also proposed with 14 x 1 bedroom flats above.

The proposed dwellings predominantly front onto the proposed estate roads which will run through these phases of the development. The dwellings along the southern edge of the site will back onto the earth mound which forms the boundary to Bourne's Southern Relief Road.

Two 350sq m LEAP (Local Equipped Area for Play) are to be provided within these two phases of the development

The application site and its surroundings

The application site is located towards the southern boundary of the Elsea Park Development. The site occupies a total area of approximately 6.55 hectares (16.2 acres), with zone 5 comprising 3.874 hectares (8.2 acres) and zone 4 3.629 hectares (8 acres). Both zones are currently undeveloped agricultural land.

Access to the development will be via two vehicular access points. The primary access will be into zone 5 from the existing roundabout located in the south-western corner of the Elsea Park development on Raymond Mays Way. The secondary access will be via The Gables which is less direct route and adjacent to the current residential development of zone 4 areas 'a' and 'b'.

To the north of the site lies open agricultural land which is allocated for further residential development and Wherry's Spinney. To the east of the site lies residential development (The Ridings and Zone 4 area 'a' and 'b' of the Elsea park development). To the west of the site lies the A151 Raymond Mays Way with agricultural land beyond.

Site History

SK.94/0124 - In June 2001 outline planning permission was granted for residential development of the site (now known as Elsea Park).

Representations Received

Bourne Town Council: Applauds the inclusion of retail/office space but has great concerns regarding the future adoption of roads on the estate and ask whether SKDC are satisfied that the roads are of an acceptable standard to allow for adoption. Also could SKDC confirm whether this application is in keeping with Zones 1-3 where problems already occur with a lack of parking spaces and narrow roads causing obstructions to through traffic?

National Grid: Has raised no formal objections but provided information in relation to a Gas Pipeline which runs adjacent to the site.

Health and Safety Executive: Does not advise against the granting of planning permission in this case

Police Crime Prevention Officer: Raises no objections but has recommended suggestions in relation to lighting and landscaping.

Lincolnshire County Council (Highways): *Highway Comments awaited and will be reported in Late Background Papers.*

Partnership and Project Officer (affordable housing): I can confirm that this application meets the affordable housing requirements for Zone 5 by providing 34 affordable housing units across both Zone 4 and 5.

I can also confirm that following recent discussions with Kier, that the area of land for the affordable housing requirement on Zone 4 will be provided on the top part of the site on Zone 4.

This will therefore fulfil the affordable housing requirements on both Zone 4 and Zone 5.

Leisure Officer: The LEAPs on the layout plans for zones 4 and 5 both look in line with the master plan and the S106 requirements. The buffer distances look to be 10m from neighbouring properties which is the minimum requirement of Fields in Trust. This is not out of line with previous schemes in this development that have been approved and implemented. However, the location and the fact these areas of open space will contain play equipment should be made clear on all plans so prospective house buyers are clear from the outset.

Community Archaeologist (Heritage Lincolnshire): No objections

Environment Agency: *Has requested additional conformation of drainage details. This information has been requested from the applicant and any additional comments from the Environment Agency will be reported in the Late Background Papers document.*

Anglian Water: No comments

Lincolnshire Wildlife Trust: Strongly support the use of a wildflower seed mix. They note that a large proportion of the proposed tree and shrub planting is non-native and recommend that the

majority of the planting used should be native species. They have also recommended the inclusion of bat and bird boxes within the development.

Natural England: This application is in close proximity to the Math & Elsea Wood Site of Special Scientific Interest (SSSI). However, given the nature and scale of this proposal, Natural England is satisfied that there is not likely to be an adverse effect on the site.

Environmental Protection: Are satisfied that the acoustic assessment completed demonstrates that the impact from the A151 road on the proposed residential properties does not compromise the properties achieving at least the satisfactory and in many circumstances the good standard detailed in BS8233 for bedrooms and living areas in residential properties.

Representations as a result of publicity

The application has been advertised in accordance with the Council's Statement of Community Involvement. No letters have been received at the time of writing this report.

Policy Considerations

National Planning Policy Framework (NPPF)

Section 1: Building a strong, competitive economy
Section 2: Ensuring the vitality of town centres
Section 3: Supporting a prosperous rural economy
Section 4: Promoting sustainable transport
Section 6: Delivering a wide choice of high quality homes
Section 7: Requiring good design
Section 8: Promoting healthy communities
Section 10: Meeting the challenge of climate change, flooding and coastal change
Section 11: Conserving and enhancing the natural environment
Section 12: Conserving and enhancing the historic environment

South Kesteven Core Strategy

SP1 – Spatial Strategy
SP3 – Sustainable Integrated Transport
SP4 – Developer Contributions
EN1 – Protection and Enhancement of the Character of the District
EN2 – Reducing the Risk of Flooding
EN4 – Sustainable Construction and Design
H1 – Residential Development
H3 – Affordable Housing
E2 – Town centre and Retail Development

Officer Evaluation

Scale / Layout

As stated above this is a reserved matters application for the erection of 288 dwellings, two retail/office units and associated open space. The application site is allocated in the Saved policies of the adopted local plan for residential development under policy H3. The principle of residential

development of the site is acceptable. The site is located within the sustainable settlement of Bourne and is within walking distance of the town centre and has good access to public transport links.

The development comprises a mix of two and two and a half storey detached, semi-detached and terraced properties. The proposed design and layout is similar to the designs used in zones 1, 2 and 3 of the Elsea Park development and is considered to be appropriate.

Overlooking / loss of privacy

Due to the proposed site layout and orientation of the proposed dwellings and the separation distances between existing and proposed dwellings the development will not have any significant impact on the amenities of neighbouring properties.

Loss of light / overshadowing

The proposed site layout and separation distances between existing and proposed dwellings will ensure that the development will not have any significant or detrimental impact on the residential amenity of adjacent properties by way of causing loss of light or overshadowing.

Traffic Generation / Parking

The local highway authority has been consulted on the amended plans. Their comments are currently awaited and will be reported in the Late Background Papers. The applicants have been in discussions with the Local Highway Authority and it is recommended that subject to the Highway Authority raising no objections to the proposed development that the access and parking arrangements can be considered acceptable.

Drainage

The Environment Agency has submitted a holding objection to the current application due to concerns about drainage from the site. The applicant has been in discussions with the EA and an acceptable way forward has been agreed. The Environment Agency has advised that once an updated drainage strategy has been agreed for the remaining phases of the Elsea Park development they will withdraw their holding objection. The applicant is in the process of submitting this additional information. Once this information is received an acceptable drainage strategy can be controlled by way of planning condition. The application is therefore recommended for approval subject to the EA withdrawing their holding objection.

Ecology

The proposed landscaping scheme is acceptable. Although concerns have been raised in relation to some of the planting the scheme is acceptable as these are predominantly within the garden areas of properties. A native hedge is to be planted along the site's northern boundary. It is considered appropriate to attach a condition requiring bat and bird boxes to be installed throughout the site in order to encourage biodiversity.

Open Space Provision

The Open Space Officer has advised that the proposed open space provision will be acceptable and complies with the requirements of the S106 Agreement relating to the substantive outline consent.

Section 106 Heads of Term

The Section 106 contributions are dealt with under the substantive outline planning application SK94/0125 and cannot be revisited as part of this application. The S106 contributions relate to the following areas:

Children's Play Areas
Education Facilities
Woodland and Landscaping
Community Centre
Traffic movement
Library
Other social and Community Facilities
Affordable Housing

Crime and Disorder Implications

The proposed development will not result in any significant crime and disorder implications.

Human Rights Implications

Articles 6 (Right to fair decision making) and Article 8 (Right to private family life and home) of the Human Rights Act have been taken into account in making this recommendation.

It is considered that no relevant Article of that act will be breached.

Conclusion

The proposed development accords with all relevant national and local development plan policies and is accordingly recommended for approval subject to the Environment Agency withdrawing their holding objection to the application and the Local Highway Authority raising no objections to the amended plans.

SUMMARY OF REASON(S) FOR APPROVAL

The application site is allocated for residential development and the proposed development is considered to reflect the scale and character of the surrounding development. The proposed development in accordance with guidance set out in the National Planning Policy Framework (NPPF) and local policies SP1, SP3, SP4 EN1, EN2, EN4, H1, H3 and E2 of the South Kesteven Core Strategy and Policy H3 in the Saved Policies of the South Kesteven Local Plan. In relation to issues relating to design, scale, density, highway safety and residential amenity it is considered that the proposed development will not result in any significant adverse impacts and is therefore considered to comply with the requirements of the above policies.

RECOMMENDATION: That the development be Approved subject to condition(s)

1. The development shall be built in accordance with the materials detailed on the submitted drawings 110-1 Rev C and 110-2 Rev F received on 18 July 2013 unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of the visual amenities of the locality and to ensure a satisfactory development and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

2. Prior to the development taking place, details of the lighting scheme for the car parking and other public areas shall be submitted to and agreed in writing by the Local Planning Authority. The development shall only take place in accordance with the approved details.

Reason: To protect the residential amenities of the occupiers of the proposed apartments and dwellings and in order to help protect against crime and disorder and in accordance with policy EN1 of the Adopted South Kesteven Core Strategy 2010.

3. The retail and office units hereby approved shall only be used for purposes falling within use Classes A1 (retails) and B1 (offices) of the Schedule to the Town and Country Planning (Use Classes) Order 1987, as amended, or in any provision equivalent to those Classes in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: The Council wish to be in a position to assess the impact of any other use on the residential amenities of the occupiers of adjacent properties.

4. The retail / offices hereby approved shall not be used for the purposes authorised by this permission outside the hours of 0700 hours to 2300 hours Monday to Sunday.

Reason: Operation of the uses outside of these hours would result in unacceptable levels on noise nuisance to local residents and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy 2010.

5. The loading/unloading of delivery vehicles within the application site shall only be carried out between 0800 hours and 1800 hours Monday to Sunday.

Reason: To protect the amenities of the residents of adjacent properties and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy 2010.

6. The development hereby permitted shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of these measures shall be submitted to and approved in writing by the local planning authority and implemented in accordance with the approved details. The security measures must incorporate the principles and objectives of secured by design to improve community safety and crime prevention.

Reason: To ensure that the development incorporates the principles and objectives of secured by design to improve community safety and crime prevention in accordance with policy EN1 of the adopted South Kesteven Core Strategy 2010.

7. Prior to the commencement of the development a scheme shall be submitted to and agreed in writing by the District Planning Authority for the location of bird and bat boxes to encourage wildlife to the development. The agreed scheme shall be implemented prior to the completion of the development.

Reason: To encourage additional biodiversity within the development in accordance with policy EN1 of the adopted South Kesteven Core Strategy 2010.

8. The development hereby permitted shall be carried out in accordance with the following list of approved plans submitted as part of the application:

51-1 Rev C
51-2 Rev C
51-3 Rev D
51-3 Rev D
100-1 Rev G
100-2 Rev J
100-3 Rev B
101-1 Rev C
101-2 Rev C
102 Rev A
110-1 Rev C
110-2 Rev F
200 Rev A
54 Rev A
G01 Rev A
G02 Rev A
G03 Rev A
G04 Rev A
G06 Rev A
G07 Rev A
G08
TWY025_200_1 Rev C
TWY025_200_2 Rev C
TWY025_200_3 Rev C
TWY025/100(1) Rev B
TWY025/100(2) Rev B
TWY025/120(1) Rev A
TWY025/120(2) Rev A
TWY025/120(3) Rev A
TWY025/120(4) Rev A
A1 Rev C
A2 Rev C
B1 Rev B
B2 Rev B
B3 Rev B
C1 Rev C
C2 Rev A
D1 Rev B
E1 Rev D
E2 Rev B
E3 Rev C
E4 Rev B
F1 Rev D
F2 Rev C
F3 Rev A
F4 Rev C
F5 Rev B
G1 Rev C
G2 Rev C
H1 Rev C
H2 Rev C

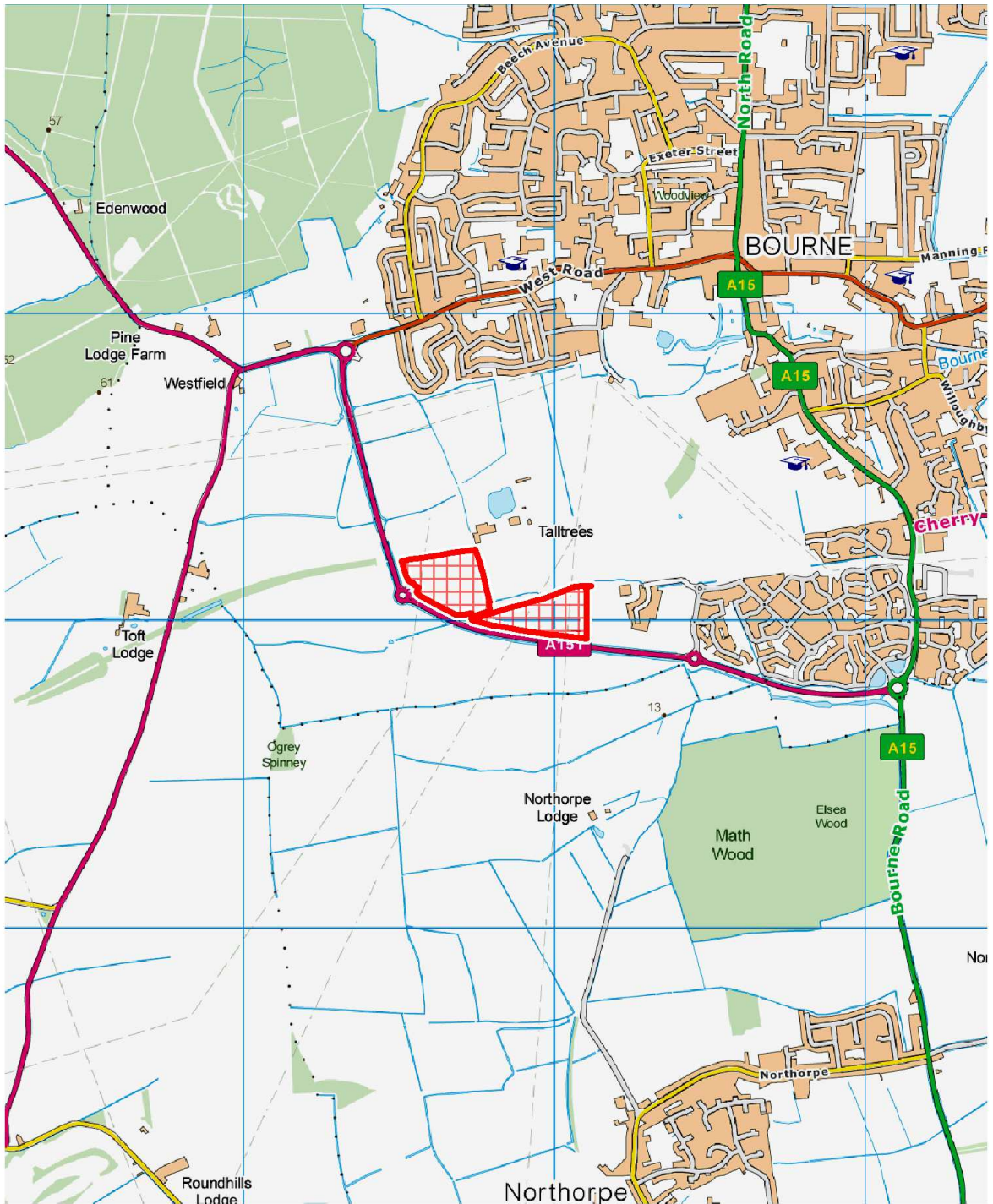
J1 Rev C
J2 Rev B
K1-1 Rev B
K1-2 Rev B
K2-1 Rev C
K2-2 Rev C
L1 Rev C
L2 Rev C
M1-1 Rev C
M1-2 Rev C
M2-1 Rev C
M2-2 Rev C
M3-1 Rev A
M3-2 Rev A
V1 Rev B
V2 Rev B
W1 Rev B
W2 Rev B
Z1 Rev A
Z2 Rev A
E3110/3 Rev B
E3110/4 Rev A
E3110/6
E3110/7
E3110/8
E3110/9

Reason: To define the permission and for the avoidance of doubt.

* * * * *

Site Location Plan

Ref	S13/0674
Proposal	Reserved Matters application relating to residential development and associated development, link road, estate roads, open space and landscaping (including A1 retail/B1 office development)
Location	Zone 4 and zone 5, Elsea Park, Bourne



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Applicant	Mrs Jane Kaye 6, Old North Road, Wansford, Peterborough, PE8 6LB
Agent	Jonathon Hartley Limited The Old Curiosity Shop, 28, St. Peters Street, Stamford, PE9 2PF
Proposal	Replacement dwelling (amendments to application S13/0728)
Location	1A, Castlegate, Castle Bytham, Grantham, Lincolnshire, NG33 4RQ
App Type	Full Planning Permission
Parish(es)	Castle Bytham
Reason for Referral to Committee	The application is considered to be locally controversial and at the request of the local Councillor.
Recommendation Summary	<p>Grant permission subject to the imposition of conditions</p> <p>The replacement dwelling would be larger than the property to be demolished. However, the design, scale and siting of the property is considered to respect the character of the Conservation Area and be an improvement on the existing. The site is within close proximity to a Scheduled Ancient Monument and Listed Building but it is not considered that the setting of these would be unduly affected.</p> <p>Furthermore, it is not considered that residential amenity would be compromised through a dominating or overlooking impact.</p> <p>Trees worthy or retention will be retained nor would the replacement dwelling be at a greater risk of flooding than the existing.</p> <p>Furthermore, it is considered that the amendments to the application have gone far enough to address the reasons for refusal attached to application S13/0728</p> <p>The applications is, therefore, deemed to comply with Core Strategy Policies SP1, SP2 and EN1 along with guidance contained in the National Planning Policy Framework (NPPF); with no other material planning considerations to indicate that the application should be determined otherwise.</p>

Key Issues

- Impact on the historic character of the area including the Conservation Area, Scheduled Ancient Monument and nearby Listed Buildings
- Impact on residential amenity
- Trees in the locality
- Flood risk issues
- Highway considerations
- Planning history to the application site

Technical Documents Submitted with the Application

- Design and Access Statement

- Elevation drawings – proposed and existing
- Floor plans - proposed and existing
- Flood Risk Assessment
- Heritage Impact Assessment
- Archaeological report

REPORT

Application category

The application is categorised as a minor application.

Reason for referral to Committee

The application is considered to be locally controversial and at the request of the local Councillor. Two previous applications on the site, for a similar form of development, were also determined at the Development Control Committee (ref S13/0728 and S13/0729)

The proposal

The application is for a replacement dwelling following the demolition of an existing bungalow. The dwelling would be two storey with an eave and ridge height of 3.6m and 7.4m respectively. The property would have a subordinate two-storey rear aspect that would extend some 5m beyond the main rear elevation. It should also be noted that the main changes on this application from that previously refused permission is the re-siting of the dwelling back in the plot; removing the single storey elements on either side; amending the access arrangements as well as reducing the height of the property. An associated application, S13/1713/CAC, seeks the demolition of the bungalow.

The application site and its surroundings

The site is to the eastern side of Castlegate with 1-3 Castlegate to the south a Grade II listed building. There are dwellings opposite and open space to the east comprising a Scheduled Ancient Monument (Motte and Bailey Castle) and the site is within Castle Bytham Conservation Area. The site is well landscaped with grass verges adjacent to the highway and a number of mature trees, including Lombardy Poplar and Leylandii. To the immediate east of the site runs Glen Brook.

Relevant history

Application S13/0728 for the erection of a 'replacement dwelling and vehicular access' was refused permission for the following reason;

1. A number of trees, which are worthy of protection and prominent within the streetscape are proposed to be removed, allowing their removal would be harmful to the character of the streetscene and wider Conservation Area by virtue of their location height, prominence and predicated longevity. The application is therefore deemed contrary to guidance contained in policy EN1 of the South Kesteven Core Strategy; with no other material planning considerations to indicate that the application should be determined otherwise.
2. The proposed replacement dwelling would, by virtue of scale and mass, neither respect or preserve the character of the Conservation Area as well be harmful to the setting of the adjacent Listed Building with it being visually intrusive within the streetscene. The application is, therefore, deemed contrary to policy EN1 of the South Kesteven Core Strategy and guidance contained in the National Planning Policy Framework.

Conservation Area Consent S13/0729 for the 'demolition of existing bungalow' was refused consent.

Policy Considerations

National Planning Policy Framework

Section 1: Delivering sustainable development
Section 4: Promoting Sustainable Transport
Section 6: Delivering a wide choice of high quality homes
Section 7: Requiring good design
Section 10: Meeting the challenge of climate change, flooding and coastal change.
Section 11: Conserving and enhancing the natural environment
Section 12: Conserving and enhancing the historic environment

South Kesteven Core Strategy 2010

Policy SP1 – Spatial Strategy
Policy EN1 – Protection and Enhancement of the Character of the District
Policy EN2 - Reducing the Risk of Flooding
Policy EN4 – Sustainable Construction and Design
Policy H1 – Residential Development

Representations received

The Principal Conservation Officer: raises no objection to the application on the grounds of impact on the character of the Conservation Area.

Lincolnshire Heritage: request that a condition be added requiring a watching brief of the site.

English Heritage's: principal concern to this development involves the impact on the significance of the Scheduled Ancient Monument (SAM) through impacts on its setting, and therefore the need to ensure that this potentially intrusive new development is screened in views from and toward the monument. There would therefore be a need to protect the trees which are in situ and/or replace them with a native hedgerow.

The Environment Agency: does not object to the application.

Lincolnshire County Council: as Highway Authority, does not object to the application subject to the imposition of conditions.

The Consultant Tree Officer: has requested confirmation on how the drive/hardstanding is to be constructed given that it is within the Root Protection Area of the poplar trees. This has been received and further observations of the Tree Officer will be reported in the late items paper.

Castle Bytham Parish Council: object to the position of the proposed vehicular access and its impact upon a private right of way. They prefer to access to the south as originally proposed;

Representations as a result of publicity

The application has been advertised in accordance with the Council's Statement of Community Involvement with the closing date for representations being 13 August 2013.

As a result of consultation a total of 7 letters of objection have been received. A summary of their observations are summarized below;

- The scale of the replacement dwelling is too big and should be like for like e.g. a bungalow;
- The area is prone to flooding and no development should be allowed in this location or mitigation put forward;
- The height of the property is too large and should be reduced;
- Views of the SAM would be restricted and its setting compromised;
- Residential amenity would be compromised through overlooking and overbearing impacts;
- General overdevelopment of the plot;
- The character of the Conservation Area would be compromised as well as the setting of the adjacent Listed Building also undermined;
- Highway safety would be compromised with the access having poor visibility on Castlegate;
- Trees within and close to the application site would need to be removed but they should be retained as they contribute to the character of the area;
- The area is prone to flooding and the replacement dwelling will exacerbate existing problems and could have safety implications for future occupiers;
- The vehicular access is not authorised and was created when a previous occupier removed a fence to park a tractor;
- Hard paving to create the access would be out of character with the rural area;
- Parts of the Design and Access Statement are misleading
- There is a covenant that would restrict the replacement of the property;
- The development neither preserves nor enhances the character of the Conservation Area;
- The revised application has not gone far enough to address the reasons for refusal attached to application S13/0728 and should be refused permission with it still considered contrary to policy EN1 of the Core Strategy and the NPPF.

Officer evaluation

The proposal

A previous application for a replacement dwelling was refused permission with there being concerns over the scale of the property and its relationship with heritage assets in the locality, as well as concern over the loss of trees within the Conservation Area. The height of dwelling has reduced by 45cm as well as the single storey elements to either side of the main property being omitted; the dwelling set further back within the plot; the access arrangements amended and a subordinate two-storey rear element proposed.

There is a presumption in favour of replacement dwellings under local and national policies subject to certain issues being satisfactorily addressed. These include the visual impact of the replacement dwelling, the impact on identified heritage assets and the relationship with neighbouring properties. Furthermore, having regard to the refusal of application S13/0728

The demolition of the dwelling is to be formally considered under application S13/1713. However, the dwelling is of limited historic or architectural merit and no objection is likely to be raised to its demolition. The site does occupy a sensitive location being highly visible on the approach from the north and given the surrounding heritage assets and designations.

The proposed replacement dwelling would be two storey and constructed of stone with quoins and clay pantiles. The dwelling comprises a traditional design with small scale dormer windows and cottage style elevations and proportions.

Character and Appearance of the Area

This part of the Conservation Area incorporates a number of styles of buildings and the proposal would not harm the character or appearance of the designation. Although the proposed dwelling would be set in relatively close proximity to the boundary with the adjacent listed building the setting of the protected building would not be adversely affected with the dwelling subordinate to the main ridge height of 1-3 Castlegate. Following amendments to the scheme there is also a greater separation distance from the proposed dwelling and listed building as well as a reduced ridge height from that previously considered.

The overall footprint of the built form has reduced from that previously considered with the siting further away from the trees that are now to be retained as part of the application. Sufficient space would remain for an adequate area of private amenity space and off street parking. Policy would generally encourage like for like replacements of dwellings and whilst the proposal would be larger in terms of accommodation provided the proposal is considered acceptable in that it would be an enhancement on the existing and make a positive contribution to the appearance of the Conservation Area.

Access

The access point is proposed to be from Castlegate and would be shared with what appears a farm access to an existing field/SAM. It is understood that this access has been used by the existing bungalow as an informal drive following the removal of fence or hedgerow. The use of this access does not raise concern with the Highway Authority, subject to the imposition of conditions. Letters received from local residents question whether or not using this access would be contrary to a private right of way; this is a private civil legal matter and not a planning issue.

Trees

One of the primary concerns with the previous application was the impact on trees within the Conservation Area, which are worthy of retention. The amended scheme removes a garage from close to the trees, although parking and turning will be under their crown. The trees are to be retained so there is no longer any reason to object to the application subject to conditions to protect the trees during construction.

Flood Risk

Flooding has been raised by neighbours, although the Environment Agency does not object to the application. A flood risk assessment has been submitted in support of the application and notes that the site is not within the functional flood plain and the main potential flooding would be from the adjacent Glen Brook. The likely impact is minimal and construction of the floor to a specified level, combined with the occupiers signing up to the Floodline direct, should ensure that any flood risk would be minimal. Given that there is an existing dwelling on site the replacement would not be at any greater risk of flooding, or increase flood risk on other sites.

Residential Amenity

The relationship with neighbouring dwellings is acceptable. The dwelling is proposed to be set back 2.5m further into the site than the previously refused proposal. This is behind the front wall of

the current bungalow. A relatively modest two-storey dwelling in this location would have no significant impact upon the amenities of neighbours

Conclusion

This is a well conceived scheme which has had regard to the constraints of the site. It would make a positive contribution to the appearance of this part of the Conservation Area.

It is commended that permission is granted.

Section 106 Heads of Terms

A section 106 is not required for this application.

Crime and Disorder

The proposed development does not raise any significant crime and disorder implications for the local area.

Human Right Implications

Articles 6 (Right to fair decision making) and Article 8 (Right to private family life and home) of the Human Rights Act have been taken into account in making this recommendation.

It is considered that no relevant Article of that act will be breached.

SUMMARY OF REASON(S) FOR APPROVAL

The principle of a replacement dwelling is supported. The design of the dwelling would be appropriate in the context and would not adversely affect the setting of the adjacent listed building, the character or appearance of the Conservation Area or the setting of the Scheduled Ancient Monument. The proposal would also have a satisfactory relationship with the occupiers of neighbouring properties. Furthermore, the application has gone far enough to address the reason for refusal attached to application S13/0728. The application is, therefore, deemed to comply with Core Strategy Policies SP1, SP2 and EN1 along with guidance contained in the National Planning Policy Framework (NPPF); with no other material planning considerations to indicate that the application should be determined otherwise.

Recommendation:

Grant permission subject to conditions

RECOMMENDATION: That the development be Approved subject to condition(s)

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

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

2. No development shall take place until samples of the materials (including colour of render, paintwork or colourwash) to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

3. No development shall take place within the application site until the applicant has secured the maintenance of an on-site watching brief by a suitably qualified and experienced archaeologist during construction work in accordance with written details which have been submitted to and approved in writing by the Local Planning Authority. In the event of important archaeological features or remains being discovered which are beyond the scope of the watching brief to excavate and record and which require a fuller rescue excavation, then construction work shall cease until the applicant has secured the implementation of a further programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: In order to provide a reasonable opportunity to record the history of the site and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

4. No development approved by this permission shall be commenced until a scheme for the provision of surface and foul water drainage has been submitted to and approved in writing by the Local Planning Authority. The drainage works shall be completed in accordance with the details and timetable agreed to the satisfaction of the Local Planning Authority.

Reason: To prevent the increased risk of flooding and to prevent pollution of controlled waters by ensuring the provision of a satisfactory means of surface and foul water disposal.

5. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include means of enclosure, hard surfacing materials, planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

Reason: Hard and soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

6. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the local planning authority.

Reason: Hard and soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that Order with or without modification), no window, dormer window or rooflight other than those expressly authorised by this permission shall be constructed without planning permission having first been obtained from the Local Planning Authority.

Reason: To safeguard the amenities of the occupiers of nearby properties.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that Order with or without modification), no extension, enlargement or other alteration of the building(s) shall be carried out without Planning Permission obtained from the Local Planning Authority.

Reason: The Local Planning Authority considers that further development could cause detriment to the amenities of the occupiers of nearby properties or to the character of the area, and for this reason would wish to control any future development, and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that Order with or without modification), no outbuildings shall be erected without Planning Permission having first been obtained from the Local Planning Authority.

Reason: The Local Planning Authority considers that further development could cause detriment to the amenities of the occupiers of nearby properties or to the character of the area, and for this reason would wish to control any future development, and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

10. No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the dwelling is first occupied. Development shall be carried out in accordance with the approved details.

Reason: To provide a satisfactory appearance by screening rear gardens from public view and in the interests of the privacy and amenity of the occupants of the proposed dwellings and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

11. The minimum width of the access shall be 2.5 metres.

Reason: To ensure safe access to the site and each dwelling/building in the interests of residential amenity, convenience and safety.

12. Any gates to the vehicular access shall be set back a minimum of 5 metres from the nearside edge of the carriageway of Castlegate and shall not open over the highway.

Reason: To enable calling vehicles to wait clear of the carriageway of Castlegate in the interests of safety.

13. Within seven days of the replacement dwelling being occupied, the existing access onto Castlegate shall be permanently closed in accordance with a scheme to be agreed in writing by the Local Planning Authority.

Reason: To reduce to a minimum the number of individual access points to the site, in the interests of road safety.

14. The arrangements shown on the approved plan KAY/13/0507-14 Revision A dated 25/07/13 for the parking/turning/manoeuvring/loading/unloading of vehicles shall be available at all times when the premises are in use.

Reason: To enable calling vehicles to wait clear of the carriageway of Castlegate and to allow vehicles to enter and leave the highway in a forward gear in the interests of highway safety.

15. Prior to the commencement of development a plan shall be submitted to and approved in writing that shows the area to be fenced off to protect trees during construction. No works (including removal of earth), storage of materials, vehicular movements or siting of temporary buildings shall be permitted within these protected areas. The fencing shall be in situ for the time that the development is underway and notwithstanding the submitted tree report no trees shall be removed without the prior written approval of the Local Planning Authority.

Reason: To prevent unnecessary damage to existing trees and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

16. The drive way shall be constructed using the no dig method, as submitted in support of the application.

Reason: To prevent unnecessary damage to existing trees and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

17. Before the first occupation of the dwelling hereby permitted, the first floor window in the south elevation shall be fitted with obscure glazing (to a minimum obscurity of Pilkington Level 3 or equivalent) and if any part of the window(s) is less than 1.7m above the floor of the room in which it is installed, it shall be non opening or fitted with a top hung window. The window(s) shall be retained as such thereafter.

Reason: To safeguard the privacy of the occupiers of the adjoining property.

18. The development hereby permitted shall be carried out in accordance with the following list of approved plans submitted as part of the application:

KAY/13/0507-1A
No dig method for entire driveway

Reason: To define the permission and for the avoidance of doubt.

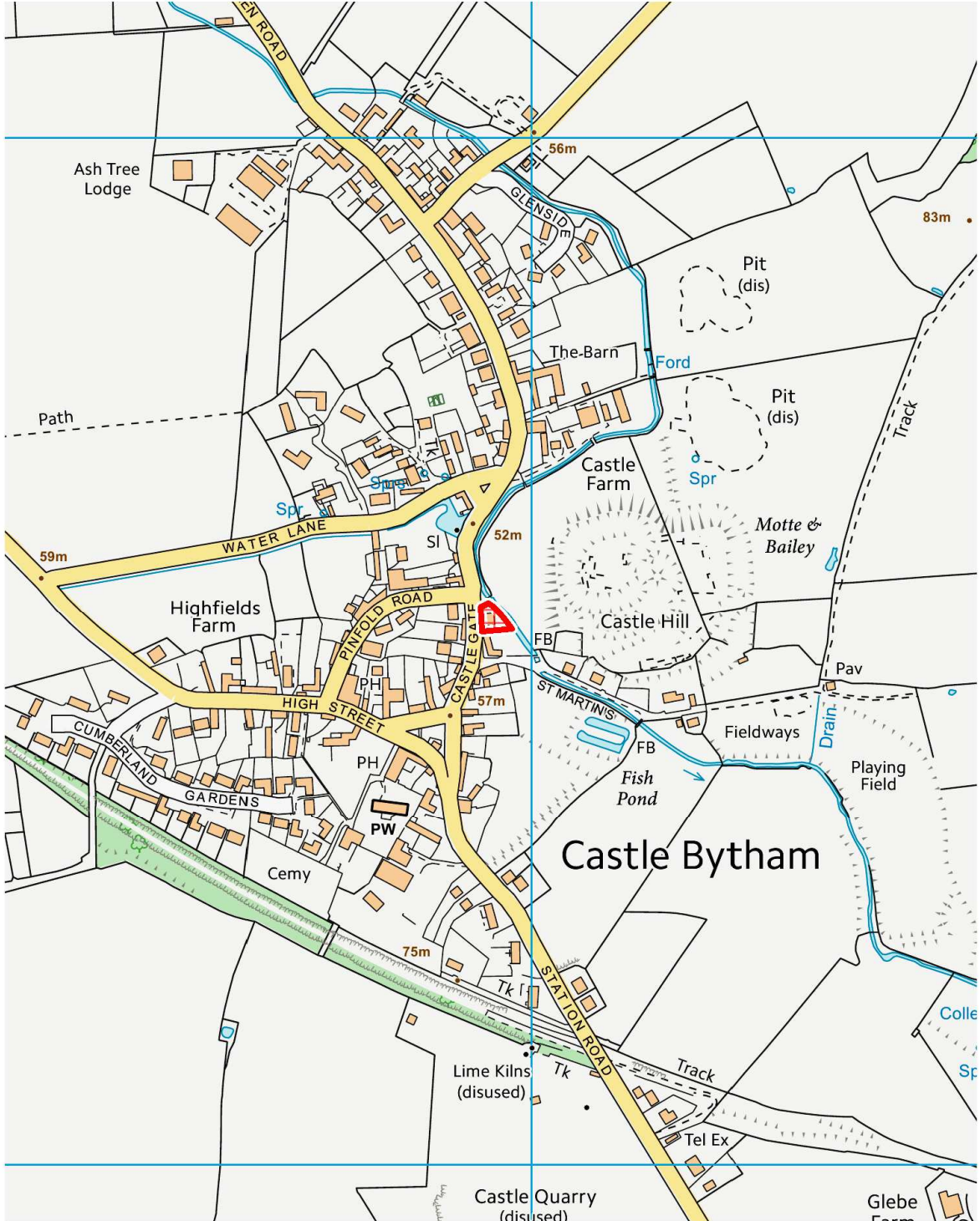
Note(s) to Applicant

1. Prior to the submission of details for any access works within the public highway you must contact the Divisional Highways Manager on 01522 782070 for application, specification and construction information.

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Site Location Plan

Ref	S13/1712
Proposal	Replacement dwelling (amendments to application S13/0728)
Location	1A, Castlegate, Castle Bytham, Grantham, Lincolnshire, NG33 4RQ



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Applicant	Mrs Jane Kaye 6, Old North Road, Wansford, Peterborough, PE8 6LB
Agent	
Proposal	Demolition of existing bungalow
Location	1A, Castlegate, Castle Bytham, Grantham, Lincolnshire, NG33 4RQ
App Type	Conservation Area Consent
Parish(es)	Castle Bytham
Reason for Referral to Committee	The application is considered to be locally controversial and at the request of the local Councillor.
Recommendation Summary	<p>Grant consent subject to the imposition of conditions</p> <p>The existing bungalow is not one that makes any great contribution to the character of the Conservation Area or one that could be described as traditional in character.</p> <p>The principle of replacing the bungalow is, therefore, supported subject to the approval of an application to replace that structure that would be an enhancement on the existing.</p> <p>The application is, therefore, deemed to comply with Core Strategy policy EN1 along with guidance contained in the National Planning Policy Framework (NPPF); with no material planning considerations to indicate that the application should be determined otherwise.</p>

Key Issues

- Impact on the historic character of the area including the Conservation Area, Scheduled Ancient Monument and nearby Listed Buildings
- Impact on residential amenity
- Trees in the locality
- Flood risk issues

Technical Documents Submitted with the Application

- Design and Access Statement
- Elevation drawings – proposed and existing
- Floor plans - proposed and existing
- Heritage Impact Assessment
- Archaeological report

REPORT

Application category

The application is categorised as an other application.

Reason for referral to Committee

The application is considered to be locally controversial and at the request of the local Cllr. Two previous applications on the site, for a similar form of development, were also determined at the Development Control Committee (ref; S13/0728 and S13/0729)

The proposal

The application is for the demolition of a bungalow within Castle Bytham Conservation Area.

The application site and its surroundings

The site is to the eastern side of Castlegate with 1-3 Castlegate to the south a Grade II listed building. There are dwellings opposite and open space to the east comprising a Scheduled Ancient Monument (Motte and Bailey Castle) and the site is within Castle Bytham Conservation Area. The site is well landscaped with grass verges adjacent to the highway and a number of mature trees, including Lombardy Poplar and Leylandii. To the immediate east of the site runs Glen Brook.

Relevant History

Conservation Area Consent S13/0729 for the 'demolition of existing bungalow' was refused consent for the following reason;

1. In the absence of a scheme that would enhance the character or appearance of the Conservation Area the application for the demolition of the bungalow is considered to be unacceptable. The loss of building would not preserve the character or appearance of the Conservation Area and would be contrary to Policy EN1 of South Kesteven Core Strategy along with the guidance in the National Planning Policy Framework.

Application S13/0728 for the erection of a 'replacement dwelling and vehicular access', was refused permission.

Policy Considerations

National Planning Policy Framework

Section 1: Delivering sustainable development

Section 6: Delivering a wide choice of high quality homes

Section 7: Requiring good design

Section 10: Meeting the challenge of climate change, flooding and coastal change.

Section 11: Conserving and enhancing the natural environment

Section 12: Conserving and enhancing the historic environment

South Kesteven Core Strategy 2010

Policy SP1 – Spatial Strategy

Policy EN1 – Protection and Enhancement of the Character of the District

Policy EN2 - Reducing the Risk of Flooding

Policy EN4 – Sustainable Construction and Design

Policy H1 – Residential Development

Representations received

The Principal Conservation Officer: does not object to the demolition of the bungalow subject to an appropriate scheme for its replacement being granted permission.

Castle Bytham Parish Council: make no representation on the application

Lincolnshire Heritage: does not object to the application.

Environmental Protection: make no observations on the application.

Representations as a result of publicity

The application has been advertised in accordance with the Council's Statement of Community Involvement with the closing date for representations being 13 August 2013.

As a result of consultation a total of 3 letters of objection have been received. Primarily the observations relate to the replacement structure although do relate to the demolition specifically. These observations are summarized below;

- The existing bungalow is structurally sound and not in need of replacement

Officer evaluation

..

The dwelling is of limited historic or architectural merit. It is a single storey structure that does not sit well within the context of the site and at best has a neutral impact on the character and appearance of the Conservation Area. The site occupies a sensitive location being highly visible on the approach from the north and given the surrounding heritage assets and designations.

No objection is raised to the demolition of the building, subject to the approval of a scheme that would enhance the character of the Conservation Area nor unduly affect the setting of the adjacent SAM.

Section 106 Heads of Terms

A section 106 is not required for this type of application.

Crime and Disorder

The proposed development does not raise any significant crime and disorder implications for the local area.

Human Right Implications

Articles 6 (Right to fair decision making) and Article 8 (Right to private family life and home) of the Human Rights Act have been taken into account in making this recommendation.

It is considered that no relevant Article of that act will be breached.

SUMMARY OF REASON(S) FOR APPROVAL

The bungalow is not prominent within the street scene or reflective of the traditional form of the Conservation Area. It is, therefore, not considered to be worthy of retention and subject to a suitable alternative development of the site, which would be an enhancement of the existing, the demolition of the property is supported. The application is, as a result, deemed to comply with Core Strategy policy EN1 and guidance contained with the National Planning Policy Framework (chapter 12); with no other material planning considerations to indicate that the application should be determined otherwise.

In reaching the decision the Council has worked with the applicant in a positive and proactive manner by determining the application without undue delay. As such it is considered that the decision is in accordance with paragraphs 186 -187 of the National Planning Policy Framework.

RECOMMENDATION: That the development be Approved subject to condition(s)

1. The works hereby permitted shall be commenced before the expiration of three years from the date of this consent.

Reason: To comply with Sections 18 (as amended) and 74 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

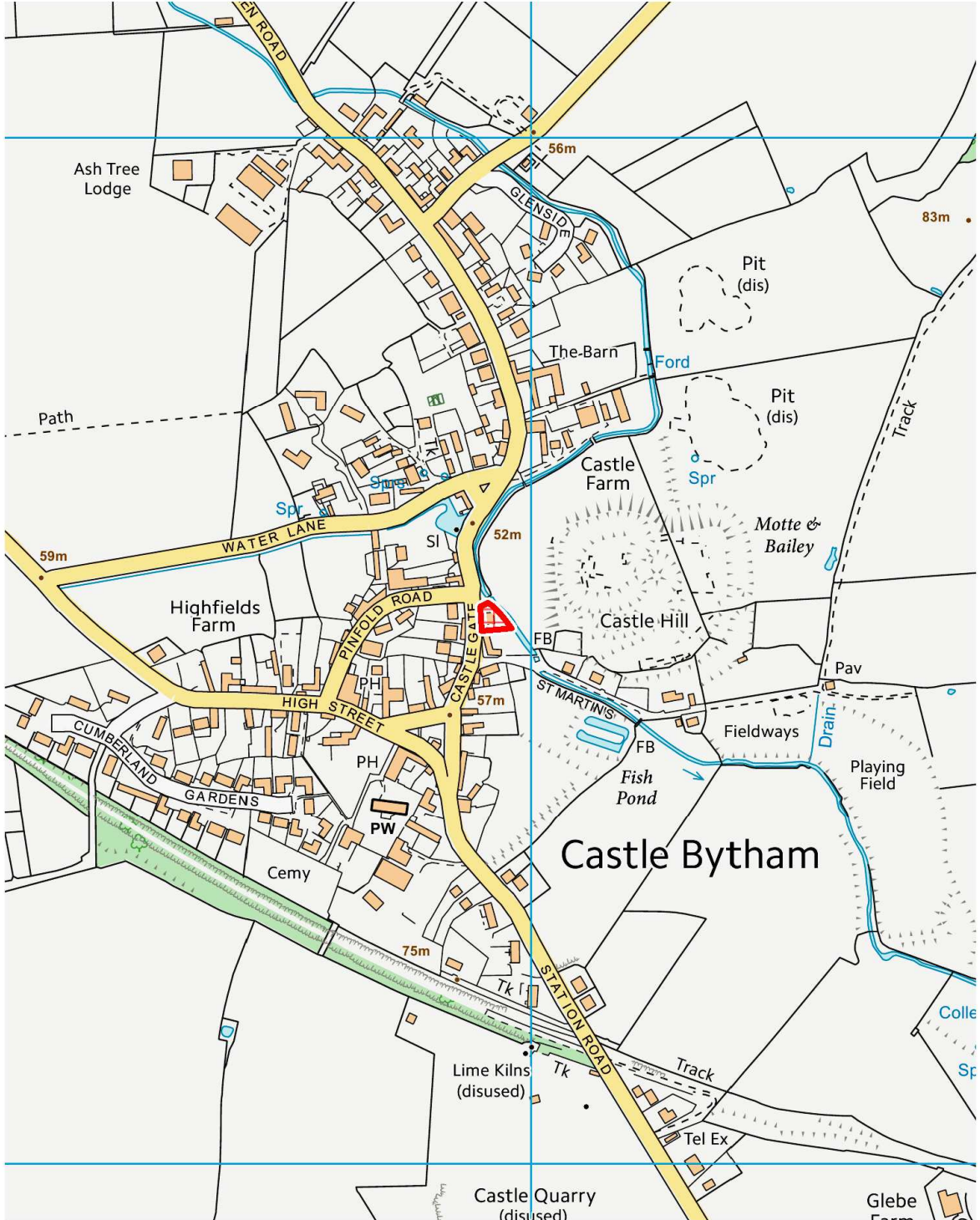
Note(s) to Applicant

1. You are advised that the application site falls within an area affected by Radon. You are asked to contact the Council's Building Control section (telephone number 01476 406187) to ascertain the level of protection required and whether a geological assessment is necessary.

* * * * *

Site Location Plan

Ref	S13/1713
Proposal	Demolition of existing bungalow
Location	1A, Castlegate, Castle Bytham, Grantham, Lincolnshire, NG33 4RQ



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Applicant	Mr Malcolm Rouse, Property services SKDC 12, Masterton Road, Stamford, Lincolnshire, PE9 1SJ
Agent	
Proposal	Construction of vehicle crossing over grass verge
Location	12, Masterton Road, Stamford, Lincolnshire, PE9 1SJ
App Type	Householder Development
Parish(es)	Stamford
Reason for Referral to Committee	This application has been referred to the Development Control Committee as the applicant is SKDC.
Recommendation Summary	That the development be approved subject to condition(s)

Key Issues

- Site and Layout Plans
- Impact on site and surroundings
- Highway Safety

Technical Documents Submitted with the Application

- Site and Layout Plans

REPORT

Application Category

This application is categorised as a minor application.

Reason for Referral to Committee

This application has been referred to the Development Control Committee as the applicant is SKDC.

The Proposal

This is a full application for the construction of a vehicle crossing over a grass verge.

The application site and its surroundings

The application site is located on the west side of Masterton Road to the north of the junction with Lincoln Road to the north east of Stamford Town Centre within a wholly residential area. The property is a semi detached house on an elevated site, there is a mature hedge to the front boundary with a grass verge to the front of the property.

In the vicinity of the application site a number of properties have similar vehicular accesses providing off road parking.

Relevant Planning History

None.

Representations Received

Stamford Town Council: At the time of writing this report no representation had been received. Any representation received will be reported at the meeting.

Lincolnshire County Council Highways: At the time of writing this report no representation had been received. Any representation received will be reported at the meeting.

Representations as a result of publicity

The application has been advertised in accordance with the adopted Statement of Community Involvement. At the time of writing this report the consultation period had not expired. Any responses received will be reported at the meeting.

Planning Considerations

National Policy

NPPF – Section 7, Requiring good design.

South Kesteven Core Strategy

Policy EN1 – Protection and Enhancement of the Character of the District. This is a general policy containing a list of criteria which seeks to preserve and enhance the visual quality and amenity of the built and countryside environments.

Key Issues

The key issues to be considered as part of the determination of this application relate to the following:

Impact on site and surroundings.

Highway Safety

Officer Evaluation

This proposal is for a dropped kerb and creation of parking area to the front of the property.

It is considered that the visual impact of the development would be acceptable within the street scene and similar vehicular accesses and parking in front gardens exist in the vicinity of the application site.

The comments of the Highway Authority will be updated at the meeting.

Crime and Disorder

It is considered that the development would not result in any significant adverse crime and disorder implications.

Human Right Implications

Articles 6 (Right to fair decision making) and Article 8 (Right to private family life and home) of the Human Rights Act have been taken into account in making this recommendation.

It is considered that no relevant Article of that act will be breached.

Conclusion

The proposals do not introduce any unacceptable highway safety issues and is not detrimental to neighbouring occupiers' residential amenities or the character of the area and complies with Policy EN1 (Protection and Enhancement of the Character of the District) of the South Kesteven Core Strategy and Section 7 of the National Planning Policy Framework requiring Good Design.

Recommendation

That the development be approved subject to condition(s)

RECOMMENDATION: That the development be Approved subject to condition(s)

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

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

2. The development hereby permitted shall be carried out in accordance with the following approved plans: Proposed layout dated June 2013.

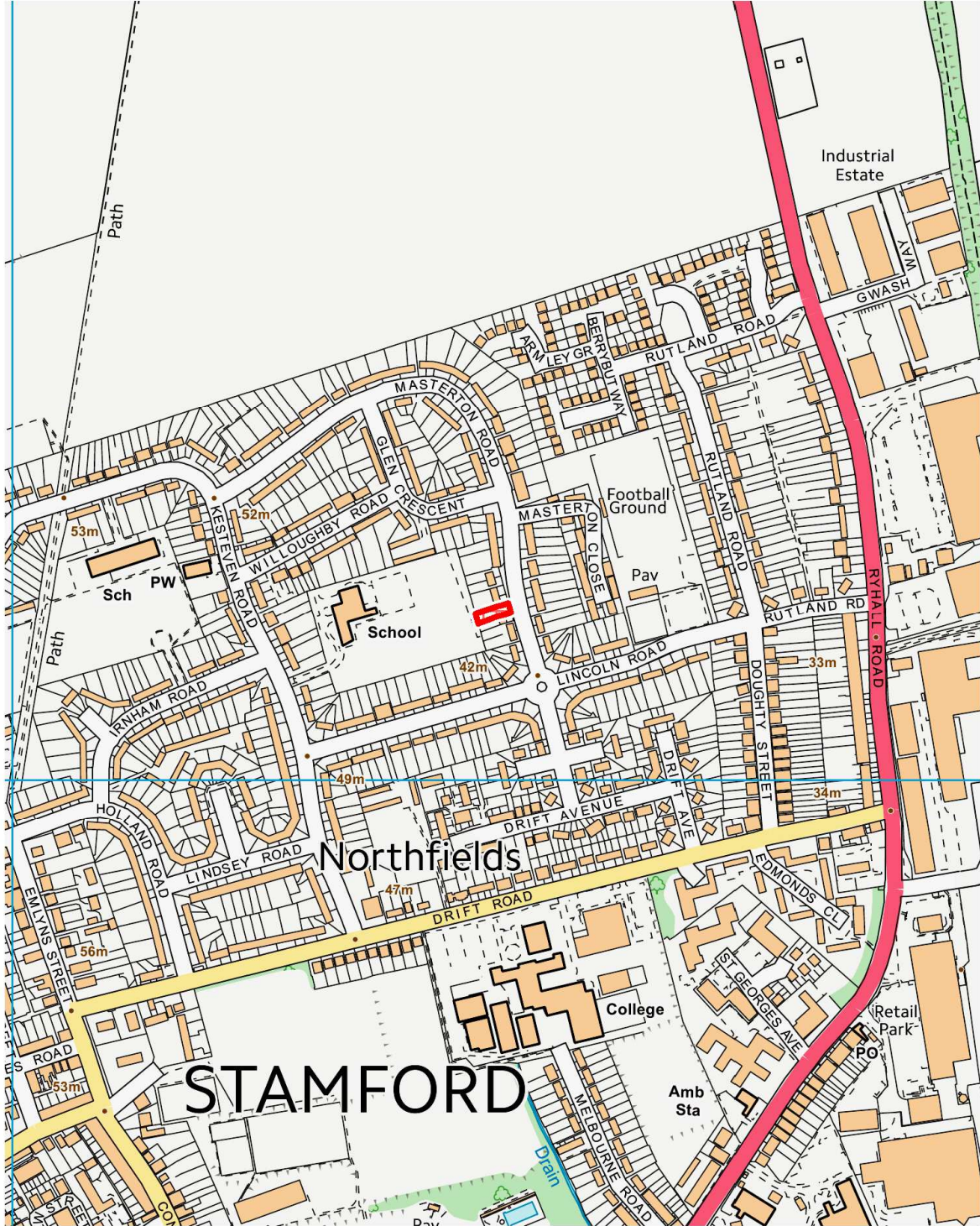
Note(s) to Applicant

1. You are advised that the application site falls within an area affected by Radon. You are asked to contact the Council's Building Control section (telephone number 01476 406187) to ascertain the level of protection required and whether a geological assessment is necessary.

* * * * *

Site Location Plan

Ref	S13/1899
Proposal	Construction of vehicle crossing over grass verge
Location	12, Masterton Road, Stamford, Lincolnshire, PE9 1SJ



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Applicant	Mr P Moore 79, Recreation Road, Bourne, Lincolnshire, PE10 9HD
Agent	
Proposal	Erection of a single storey rear extension 4.8m beyond the rear wall of the original dwelling house, 2.9m in height with an eave of 2.2m
Location	79, Recreation Road, Bourne, Lincolnshire, PE10 9HD
App Type	Determination - Extension
Parish(es)	Bourne
Reason for Referral to Committee	The applicant is an employee of South Kesteven District Council.
Recommendation Summary	That the proposal is permitted development and full planning permission is NOT REQUIRED for the proposed works.

REPORT

Application category

The application is for the determination as to whether or not the prior approval of details is required for a house extension. (This is in accordance with the temporary changes to permitted development which were introduced in May 2013).

Reason for referral to Committee

The applicant is an employee of South Kesteven District Council.

The proposal

The application is for the a single storey rear extension that would measure 4.8m in depth from the original rear wall of the property and be 2.7m in width. The extension is a conservatory with a dwarf wall and polycarbonate frame.

The application site and its surroundings

The dwelling is a semi-detached house that is typical of the area in that it has a main two-storey element with a single storey rear aspect. A mixture of boarded fencing and planting marks the rear property boundary.

Relevant site history

None.

Representations received

Heritage Lincolnshire: Note that the application would not affect any known sites of archaeological interest.

Representations received as a result of publicity

As part of the consultation letters have been sent to the neighbouring properties that adjoin the application site.

As a result of the consultation process no responses have been received from neighbouring residents.

Policy Considerations

None.

Officer evaluation

The application falls to be determined against the amendments laid out to house extensions under the changes to permitted development which was introduced in May 2013. For a temporary period up to May 2016 this increased the permitted development rights for certain house extensions that may previously have required permission. In this instance rear extensions of between 3 and 6 metres are subject to this procedure.

The regulations identify that consultation be undertaken with neighbouring properties allowing for representations to be received from local residents and if none are received, nor any response received from the Local Planning Authority (LPA) within a period of 42 days, the works are deemed to be granted.

In this particular instance no representations have been received as a result of the consultation under taken and the LPA may not consider the merits of the application and the works are deemed to be granted.

Notwithstanding, there would be a need to seek what the views of Members would have been given that the applicant is a member of staff.

The extension is considered appropriate in the context in that it would result in a modest rear addition that would respect the character of the area and have no discernable impact on the amenity of neighbouring properties.

Therefore should the LPA have considered the merits of the application it is considered that no objection would have been raised to it.

Section 106 Heads of Terms

A section 106 is not required for this application.

Crime and Disorder

The proposed development does not raise any significant crime and disorder implications for the local area.

Human Right Implications

Articles 6 (Right to fair decision making) and Article 8 (Right to private family life and home) of the Human Rights Act have been taken into account in making this recommendation.

It is considered that no relevant Article of that act will be breached.

Recommendation

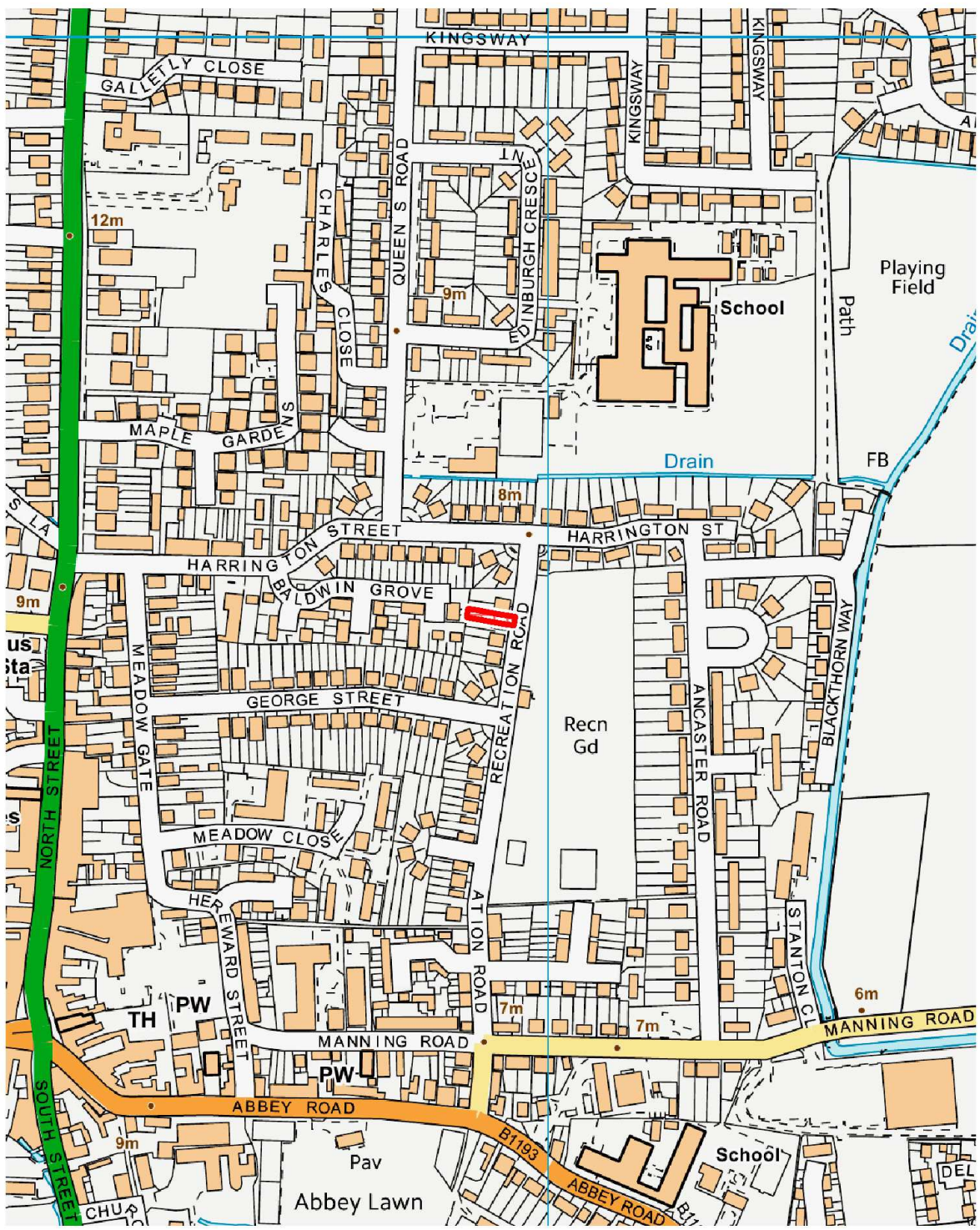
That Members note the decision that full planning permission is not required for the extension and would have, regardless, supported the development.

RECOMMENDATION: That the proposal is permitted development and full planning permission is NOT REQUIRED for the proposed works.

* * * * *

Site Location Plan

Ref	S13/1628
Proposal	Erection of a single storey rear extension 4.8m beyond the rear wall of the original dwelling house, 2.9m in height with an eave of 2.2m
Location	79, Recreation Road, Bourne, Lincolnshire, PE10 9HD





South Kesteven District Council
Development Control
Council Offices St. Peters Hill
Grantham
Lincolnshire
NG31 6PZ

Our ref: AN/2013/116915/01-L01
Your ref: S13/0775
Date: 26 April 2013

FAO: Mrs S Bland

Dear Madam

**Construction of southern quadrant link road (sqlr) comprising new 3km single carriageway between B1174 Pittlegate level and A52 Somerby hill including a new bridge spanning the east coast main line and River Witham. Works to include a new 5 arm roundabout at B1174 Spittlegate level, improvements to the existing A52/B6403 roundabout, associated new junctions/access roads, new cycleway/footpath at whalebone lane, site compound/construction and storage areas, recontouring of ground levels, formation of attenuation ponds and diversion of public right of way
Grantham Southern Relief Road, Grantham**

Thank you for referring the above application which was received on the 26 March 2013.

Flood Risk

These are the comments from the Grantham Southern Link Road Team on the 22nd April 2013. There were no additional comments as a result of the South Kesteven Flood Risk & Drainage Management Group meeting on the 25th April 2013.

The size of the retention ponds' outfalls needs to be designed at detailed design stage as variations in the overall road design could alter the runoff to be received in the ponds. Also local variations in geology could help refine the green field runoff rates to perhaps achieve a more sustainable outfall, requiring less maintenance in the future.

The potential benefits of having combined attenuation ponds between the highway and the development to help create more robust outfall structures, needs to be investigated.

The ponds have been designed to be cut only, so could be cut and fill if this were acceptable. However risk of bank failure to d/s infrastructure/properties needs to be considered.

The location of the ponds, in relation to the flood plain needs to be factored into the design. Embankments would need to be robust enough to cope with over spilling or

Environment Agency
Nene House (Pytchley Lodge Industrial Estate),
Pytchley Lodge Road, Kettering, Northants, NN15 6JQ
Email: planningkettering@environment-agency.gov.uk
www.environment-agency.gov.uk

*Customer services line: 03708 506 506
Calls to 03 numbers cost the same as calls to standard
geographic numbers (i.e. numbers beginning with 01 or 02).*

Cont/d..

flood flows around the pond. If there is a likelihood of fluvial flooding entering the pond(s) this could reduce the capability of the ponds to retain run off from the new road.

An overland flow route for flows exceeding the design capacity of the road drainage needs to be formally designed, allowing flows between a 1 in 30yr storm (capacity of the drainage pipes) and a 1 in 100yr storm (capacity of the balancing ponds) to safely flow from the carriageway to the balancing pond.

We would wish to be provided with Soakage Test Results for our records.

The proposed soakaways should include a 300mm deep sump at the bottom where no infiltration occurs to retain silts and allow ease of maintenance.

Within the SPZ3 section of the road consideration needs to be given to the exceedance of the soakaways, and where these extreme flows will be directed. Verges could be made wider or swales deeper to accommodate flows off of the carriageway.

It is still acceptable for IH124 to be used to determine the Greenfield Run Off Rate.

Ground Water and Contaminated Land

The drainage solution for this development with respect to groundwater has been agreed after a number of meetings held with Mouchel and Lincs County Council. The main risk is in the SPZ 1, where proposals are for no infiltration drainage to take place and all drainage structures are to have impermeable linings; I agree with the drainage design proposed.

The Environmental Statement (Vol 1) describes the susceptibility of groundwater to potential spills of hazardous materials during construction (section 12.5.3), although specific mitigation measures are only provided for the river, not groundwater. General measures are listed in section 12.6.3 however, including the availability of spill kits and bunding of tanks; these should be adequate for groundwater protection in addition to the benefits of the swales, as described in Appendix 12.5 (Vol 2). Particular reference should be given to PPG 22 'Dealing With Spills' in the Construction Environmental Management Plan to ensure that groundwater risks are considered.

Pollution Prevention

Please refer to PPG5 (Works and maintenance near water) and PPG6 (Working at construction and demolition sites). <http://www.environment-agency.gov.uk/business/topics/pollution/39083.aspx>

A method statement for the bridge crossing over the River Witham is required.

Should you require any additional information, or wish to discuss these matters further, please do not hesitate to contact me on the number below.

Yours faithfully

Mrs Sharon Nolan
Planning Liaison Officer

Direct dial 01536 385229

Direct fax 01536 411354

Direct e-mail sharon.nolan@environment-agency.gov.uk

End

2

Awarded to the Environment, Planning & Engagement
Department, Anglian Region, Northern Area



The Government Standard



South Kesteven District Council
Council Offices St. Peters Hill
Grantham
Lincolnshire
NG31 6PZ

Our ref: AN/2013/117138/01-L01
Your ref: S13/0775

Date: 16 May 2013

FAO: Mrs Sylvia Bland

Dear Madam

Construction of Southern Quadrant Link Road (sqlr) comprising new 3km single carriageway between B1174 Spittlegate level and A52 Somerby Hill including a new bridge spanning the East Coast Main Line and River Witham. Works to include a new 5 arm roundabout at B1174 Spittlegate Level, improvements to the existing A52/B6403 roundabout, associated new junctions/access roads, new cycleway/footpath at Whalebone Lane, site compound/construction and storage areas, recontouring of ground levels, formation of attenuation ponds and diversion of public right of way Grantham Southern Relief Road, Grantham

Thank you for your enquiry received on the 01 May 2013.

Further to our response letter ref: AN/2013/116915 and to clarify where conditions could be appropriate we have provided conditions below to ensure the protection of ground water (Condition 1) and reduce surface water flood risk (Condition 2)

Condition 1

No infiltration of surface water drainage into the ground within the SPZ 1 is permitted. The development shall be carried out in accordance with the approval details.

Reason

Infiltration drainage within the SPZ 1 could pose a risk to nearby potable abstractions, and so must be avoided. Infiltration drainage within the remainder of the development is acceptable with the proposed mitigation measures to prevent pollution.

National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution.

Environment Agency
Nene House (Pytchley Lodge Industrial Estate),
Pytchley Lodge Road, Kettering, Northants, NN15 6JQ
Email: planningkettering@environment-agency.gov.uk
www.environment-agency.gov.uk

Customer services line: 03708 506 506
Calls to 03 numbers cost the same as calls to standard
geographic numbers (i.e. numbers beginning with 01 or 02).

Cont/d..

Condition 2

A detailed drainage strategy for the development should be prepared, submitted and approved prior to works on site commencing.

Reason

To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal.

Informative for the applicant

The following is simply advice to the applicant, particularly the final sentence:

'The Environmental Statement (Vol 1) describes the susceptibility of groundwater to potential spills of hazardous materials during construction (section 12.5.3), although specific mitigation measures are only provided for the river, not groundwater. General measures are listed in section 12.6.3 however, including the availability of spill kits and bunding of tanks; these should be adequate for groundwater protection in addition to the benefits of the swales, as described in Appendix 12.5 (Vol 2).

Particular reference should be given to PPG 22 'Dealing With Spills' in the Construction Environmental Management Plan to ensure that groundwater risks are considered.'

Should you require any additional information, or wish to discuss these matters further, please do not hesitate to contact me on the number below.

Yours sincerely

**Mrs Sharon Nolan
Planning Liaison Officer**

Direct dial 01536 385229

Direct fax 01536 411354

Direct e-mail sharon.nolan@environment-agency.gov.uk



Awarded to the Environment, Planning & Engagement
Department, Anglian Region, Northern Area

End

2

From: Planning Liaison, Anglian/Northern [mailto:PlannL.Lincoln2.AN@environment-agency.gov.uk]
Sent: 11 July 2013 11:36
To: MIRANDA DOBNEY
Subject: RE: Planning Consultation S13/0775 Additional Information in relation to Reg 22

Dear Sirs,

Thank you for referring the additional information for the above application. Having reviewed the documents we can confirm we have no further comments to make and our original comments remain valid.

Please contact us if there is anything further you would like us to look at,

Kind regards,

Rob Millbank
Sustainable Places - Planning Officer

Environment Agency
✉ Waterside House, Waterside North, Lincoln, LN2 5HA
☎ 01522 785868
☎ 7 50 5868 (internal)
✉ rob.millbank@environment-agency.gov.uk

Date: 16 April 2013
Our ref: 82446
Your ref: S13/0775/EIAFP/CON(EIA)21



Mrs S Bland
South Kesteven District Council
Council Offices
St. Peter's Hill
Grantham
Lincs
NG31 6PZ

Customer Services
Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire CW1 6GJ

T 0300 060 3900

BY EMAIL ONLY

Dear Mrs Bland

**Planning consultation: Construction of Southern Quadrant Link Road (SQLR) comprising new 3km single carriageway between B1174 Spittlegate Level and A52 Somerby Hill including a new bridge spanning the East Coast Main Line and River Witham. Works to include a new 5 arm roundabout at B1174 Spittlegate Level, improvements to the existing A52/B6403 roundabout, associated new junctions/access roads, new cycleway/footpath at Whalebone Lane, site compound/construction and storage areas, recontouring of ground levels, formation of attenuation ponds and diversion of public rights of way
Location: Grantham Southern Relieve Road, Grantham**

Thank you for your consultation dated and received on 26 March 2013.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

This proposal does not appear to affect any statutorily protected sites or landscapes. It appears that Natural England has been consulted on this proposal to offer advice on the impact on a protected species.

Natural England's advice is as follows:

We have adopted national standing advice for protected species. As standing advice, it is a material consideration in the determination of the proposed development in this application in the same way as any individual response received from Natural England following consultation and should therefore be fully considered before a formal decision on the planning application is made.

The protected species survey has identified that the following European protected species may be affected by this application: Bats, Great Crested Newts and Otters.

Our standing advice sheets for individual species provide advice to planners on deciding if there is a 'reasonable likelihood' of these species being present. They also provide advice on survey and mitigation requirements.

The standing advice has been designed to enable planning officers to assess protected species surveys and mitigation strategies without needing to consult us on each individual application. The standing advice was issued in February 2011 and we recognise that it will take a little while for planners to become more comfortable with using it and so in the short-term will consider species surveys that affect European protected species against the standing advice ourselves, when asked for support by planners.

We have not assessed the survey for badgers, barn owls and breeding birds¹, water voles, widespread reptiles or white-clawed crayfish. These are all species protected by domestic legislation and you should use our standing advice to assess the impact on these species.

How we used our standing advice to assess this survey and mitigation strategy

We used the flowchart on page 10 of our Standing Advice Species Sheet: Bats beginning at box (i). Working through the flowchart we reached:

- Considers that there are suitable features on, or in the vicinity of the application site for bats to use as roosts
- Confirms that detailed visual inspections have been carried out, with no evidence of a roost found
- Advises that the application does however, involve a medium or high risk building (eg barn) as defined in our standing advice, with features (specify) which might increase the likelihood of bats being present
- We advise that further survey work is required to assess the impact on bats, through disturbance to individuals, or from damage or destruction of a roost, in accordance with Bat Surveys - good practice guidelines. Further information should be requested from the applicant before determination of the application.

We used the flowchart on page 8 of our Standing Advice Species Sheet: Great crested newts beginning at box (i). Working through the flowchart we reached:

- Considers that there are suitable habitats on, or in the vicinity of the application site for great crested newts.
- Confirms that a detailed great crested newt survey has been carried out at the right time of year using recognised techniques.
- Advises that as no evidence of great crested newts have been found on, or in the vicinity of the site, that the application is unlikely to affect the species, through disturbance to individuals, or from damage or destruction of a breeding site or resting place.

We used the flowchart on page 5 of our Standing Advice Species Sheet: Otters beginning at box (i). Working through the flowchart we reached:

- Does not consider that there are suitable habitats on, or in the vicinity of the application site for otters.
- Advises that the application is unlikely to affect the species, through disturbance to individuals, or from damage or destruction of a breeding site or resting place.

For future applications, or if further survey information is supplied, you should use our standing advice to decide if there is a 'reasonable likelihood' of protected species being present and whether survey and mitigation requirements have been met.

If you would like any advice or guidance on how to use our standing advice, or how we used the standing advice to reach a conclusion in this case, please contact us on the number above.

This advice is given to help the planning authority determine this planning application. On the basis of the information available to us with the planning application, Natural England is broadly satisfied that

¹ Unless protected by Schedule 1 of the Wildlife & Countryside Act 1981 (as amended).

the mitigation proposals, if implemented, are sufficient to avoid adverse impacts on the local population of Bats, Great Crested Newts and Otters and therefore avoid affecting favourable conservation status. It is for the local planning authority to establish whether the proposed development is likely to offend against Article 12(1) of the Habitats Directive. If this is the case then the planning authority should consider whether the proposal would be likely to be granted a licence. Natural England is unable to provide advice on individual cases until licence applications are received since these applications generally involve a much greater level of detail than is provided in planning applications. We have however produced guidance on the high-level principles we apply when considering licence applications. It should also be noted that the advice given at this stage by Natural England is not a guarantee that we will be able to issue a licence, since this will depend on the specific detail of the scheme submitted to us as part of the licence application.

Yours sincerely

Dawn Presutti

Dawn Presutti
Customer Service Consultation Team

From: Hildred, Ryan (NE) [mailto:Ryan.Hildred@naturalengland.org.uk]
Sent: 24 April 2013 16:21
To: Sylvia Bland
Cc: Presutti, Dawn (NE)
Subject: RE: s13/0775 SQ link road, grantham

Dear Sylvia

Thank you for your email.

As a follow up to the advice provided by our Land Use planning hub (Dawn Presutti - dated 16th April 2013), I wish to endorse the comments that Dawn has been made in their response.

The derelict stone structure appears to contain access points, is covered in ivy and is situated along the River Witham corridor which would provide good foraging habitat for bats – this therefore means that there is medium-high potential for bats. At present, there has been no dedicated survey undertaken on this structure. And your authority is not in a position to conclude that bats will not be affected as a result of the structure's demolition.

Given the above suitability for bats, Natural England advises your authority to contact Network Rail to establish whether or not access could be granted for a bat survey to be undertaken on this structure. In the first instance this may be in the form of an internal/external inspection (i.e. – like the air raid shelter). However the key principle is that prior to determination your authority requires more information on whether or not there is evidence of bats roosting in the stone structure to be demolished.

Should Network Rail insist that access is not possible, as we are soon to be approaching the bat active season (May-September), a suitable alternative could be for dusk/dawn bat activity surveys using bat detectors and or anabats to assess whether or not bats are roosting in the stone structure.

Please continue to use our 16th April response as our formal statutory response – however this may be supplemented by this email.

I hope this helps.

Kind regards

Ryan

Ryan Hildred
Lead Adviser
Land Use Operations Team - Nottingham

Natural England
Ceres House
2 Searby Road
Lincoln
LN2 4DT

Tel: 0300 060 2772 Mobile: 07785905291
Email: ryan.hildred@naturalengland.org.uk

From: Hildred, Ryan (NE) [mailto:Ryan.Hildred@naturalengland.org.uk]
Sent: 28 May 2013 09:35
To: Sylvia Bland
Cc: Clare Sterling; Presutti, Dawn (NE)
Subject: RE: SQLR, EIA Regulation 22 Response

Dear Sylvia

As referenced within Mouchel's letter (dated 21st May 2013), I can confirm that Jacqui North from Mouchel contacted me last week to confirm that the two structures (that we had previous concern about) will not be demolished or affected by the proposed works.

On this basis, Natural England is satisfied that bats do not represent a constraint to the determination of this application and, along with this email, I refer you to our formal response dated 16th April 2013 from my colleague Dawn Presutti.

Kind regards

Ryan

Ryan Hildred
Lead Adviser
Land Use Operations Team - Nottingham

Natural England
Ceres House
2 Searby Road
Lincoln
LN2 4DT

Tel: 0300 060 2772 Mobile: 07785905291
Email: ryan.hildred@naturalengland.org.uk

Our ref: K944341
Your ref: S13/0775

Mrs S Bland
South Kesteven District Council
Council Offices
St Peter's Hill
Grantham
Lincolnshire
NG31 3PZ

Rajinder Kaur
Asset Manager
The Cube
199 Wharfside Street
Birmingham
B1 1RN

Direct Line: 0121 678 8543

10 April 2013

Dear Mrs Bland,

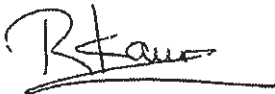
A52 GRANTHAM SOUTHERN RELIEF ROAD, GRANTHAM, LINCOLNSHIRE

I am in receipt of the planning application dated 26 March 2013, received by the Highways Agency in Birmingham on 26 March 2013, regarding construction of Southern Quadrant Link Road (SQLR) comprising new 3km single carriageway between B1174 Spittlegate Level and A52 Somerby Hill and associated works, at the above location.

The proposed development is not expected to have a material impact on the closest strategic route, the A52. Therefore, under Article 25 of the Town and Country Planning (Development Management Procedure) (England) Order 2010, the Highways Agency has no objections to the proposal and I enclose our TR110 form for your records.

Please ensure you send me a copy of the decision on this application.

Yours sincerely,



Rajinder Kaur
Asset Manager (Lincolnshire)
Network Delivery & Development Midlands
Email: rajinder.kaur@highways.gsi.gov.uk



**Developments Affecting Trunk Roads and Special Roads
Highways Agency Response to an Application for Planning Permission**

From: Divisional Director, Network Delivery and Development, Midlands, Highways Agency.

To: South Kesteven District Council

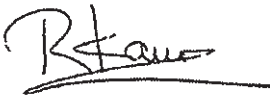
Council's Reference: S13/0775

Referring to the notification of a planning application dated 26 March 2013, your reference 13/0775, in connection with the A52, Grantham Southern Relief Road, Grantham, Lincolnshire, notice is hereby given under the Town and Country Planning (Development Management Procedure) (England) Order 2010 that the Secretary of State for Transport:-

- a) offers no objection;
- ~~b) advises that planning permission should either be refused, or granted only subject to conditions~~
- ~~c) directs conditions to be attached to any planning permission which may be granted;~~
- ~~d) directs that planning permission is not granted for an indefinite period of time;~~
- ~~e) directs that planning permission not be granted for a specified period (see Annex A).~~

(delete as appropriate)

Signed by authority of the Secretary of State for Transport

Date: 10 April 2013	Signature: 
Name: Rajinder Kaur	Position: Asset Manager
The Highways Agency: The Cube 199 Wharfside Street Birmingham B1 1RN	

**LINCOLNSHIRE COUNTY COUNCIL
DEVELOPMENT DIRECTORATE**

FINAL

To: Application Ref: S13-0775-EIAFP

With reference to this application validated on 25 March 2013, relating to the following proposed development

Address or location National Grid ref: Horizontal Vertical

Grantham Southern Relief Road

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Classification/Number of road to which the site gains access:[no. of road]

Date application received by the HA –
26 March 2013

Type of application: Outline/Full/RM/:

Description of development

Construction of Southern Quadrant Link Road (SQLR) comprising new 3km single carriageway between B1174 Spittlegate Level and A52 Somerby Hill including a new bridge spanning the East Coast Main Line and River Witham. Works to include a new 5 arm roundabout at B1174 Spittlegate Level, improvements to the existing A52/B6403 roundabout, associated new junctions/access roads, new cycleway/footpath at Whalebone Lane, site compound/construction and storage areas, recontouring of ground levels, formation of attenuation ponds and diversion of public right of way

Notice is hereby given under the provisions of article 15 of the Town and Country Planning (General Development Procedure) Order 1995, that the County Council as Local Highway Authority:

- Requests that any permission given by the local planning authority shall include the conditions below.**

CONDITIONS (INCLUDING REASONS)

HP25 - No part of the road shall be commenced until full details of the road construction specification and a programme of work has been agreed in writing with the local planning authority.

Reason: In the interests of safety of the users of the public highway and the safety of the users of the site.

HP00 - Prior to the commencement of use the link road incorporating bridgeworks shall be constructed to a specification to enable the road, footways, cycleways and ancillary areas to be adopted as Highway Maintainable at the Public Expense

Reason: To ensure the safety of users of the road and each of the junctions where it connects to the existing public highway.

HP24 - No commencement of the link road shall take place before the detailed design for the provision of surface water drainage, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority, in consultation with surface drainage authorities, including the Internal Drainage Boards and the Environment Agency. The scheme shall reflect the principles as set out in the Environmental Statement together with any necessary mitigation measures and specification requirements. The approved scheme shall be implemented and carried out before the road is completed and its use commences.

Reason: To ensure that surface water run-off from the development will not adversely increase the risk of flood, to improve and protect water quality, improve habitat and amenity and ensure future maintenance of the surface water drainage system.

HP00 - No part of the road shall be commenced before a scheme to take up and re-site the highways-environmental works located on the existing roundabout at the A52 Old Somerby (Stonehenge) has been agreed in writing with the local planning authority

Reason: In order to ensure satisfactory arrangements are made for the retrieval and re-setting of the amenity within the setting of the proposed new roundabout.

HP00 - Prior to commencement of use details of all proposed lighting to be implemented as part of the development (including street lighting and that associated with the bridge, underpass and circulation areas etc) shall be submitted for the approval of the local planning authority. Thereafter the lighting shall be implemented and carried out in full accordance with the approved details.

Reason: In the interests of highway safety and in the interests of visual amenity and to minimise the impacts of light pollution on the local landscape, adjoining land uses and railway.

HP00 - No part of the road shall be commenced until full details of all bridges, structures, underpasses, bridge wing walls abutments and crossings (including temporary bridges during the construction works) have been submitted to and approved in writing by the local planning authority. Such details shall include information on exact clearance heights and drainage detail. The bridges, structures, underpasses, wing walls, abutments and crossings shall thereafter be constructed in accordance with the approved details

Reason: To ensure the safety of the public and commerce. To ensure adequate clearance is provided to allow safe and unrestricted access by users.

HP00 - No part of the road shall be commenced before details of traffic management measures to be implemented during the period of construction have been submitted to and approved by the local planning authority. Such measures to include a routing arrangement that will include a ban on construction traffic using that part of Whalebone Lane south of the proposed line of the link road.

Reason: In the interests of highway safety and convenience and to protect the rural amenity and the amenity of local residents e.g. Little Ponton

HP00 - No part of the road shall be commenced before details have been submitted for approval of the local planning authority to ensure that vehicles do not leave the site in a condition whereby mud, clay or other deleterious materials are carried onto the public

highway. The approved details shall thereafter be implemented and carried out in full accordance with the approved details.

Reason: In the interests of highway safety and convenience

HI00 - INFORMATIVES:

This permission does not convey any approval that may be required under the Flood and Water Management Act 2010 and you are advised that further details relating to drainage may need to be submitted on request for approval of the Lead Local Floods Authority and any amendments to the approved scheme shall subsequently be implemented before the road is first open for public use.

HI03 - Prior to the submission of details for any temporary or access works within the public highway you must contact the Divisional Highways Manager on 01522 782070

HI00 - You are advised that the local highway authority wish to enter into negotiations under the terms of a Section 106 Agreement

Date: 3 May 2013

Signed:



ENGLISH HERITAGE

EAST MIDLANDS OFFICE

Mrs S Bland
South Kesteven District Council
Council Offices
St Peter's Hill
Grantham
Lincolnshire
NG31 6PZ

Direct Dial: 01223 582775

Direct Fax: 01223 582701

Our ref: P00231679

Development & Growth

23 April 2013

26 APR 2013

Admin Team

Dear Mrs Bland

**Notifications under Circular 01/2001, Circular 08/2009 &
T&CP (Development Management Procedure) Order 2010
Application for Listed Building Consent and/or Planning Permission
GRANTHAM SOUTHERN RELIEF ROAD, GRANTHAM, LINCOLNSHIRE
Application No S13/0775/EIAFP**

Thank you for your letter of 26 March 2013 notifying English Heritage of the application for listed building consent and/or planning permission, relating to the above site.

In our view we do not consider that sufficient evidence has been provided to understand the impact of the proposal on the significance of any heritage assets and their setting. It does not therefore meet the requirements of paragraph 128 of the National Planning Policy Framework (NPPF). We recommend that you seek further information, as set out below, before determining the application and ask that you forward a copy to us so that we can provide you with our advice.

The application does not provide sufficient information to demonstrate the asserted level of impact on specific heritage assets. The cultural heritage chapter of the Environmental Statement (ES) describes the predicted impacts in section 7.5, but there is little evidence to support claims such as the impact on Grantham Conservation Area will be minor (paragraph 7.5.16). We consider that the applicant should provide additional photomontages to illustrate existing and proposed views to and from specific designated heritage assets. This should include Grantham Conservation Area (particularly St Peter's Hill and St Wulfram's) as well as the scheduled monument (bowl barrow) to the south of the proposed road and listed buildings within Little Ponton (particularly St Guthlac's and the pigeoncote at Little Ponton Hall given their highly graded status). The Design & Access Statement contains seven photomontages, but none are taken from or looking towards designated heritage assets (Viewpoint 2 is close to St Guthlac's, but is taken from the public footpath rather than from the church). Similarly, the landscape chapter of the ES shows existing



44 DERNGATE, NORTHAMPTON, NN1 1UH

Telephone 01604 735 400 Facsimile 01604 735 401

www.english-heritage.org.uk

English Heritage is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.



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EAST MIDLANDS OFFICE

views, but these are not identified on a map and do not appear to have been taken from or looking towards designated heritage assets. The exception to this is figure 10-2 (taken from St Peter's Hill in Grantham Conservation Area), but even with this image, the view is looking northwards rather than south towards the proposed road.

We are aware from the council's archaeological adviser that insufficient information has been submitted to assess the archaeological impact of the proposals. This will also need to be addressed.

We hope the above information can be provided as soon as possible to help with the determination of this application. Until that point, we are unable to issue our advice.

If you encounter any difficulties, please do not hesitate to telephone me if I can assist further at this stage.

Yours sincerely

Tom Gilbert-Wooldridge

Historic Environment Planning Adviser

E-mail: tom.gilbert-wooldridge@english-heritage.org.uk



44 DERNGATE, NORTHAMPTON, NN1 1UH

Telephone 01604 735 400 Facsimile 01604 735 401
www.english-heritage.org.uk

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ENGLISH HERITAGE
EAST MIDLANDS OFFICE

Mrs S Bland
South Kesteven District Council
Council Offices
St Peter's Hill
Grantham
Lincolnshire
NG31 6PZ

Direct Dial: 01223 582775

Direct Fax: 01223 582701

Our ref: P00231679

Development & Growth

16 July 2013

19 JUL 2013

Admin Team

Dear Mrs Bland

**Notifications under Circular 01/2001, Circular 08/2009 &
T&CP (Development Management Procedure) Order 2010**

**GRANTHAM SOUTHERN RELIEF ROAD, GRANTHAM, LINCOLNSHIRE
Application No S13/0775/EIAFP**

Thank you for your letter of 26 March 2013 notifying English Heritage of the above application. Thank you for your letter/email dated 11 July consulting English Heritage on additional information relating to the above application. We would like to make the following comments:

Summary

We do not object to this proposed development, but we do have some interest regarding its impact on the historic environment. Our primary interest is the impact on the setting of nearby designated heritage assets, but also how the proposal might impact on traffic movements through Grantham town centre. We consider that the harm to designated heritage assets will not be substantial and that the public benefits of the development could outweigh any harm.

English Heritage Advice

The proposed relief road will result in a notable change to the landscape to the south of Grantham, including the introduction of a bridge over the River Witham and railway line. There will be some impact on heritage assets, both designated and undesignated, including archaeological deposits along the route of the road. In terms of designated heritage assets, we note from and concur with the additional information supplied by the applicant that there may be some impact on views from Grantham Conservation Area and from the scheduled bowl barrow, but the distance, topography and existing vegetation will limit the extent of any impact. Views towards St Wulfram's Church from the south will be affected by the proposed development, but again, these view are



44 DERNGATE, NORTHAMPTON, NN1 1UH

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quite distant and interrupted by existing development. We agree that the impact on designated heritage assets within Little Ponton will be negligible.

The development will therefore result in a degree of harm to designated heritage assets through change within their setting. However, we consider this harm to be less than substantial and recognise that it should be weighed against the public benefits of the proposal (following paragraph 134 of the NPPF). These public benefits could include benefits for the historic environment, particularly with regards to Grantham Conservation Area where the provision of a southern relief road could reduce traffic through the town centre and enable improvements to public realm and buildings (the conservation area is currently on the national heritage at risk register).

We do not wish to comment in detail on the development's impact on undesignated heritage assets, but hope that the concerns of the council's archaeological adviser have been addressed and resolved as far as possible.

Recommendation

We do not object to the approval of this planning application for the reasons outlined above, and hope that the development can result in marked improvements to Grantham town centre and its conservation area.

It is not necessary to consult us again on this application. Please send us a copy of the decision notice in due course. This will help us to monitor actions related to changes to historic places.

Yours sincerely

Tom Gilbert-Wooldridge

Historic Environment Planning Adviser

E-mail: tom.gilbert-wooldridge@english-heritage.org.uk

cc



44 DERNGATE, NORTHAMPTON, NN1 1UH

Telephone 01604 735 400 Facsimile 01604 735 401
www.english-heritage.org.uk

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From: Corrine Garbett
Sent: 28 June 2013 12:14
To: Sylvia Bland
Subject: Response to Southern Quadrant consultation

Dear Sylvia

Thank you for the opportunity to respond to your consultation on the Southern Quadrant Link Road (SQLR), Grantham.

As you know, the Southern Quadrant Sustainable Urban Extension (SUE) is identified in the Core Strategy as the preferred location for housing and employment growth in Grantham, and more recently, the Southern Quadrant Masterplan SPD has set the parameters for what this growth might look like. A key part of the Southern Quadrant Sustainable Urban Extension is the relief road, which serves two key purposes:

- Firstly, to serve the urban extension (including the housing and employment)
- Secondly, to provide a new route for traffic travelling from the west of Grantham to the east, and from the east of Grantham, going south – rather than going through Grantham Town Centre
- Thirdly, following on from above point, to support an improvement in public realm which will allow for the delivery of an improved leisure and cultural quarter.

The importance of the SQLR in unlocking growth and improving the environment of Grantham Town Centre is set out in the attached Economic Appraisal which was carried out on our behalf by Focus Consultants. The delivery of the Southern Relief Road will assist in providing as part of the Southern Quadrant SUE:

- Approximately 3,500 new homes of varied tenure and mix including affordable housing
- 1.2m sqft of B8 logistics space including a single unit of 940,000 sqft
- 700,000 sqft of small / medium sized B1, B2 and B8 units
- A Local Centre including small scale retail and community facilities
- A further 15 hectares of employment land held as a reserve.

The Focus report evidences the economic benefits arising from the Relief Road and the Sustainable Urban Extension:

- Almost 36,700 jobs created / supported including 30,050 construction jobs over 20 years, of which
- at least 7,500 are expected to be filled by local people.
- An additional £745 million of GVA generated by businesses in South Kesteven
- Increase in the population of Grantham by 8,400
- Increase in the working age population by 3,480
- Increase in resident spend of £71.3 million per annum
- Additional spend in Grantham itself of £41.3 million per annum
- Savings in congestion costs of almost £5 million over 10 years
- Reduce the cost of bridge strikes in Grantham by almost £1.08m over 10 years.

Regards

Corrine Garbett
Strategic Lead for Economic Development and Regeneration
South Kesteven District Council
Council Offices, St Peter's Hill
Grantham, Lincolnshire NG31 6PZ
Tel: 01476 406308

From: IAN WRIGHT
Sent: 23 April 2013 15:43
To: Sylvia Bland
Subject: RE: s13/0775 southern quadrant link road, grantham

Sylvia,

Thank you for consulting me on the application for Southern Quadrant Link Road.

Whilst there are no designated built heritage assets in the immediate vicinity of the line of the road or the bridge but the proposals have the potential to impact on the setting of assets in the wider area. There are listed buildings both within and around Little Ponton to the south and there are listed buildings and Conservation Areas in Grantham to the north. There is also a listed building within Prince William of Gloucester Barracks and isolated farm buildings around the town and Little Ponton village that could potentially be affected.

Well designed bridges can enhance a landscape although it is acknowledged that when arriving at a design there clearly has to be a balance struck between aesthetics and cost constraints. The bridge design selected will impose itself less on the landscape than some of the more flamboyant designs that were originally under consideration but have now been dismissed and it will, therefore, have less of an impact on the surroundings and the setting of heritage assets.

I agree with the conclusions reached in the EIA on the likely impact of the proposed development on built heritage assets and whilst there will inevitably be an impact on some assets, as the assessment identifies, these are likely to be moderate, at worst. Any negative impacts will be outweighed by the wider benefits of the development to the town and the historic environment therein, not least by facilitating the removal of through traffic .

I note the intention to record the two non-designated heritage assets that will be directly affected by construction of the bridge. I suggest that a condition is imposed to ensure that the recording does indeed take place.

Just to be pedantic, there are references in the EIA to St. Wulfram's being a 'cathedral', which it is not.

Ian Wright
Principal Conservation Officer



Environmental Health Services

Your ref: S13/0775
Our ref: 124489
Fax: 01476 40 60 06
Emergencies 01476 59 00 44

Please ask for: Martin Glossop
Dept. line: 01476 40 63 76
Email: ehs@southkesteven.gov.uk

Date: 3rd April 2013

FAO: Sylvia Bland

PLANNING APPLICATION – S13/0775
ENVIRONMENTAL IMPACT ASSESSMENT
GRANTHAM SOUTHERN RELIEF ROAD

Environmental Protection has reviewed the documents submitted with the above environmental impact assessment.

Particular attention has been focused on the matters of air quality, noise and contaminated land.

In general the results of the assessment and proposals being made are acceptable from an environmental protection view point. Mitigating measures have been proposed to manage the impact from the construction of the road.

The predicated reduction in through traffic and particularly HGV's through the town centre of Grantham is welcomed to ease congestion and improve air quality. Consideration has been given to the two existing air quality management areas for Grantham with reduced predicted pollutant levels for these areas welcomed.

Environmental Protection accepts the conclusions of the contaminated land assessment for the relief road and the further investigative work which has been recommended.

Yours faithfully

Martin Glossop
Contract Environmental Health Officer

From: Richard Jones
Sent: 03 May 2013 11:08
To: Sylvia Bland
Cc: richard@rjtreесervices.co.uk
Subject: S13/0775

Sylvia

I am pleased to submit my comments relating to the above application.

The arboricultural survey submitted to accompany this application meets with the guidelines for best practice. It appears to have been carried out objectively & grades the trees according to the Table 1 in BS5837 (2012).

A number of trees are shown to be removed on the grounds of good arboricultural management. Others will inevitably be removed to facilitate the new road.

There are guidelines in the arboricultural report & the landscape reports relating to new native tree, hedgerow planting etc with which I concur. It is my view that these guidelines will help maintain landscape consistency & sustainability, & go some way mitigating the tree loss as a result of the new relief road. Further more detailed plans, method statement etc should be required prior to works starting on site.

Further detail, on agreeing the final route of the road, will also be required relating to the protection of the retained trees in direct proximity to the road. This should be in the form of a method statement & tree protection plan.

Please do not hesitate to contact me if you have any questions or queries.

Kind regards

Richard

From: Jenny Young [mailto:jenny.young@lincsheritage.org]
Sent: 24 April 2013 14:03
To: Sylvia Bland
Subject: (Fwd) Grantham Southern Relief Road

Sylvia

Just to update you on my dealings with the Southern Relief Road and also provide you with my formal comments. I've just checked through my correspondence regarding this scheme and until mid December 2012 I had been led to believe that this was going to be a county council matter and not a district council application. LCC have their own in house Historic Environment Service led by Dr Beryl Lott who was advising on LCC applications and was advising on this application. She kept me informed on the progress of the project and on the 4th January 2013 emailed me to say that it had been decided before Christmas that it would come through as an application to SKDC. At this stage only monitoring of geotechnical works had been undertaken. I understand that Beryl has always supported trial trenching as part of the EIA process. This approach also seemed to be reflected in the scoping report where trial trenching is referred to as being part of the proposed Environmental Impact Assessment. I did not object to this approach.

On January 22nd this year myself and Beryl Lott received a specification from Mouchel detailing how the archaeological fieldwalking and geophysical survey would be undertaken. This was the first and only contact I had received from Mouchel regarding the archaeological element of the proposals. We both agreed to this believing it was a first stage to identifying where trial trenches should be targetted. This work was undertaken and no contact has been made with me via Mouchel. The first time I saw the reports was when the EIA was submitted to yourselves.

The scoping EIA report submitted in February seemed to suggest that the EIA would include a full impact assessment including trial trenching and I agreed with this. However the information submitted does not include this work and therefore the full impact of the proposed development has not been assessed. The proposals involve some large scale cut and fill proposals including embankments and a new bridge. The geophysical survey and the fieldwalking indicate that archaeological remains are likely to exist within the development site boundary and in particular relating to the Roman settlement of Saltersford. Previous evaluation at this site recorded the presence of human burials. The assessment highlights the importance of this site in para 7.2.23. Para 7.5.2 discusses a number of assets which will be directly affected by construction. However no details of construction methodology are outlined - which ones are affected by cut and which ones by fill. Perhaps there is the potential to preserve some of these assets in areas of fill for example?. I feel that more detail could be provided. Without the trial trenching assessment it is difficult to assess the impact of the groundworks on the buried archaeological resource. There is also no real discussion within the report about the proposed groundworks. I am assuming that at this stage this has not yet been established. Para 128 of the NPPF requires applicants to submit appropriate desk based assessment and where necessary, a field evaluation in cases where heritage assets of archaeological interest are likely to be affected by the proposed development. The desk based assessment exercise has already highlighted that the proposed development will affect buried archaeological remains. However we are not entirely clear on the date, depth, condition, significance or importance of these remains as they have not been fully assessed through field evaluation. Fieldwalking and

geophysical survey only identify spatial arrangements in plan and aid in establishing a trial trench programme. I can provide a brief for the archaeological trial trenching at this stage. Not only does the assesment not fully address the physical impact of the groundworks on buried archaeological remains but there does not seem to be any photomontages submitted illustrating views to and from heritage assets including the setting of the proposed road and new bridge. At the meeting before Christmas I raised the issue of photomontages and I had assumed that this would be addressed at this stage.

Best wishes
Jenny

Jenny Young BA(Hons), MA
Senior Historic Environment Officer
Heritage Trust of Lincolnshire
The Old School
Cameron Street
Heckington
Lincolnshire
NG34 9RW

Tel: 01529 461499
Fax: 01529 461001
www.lincsheritage.org

From: Jenny Young [mailto:jenny.young@lincsheritage.org]
Sent: 25 July 2013 10:02
To: Sylvia Bland
Subject: Re: s13/0775 additional consultation on reg22 information

Hi Sylvia

I am writing to confirm that I no longer have any objections to the planning application and that it should be determined subject to a condition relating to archaeology being applied. I agree with the findings of the Supplementary Heritage Assessment dated July 2013.

I feel that the standard H101 condition could be used (requiring a scheme of further archaeological work) and that the written scheme should include the following:

- 1) the remaining trenches to be excavated before any works commence on site (this could be secured by a separate condition possibly?????)
- 2) it should follow the programme set out in paras 1.6-1.8 of the supplementary assessment which includes recommendations for area strip, map and sample; archaeological monitoring and areas of fencing/protection

I have attached a copy of archaeological conditions which are being used by other local authorities in Lincolnshire. I understand that some of them have adapted them to their own uses. You will see that I have highlighted parts in blue as I feel they are a re-iteration of points made in the first section and therefore may not be required. I wondered whether it may be appropriate to use this in the future? What do you all think?

Best wishes
Jenny

PS in this instance I haven't written a brief for the work as the proposed work has been outlined by the applicants archaeological advisors.

From: Lake Margaret [mailto:Margaret.Lake@networkrail.co.uk]
Sent: 26 April 2013 10:21
To: Sylvia Bland
Subject: South Kesteven/S13/0775/EIAFP/SB/CON(EIA)21/Construction of Southern Quadrant Link Road Grantham

FAO – Mrs S Bland
Ref – S13/0775/EIAFP/SB/CON(EIA)21
Proposal – Construction of Southern Quadrant Link Road
Location - Grantham

Thank you for your letter of 10/04/2013 providing Network Rail with an opportunity to comment on the abovementioned application.

With reference to the protection of the railway, Network Rail has no objection in principle to the development, but below are some requirements which must be met.

Network Rail have a statutory obligation to procure the availability of safe train paths and as such we are required to take an active interest in any construction/ demolition activity adjacent to our property that potentially could affect the safe operation of the railway. Any proposals which cross the railway will require the applicant to obtain the following agreements and consents from Network Rail:

- Easement agreement
- Basic Asset Protection agreement
- Detailed bridge design (including an outline in principle bridge design) and bridge agreement
- Method statements and temporary works design
- A full programme of works
- All other relevant legal agreements

Discussions has taken place previously with regard to the bridge designs where the proposed road crosses the railway and the details provided in this application are largely in line with our discussions.

However, it is noted that a retaining wall is now proposed at 5m offset immediately to the east of railway which has not been subject to previous discussions. We are also concerned that, with the proposal to construct their new eastern embankment and backseat against Network Rail embankment, they may struggle to maintain the consequential settlement of our embankment to within acceptable limits.

Given the above concerns please note the following requirements:-

- The design must satisfy Network Rail requirements for limiting settlement of the existing railway embankment, including serviceability limits required for the avoidance of operational disruption.
- Cost of remedial works required to mitigate the effects of settlement shall be borne by the proposer.
- Proposals must consider and address any impact on signal sighting.
- It is noted that a retaining wall is now proposed at 5m offset immediately to the east of railway which has not been subject to previous discussions. This will need further consideration / discussion before we are prepared to accept this particular detail.

The proposals involve the construction of an abutment and a pier / retaining wall on Network Rail property and therefore the necessary legal easement / wayleave agreements will be required. Details of your requirements should be sent to our National Portfolios team through their generic email address easements&wayleaves@networkrail.co.uk. You will then be contacted by a surveyor in order to discuss appropriate terms for an easement agreement.

It should be conditioned that the specific details of the design and construction of the bridges at the point they cross the railway are submitted to and agreed with Network Rail as part of a legal agreement. On other matters

Drainage

All surface and foul water arising from the proposed works must be collected and diverted away from Network Rail property. In the absence of detailed plans all soakaways must be located so as to discharge away from the railway infrastructure. The following points need to be addressed:

1. There should be no increase to average or peak flows of surface water run off leading towards Network Rail assets, including earthworks, bridges and culverts.
2. All surface water run off and sewage effluent should be handled in accordance with Local Council and Water Company regulations.
3. Attenuation should be included as necessary to protect the existing surface water drainage systems from any increase in average or peak loadings due to normal and extreme rainfall events.
4. Attenuation ponds, next to the railway, should be designed by a competent specialist engineer and should include adequate storm capacity and overflow arrangements such that there is no risk of flooding of the adjacent railway line during either normal or exceptional rainfall events.

With regard to drainage and earthworks for the scheme it is essential that the design of any infrastructure adjacent to operational lines be undertaken in consultation with Network Rail.

Fail Safe Use of Crane and Plant

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.

Excavations/Earthworks

All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rail's infrastructure or railway land.

Security of Mutual Boundary

Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager.

Method Statements/Fail Safe/Possessions

Method statements may require to be submitted to Network Rail's Asset Protection Project Manager at the below address for approval prior to works commencing on site. Where appropriate an asset protection agreement will have to be entered into. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. "possession" which must be booked via Network Rail's Asset Protection Project Manager and are subject to a minimum prior notice period for booking of 20 weeks. **Generally if excavations/piling/buildings are to be located within 10m of the railway boundary a method statement should be submitted for NR approval.**

Once planning permission has been granted and prior to the commencement of any works on site, developers must contact Network Rail to inform them of their intention to commence works. This must be undertaken a minimum of 6 weeks prior to the proposed date of commencement. Please contact the Asset Protection Project Manager at the address below.

Demolition

Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of buildings or other structures near to the operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Asset Protection Project Manager before the development can commence.

Cranes

With a development of a certain height that may/will require use of a crane, the developer must bear in mind the following. Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Asset Protection Project Manager prior to implementation.

Trees/Shrubs/Landscaping

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

Acceptable:

Birch (*Betula*), Crab Apple (*Malus Sylvestris*), Field Maple (*Acer Campestre*), Bird Cherry (*Prunus Padus*), Wild Pear (*Pyrus Communis*), Fir Trees – Pines (*Pinus*), Hawthorne (*Cretaeagus*), Mountain Ash – Whitebeams (*Sorbus*), False Acacia (*Robinia*), Willow Shrubs (*Shrubby Salix*), Thuja Plicatata "Zebrina"

Not Acceptable:

Alder (*Alnus Glutinosa*), Aspen – Poplar (*Populus*), Beech (*Fagus Sylvatica*), Wild Cherry (*Prunus Avium*), Hornbeam (*Carpinus Betulus*), Small-leaved Lime (*Tilia Cordata*), Oak (*Quercus*), Willows (*Salix Willow*), Sycamore – Norway Maple (*Acer*), Horse Chestnut (*Aesculus Hippocastanum*), Sweet Chestnut (*Castanea Sativa*), London Plane (*Platanus Hispanica*).

A comprehensive list of permitted tree species is available upon request.

Lighting

Where new lighting is to be erected adjacent to the operational railway the potential for train drivers to be dazzled must be eliminated. In addition the location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. Detail of any external lighting should be provided as a condition if not already indicated on the application.

Access to Railway

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development. Any maintenance access points to the railway for which we have access rights, including pedestrian ones in the area of the proposals need to be taken into consideration in any new scheme and protected for future use.

Network Rail is required to recover all reasonable costs associated with facilitating these works.

It is realised that much of the above does not apply directly to the application but should be taken into consideration as appropriate. Nevertheless it gives a useful guide as to the considerations to be taken into account in relation to development adjacent to the railway. I would advise that in particular the **drainage, method statements including temporary and permanent works and final bridge design, soundproofing, lighting and landscaping** should be the subject of conditions, the reasons for which can include the safety, operational needs and integrity of the railway. For the other matters we would be pleased if an informative could be attached to the decision notice.

I trust full cognisance will be taken in respect of these comments. If you have any further queries or require clarification of any aspects, please do not hesitate to contact myself I would also be grateful if you could inform me of the outcome of this application, forwarding a copy of the Decision Notice to me in due course.

The method statement and final bridge design will need to be agreed with:

**Asset Protection Project Manager
Network Rail (London North Eastern)
Floor 2A
George Stephenson House
Toft Green
York
Y01 6JT**

Email: assetprotectionlne@networkrail.co.uk

M Lake
Town Planning Technician LNE
Network Rail

From: planningliaison@anglianwater.co.uk [mailto:planningliaison@anglianwater.co.uk]
Sent: 26 March 2013 16:01
To: Sylvia Bland
Subject: LDF/SP160(124) South Kesteven District Council, Planning Application N/A for AW
Comment, LDF Consultation Body

Dear Ms Bland

Grantham Southern Relief Road, Grantham

Construction of Southern Quadrant Link Road

Your Ref: S13/0775/EIAFP/SB/CON(EIA)21

Thank you for your correspondence we received today. Please note we have no comment to make on this planning application.

If you have any questions please do not hesitate to contact me on 01733 414607 or alternatively the Planning & Equivalence Team can be contacted on 01733 414690.

Regards

Keith Simpson
Planning & Equivalence Team

Our ref: MP/ Grantham Public Footpath no 13 link
1/Little Ponton and Stroxtan Public Footpath no 2
link 1

Your ref: S13/0775

DATE: 26th April 2013

Development Control Services
South Kesteven District Council
Council Offices
St Peter's Hill
Grantham
Lincs
NG31 6PZ

Communities Directorate
Highways West
County Offices, Annexe C
Eastgate, Sleaford
Lincolnshire, NG34 7EB
Tel: 01522 782070
Fax: 01522 553171
Email: LCCHighwaysWest@lincolnshire.gov.uk

Dear Sir/Madam

PLANNING APPLICATION NO: S13/0775

LOCATION: Grantham, Southern Quadrant Link Road

Thank you for your letter of the 18th April 2013 regarding the above application.

The Definitive Rights of Way Map shows Grantham Public Footpath no 13 link 1/Little Ponton and Stroxtan Public Footpath no 2 link1 affecting the property. I enclose an extract from the working copy of the Definitive Public Rights of Way Map for your information.

Whilst the showing of a path on a Definitive Map is conclusive evidence as to its existence and status, the reverse is not necessarily true. However, anyone claiming a path not shown on the Map to be a Public Right of Way must prove his claim by submitting sufficient suitable evidence of the path's free and uninterrupted use by the public as the public for at least 20 years before it can be considered for inclusion on the Map. Alternatively, some sort of documentary evidence (such as a Parish Enclosure Award) that the path had been dedicated as a right of way would suffice. However, we are not aware in this office of any such evidence.

Comments:

In the absence of further information, it is expected that the definitive line and customary width of the path will not be affected by any proposed development.

During any works allowed by this proposal, users of the Public Right of Way should not be inconvenienced or exposed to hazard by any such works.

The needs of disabled people should be catered for at the outset by careful consideration of surfacing, widths and gradients.

The character of the existing route or its replacement must be protected, in terms of safety, directness, attractiveness and convenience.

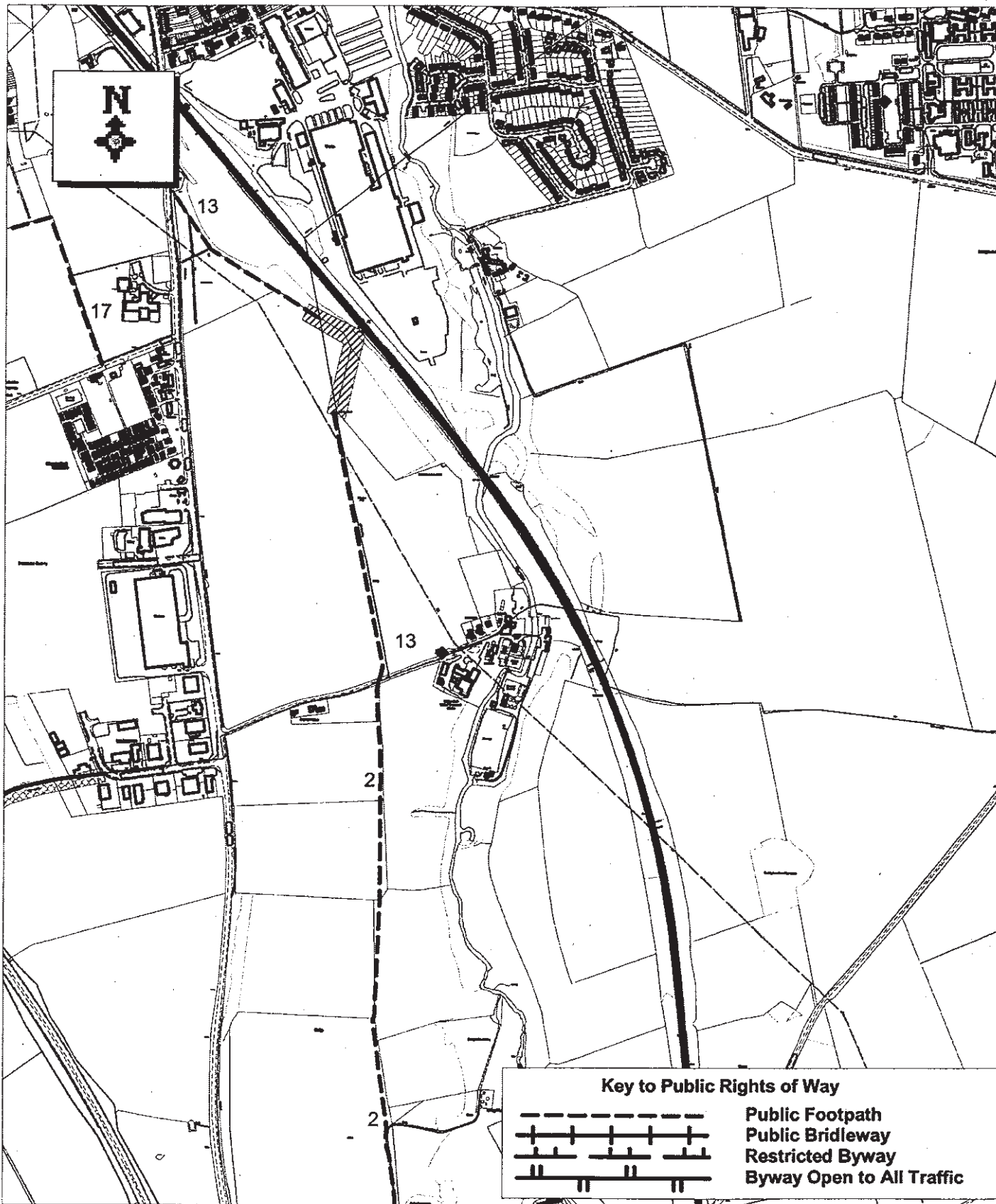
New links into the network can also be provided as part of the development to improve sustainable travel needs.

Should there be any doubt about being able to comply with these conditions, please advise the applicant to contact Mike Plant before starting any work.

Yours faithfully

M Plant
SENIOR HIGHWAYS OFFICER

Encl.



LINCOLNSHIRE COUNTY COUNCIL

Scale 1:10000

DIRECTORATE OF DEVELOPMENT

Director: Richard Wills

City Hall, Orchard Street, Lincoln LN1 1DN

NB The Routes of Public Rights of Way on this plan are indicative only

LINCOLNSHIRE COUNTY COUNCIL
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 OS LICENCE 100025370

From: Minerals and Waste [mailto:MineralsandWaste@lincolnshire.gov.uk]
Sent: 16 April 2013 16:39
To: PLANNING
Cc: DEV_PlanningEnquiries; Felicity Webber
Subject: FAO Mrs S Bland Ref: S13/0775/EIAFP/SB/CON(EIA)21 (Southern Quadrant Link Road)

Dear Sir/Madam

Lincolnshire County Council's (Strategic Planning) comments in relation to the above planning application are as follows:

The application boundary appears to run immediately adjacent to a Minerals Safeguarding Area (as recognised on South Kesteven's Proposals Maps), and as such this should be taken into account in the determination of the planning application.

The site of the application also appears to be immediately adjacent to an area permitted for extraction of minerals in association with Little Ponton Quarry, and as such the determining Authority will need to ensure that the proposals would not have a detrimental impact on these permitted mineral operations, in order to avoid jeopardising future working of minerals.

If you need further information in relation to the permitted mineral site please contact our Development Management or Planning Monitoring team on 01522 782070.

Kind Regards

Strategic Planning Team
Lincolnshire County Council
Unit 16 Witham Park House
Waterside South
Lincoln
LN5 7JN

Tel 01522 782070
Fax 01522 554829

From: Guy Hird [mailto:guy@upperwitham-idb.gov.uk]
Sent: 19 April 2013 11:49
To: PLANNING
Cc: Samms, Katharine (katharine.samms@environment-agency.gov.uk); CHRIS MAW
Subject: Planning Application S13/0775

FOR AND ON BEHALF OF K.J. PRATT

UD-90-2013-PLN
8.1.2

South Kesteven District Council,
District Council Offices,
St. Peter's Hill,
Grantham,
Lincs.

Dear Sir,

Planning Application S13/0775
Construction of Southern Quadrant Link Road (SQLR)
Comprising new 3km single carriageway between B1174 Spittlegate Level and A52
Somerby Hill including a new bridge spanning the East Coast Main Line and River Witham
Lincolnshire County Council

The Board has no objection to the proposed development provided it is constructed in accordance with the submitted details and Drainage Design Strategy. However should anything change in relation to the method of surface water disposal and/or in relation to the flood risk assessment etc then this Board would wish to be reconsulted.

All drainage routes through the Site should be maintained both during the works on Site and after completion of the works. Provisions should be made to ensure that upstream and downstream riparian owners and those areas that are presently served by any drainage routes passing through or adjacent to the Site are not adversely affected by the development.

Drainage routes shall include all methods by which water may be transferred through the Site and shall include such systems as "ridge and furrow" and "overland flows". The affect of raising Site levels on adjacent property must be carefully considered and measures taken to negate influences must be approved by the Local Planning Authority.

Reason: To prevent an increase in the risk of flooding and/or waterlogging on adjacent property.

The Board's comments have been made following receipt of information through the planning process. The Board would wish to be re-consulted should the details of the application change, more details become available and/or when future applications are submitted for this site.

Regards

Ker Pratt

Kenneth J Pratt
Engineer to Board

Upper Witham Internal Drainage Board
J1 The Point,
Weaver Road,
Lincoln.
LN6 3QN

Tel 01522 697123

Lincolnshire Wildlife Trust



Sylvia Bland
Development Management Planner
South Kesteven District Council
Council Offices
St. Peter's Hill
Grantham
Lincolnshire
NG31 6PZ

Banovallum House
Manor House Street
Horncastle
Lincolnshire
LN9 5HF

Tel: 01507 526667
Fax: 01507 525732

24 April 2013

Dear Mrs Bland

Application No: S13/0775/EIAFP
Proposal: Construction of Southern Quadrant Link Road (SQLR) comprising new 3km single carriageway between B1174 Spittlegate Level and A52 Somerby Hill including a new bridge spanning the East Coast Main Line and River Witham. Works to include a new 5 arm roundabout at B1174 Spittlegate Level, improvements to the existing A52/B6403 roundabout, associated new junctions/access roads, new cycleway/footpath at Whalebone Lane, site compound/construction and storage areas, recontouring of ground levels, formation of attenuation ponds and diversion of public right of way

Location: Grantham Southern Relief Road, Grantham
Grid Ref: 492032 333696

Thank you for consulting the Lincolnshire Wildlife Trust on the above application.

The route of the proposed new link road, bridge and roundabouts directly impacts on six non-statutorily designated nature conservation sites. Whilst we note the assessment of impacts in the Environmental Statement on five of these sites; Grantham BR Site of Nature Conservation Importance (SNCI), Saltersford Valley SNCI and Cold Harbour Road Verges Local Wildlife Site (LWS), Old Somerby West Road Verge LWS and Old Somerby Road Verge LWS/ Old Somerby Roadside Nature Reserve (RNR), we would wish to see further detail regarding the proposed mitigation and enhancement of these sites. It is mentioned in Table 8-8 of the Environmental Statement, that there will be a significant impact at the local level on non-statutory designated sites prior to mitigation. However, no mitigation has been recommended in Table 8-9 to alleviate this impact. Without further detail on the exact works proposed within the sites and methods of mitigation, we are not able to state whether we expect there to be any significant negative impacts on the nature conservation interest of the sites.

The sixth LWS which will be directly impacted by the proposed route of the link road is Whalebone Lane Verges LWS. This site was selected by the LWS Panel under the calcareous grassland criteria on 18 March 2013. As this site has only just been selected as a LWS it was not picked up by the data search but should also be included in the assessment of ecological impacts. If the route must cross the LWS, then we would expect appropriate mitigation and enhancement to be implemented. Along with the above mentioned sites, we would wish to see further information relating to potential impacts on this site and proposed methods of mitigation, compensation and enhancement as necessary. We would support the agreed methods being included within a Construction Environmental Management Plan.

The majority of the proposed bypass route is located in a priority area for lowland calcareous grassland re-creation. It is estimated that there is less than 100 hectares of this habitat remaining in Lincolnshire. Lowland calcareous grassland is a UK and Lincolnshire Biodiversity Action Plan (BAP) priority habitat. Re-creation of this habitat in the area would help to meet targets in the UK and Lincolnshire BAP. It would also fit in well with a partnership project called Life on the Verge (www.lifeontheverge.org.uk).

We would recommend that as much of the route corridor as possible is restored to calcareous grassland. Whilst we would support some tree and scrub planting to the west of the scheme around the Witham Valley, partly to replace habitats which will be lost during construction, we would recommend that the 'native low woodland planting' along the verges and embankments of the proposed route is not taken forward in the landscaping plans. We would strongly recommend that native species-rich calcareous grassland is created along the corridor of the route. Restoration of this habitat along the whole of the new road will provide an important link between existing calcareous grassland sites at Saltersford Valley LWS and Whalebone Lane Verges LWS with Cold Harbour Road Verges Local Wildlife Site (LWS), Old Somerby West Road Verge LWS and Old Somerby Road Verge LWS/ RNR. We appreciate that the soil type may not be suitable for calcareous grassland along the whole length of the link road but where it is not suitable alternative meadow seed mixes could be used to create neutral species rich grasslands. Species rich grasslands grow best when the nutrient levels are low so top soil should not be spread onto areas to be restored to grassland and should just be used in any areas of scrub and tree planting. If any areas of limestone are exposed in cuttings then these areas should be left without any soils placed on top to regenerate naturally. Or an appropriate native species seed mix, ideally of local provenance, could be used on the bare limestone. Planting of trees and scrub on verges which are also included as areas of grassland creation, would be contrary to the overall aim of creating good quality species-rich grassland. It would directly reduce the overall area available for grassland creation, as well as introducing future management problems relating to scrub encroachment and shading of the grassland.

We are pleased that other biodiversity enhancements have been proposed, such as the extension to Whalebone Spinney and the seeding of the detention ponds with a native wet grassland mix to maximise their biodiversity value whilst functioning as part of the SUDS scheme. Many non-native aquatic plant species are invasive in the wider environment and so care should be taken to use only native species if planting of the ponds is to take place. Whilst we would support the planting of native species-rich hedgerows as part of the landscaping scheme, we would wish to ensure that this is not to the detriment of other valuable habitats. In this case, we would be concerned that extension of the hedgerows on Whalebone Lane may negatively impact on the calcareous grassland for which this site was designated as a Local Wildlife Site.

With regards to protected species, we support the requirement for further pre-construction badger surveys and for further investigation of the trees and structures which have been identified as having potential for supporting bat roosts. The Phase 1 Habitat survey report produced by Mouchel states that '*activity transects should be undertaken to identify the main locations and level of bat foraging and commuting activity, and identify which bat species are using the Proposed Scheme area*'. The results of such a survey do not appear to be included within the information submitted as part of this Environmental Statement, we would therefore query whether any bat activity surveys have been carried out. It is important to be able to characterise the patterns of use of the area by bats, to ensure that mitigation can be implemented as appropriate to avoid the severing of any important commuting or foraging routes. The results of activity surveys should be used to inform the lighting scheme design. Whilst as a general rule, use of lighting and light spill should be kept to a minimum to reduce impacts on wildlife, the bat activity surveys may identify areas, such as the Witham Valley, where activity levels by species which are not tolerant to light are high and so lighting should be avoided entirely.

The Lincolnshire Wildlife Trust has concerns regarding impacts on non-statutory nature conservation sites in particular, and we therefore wish to register a holding objection to the scheme until the additional information as requested has been submitted and we are satisfied that there would be a net gain for biodiversity as a result of the development.

Yours sincerely

A handwritten signature in cursive script, appearing to read 'Clare Sterling'.

Clare Sterling
Conservation Assistant

Lincolnshire Wildlife Trust



Sylvia Bland
Major Applications Officer
South Kesteven District Council
Council Offices
St. Peter's Hill
Grantham
Lincolnshire
NG31 6PZ

Banovallum House
Manor House Street
Horncastle
Lincolnshire
LN9 5HF

Tel: 01507 526667
Fax: 01507 525732

24 July 2013

**PLANNING APPLICATION ACCOMPANIED BY AN ENVIRONMENTAL STATEMENT
FURTHER INFORMATION IN RELATION TO AN ENVIRONMENTAL STATEMENT,
ACCOMPANYING A PLANNING APPLICATION, RECEIVED PURSUANT TO
REGULATION 22 OF THE EIA REGULATIONS 2011**

Application No: S13/0775/EIAFP
Proposal: Construction of Southern Quadrant Link Road (SQLR) comprising new 3km single carriageway between B1174 Spittlegate Level and A52 Somerby Hill including a new bridge spanning the East Coast Main Line and River Witham. Works to include a new 5 arm roundabout at B1174 Spittlegate Level, improvements to the existing A52/B6403 roundabout, associated new junctions/access roads, new cycleway/footpath at Whalebone Lane, site compound/construction and storage areas, recontouring of ground levels, formation of attenuation ponds and diversion of public right of way
Location: Grantham Southern Relief Road, Grantham
Grid Ref: 492032 333696

Thank you for consulting the Lincolnshire Wildlife Trust on the supplementary environmental information submitted in support of this application.

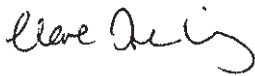
Having discussed the scheme and ecological issues with representatives from Mouchel, we are now largely satisfied with the information submitted and the assessment of impacts on the Local Wildlife Sites (LWSs). We understand that much of the detail of the scheme has yet to be decided and so detailed mitigation can not be included at this stage. We would therefore support the production of a Construction Environmental Management Plan or similar document, as required through a suitably worded condition, which provides additional details of the ecological mitigation and enhancements to be carried out. Information should be provided on seed mixes to be used and ongoing management to ensure that the habitats created reach their full potential and in the case of calcareous grassland, provide adequate compensation for the loss of existing areas of LWS quality habitat.

On a point of accuracy, the area indicated as Whalebone Lane Verges LWS in Appendix B Areas of Loss and Appendix C Ecological Constraints Map does not show the full extent of the LWS. This LWS actually extends further south to the northern edge of Whalebone

Spinney. Table 1.8 assesses the loss of Whalebone Lane Verges LWS as 1.3ha, however if the inaccurate boundary was used to reach this figure, the full impacts will be greater. As the proposed road is likely to impact on much of this length, mitigation and further compensation would be required here. These appendices were not included in the draft information we were sent and so this mistake was not apparent until now.

Provided that commitment is given to include details of mitigation and enhancement for the full extent of Whalebone Lane Verges LWS within the CEMP, we would be willing to remove our holding objection to the application. We would be pleased to have the opportunity to comment on the proposed mitigation and to input into the final details of the landscaping schemes to try to ensure the best outcomes for biodiversity.

Yours sincerely

A handwritten signature in cursive script, appearing to read 'Clare Sterling'.

Clare Sterling
Conservation Assistant

From: Clare Sterling [mailto:CSterling@lincstrust.co.uk]
Sent: 05 August 2013 15:36
To: Sylvia Bland
Cc: Martin Dale
Subject: RE: SQLR consultee responses x2

Dear Sylvia,

Thank you for sending that further information through. We are satisfied that the correct information on Whalebone Lane has now been received and will be used in the assessment and provision of mitigation. I can confirm that we have no further objection to the application.

With regards to the amounts of replacement habitat creation, the supplementary ES specifies 25.3ha species rich grassland with minimum 3ha calcareous grassland. I asked for a minimum amount to be included at this stage even though exact amounts of losses are not fully known to ensure that there would be some calcareous grassland created, though we would hope for more than 3ha. In general terms though, we would expect at least double the amount of replacement habitat to be created as that lost. This replacement habitat once established should aim to be of equivalent, or better, quality than that lost. So where LWS quality calcareous grassland is to be lost, management needs to ensure that the replacement habitats are also of LWS quality.

I hope this helps with your planning conditions, if you have any queries please don't hesitate to contact me,

Kind regards

Clare

Clare Sterling
Conservation Assistant
Lincolnshire Wildlife Trust

01507 526667



GLNP
GREATER LINCOLNSHIRE
NATURE PARTNERSHIP

Major Applications Officer
South Kesteven District Council
Council Offices
St Peter's Hill
Grantham
NG31 6PZ

26 June 2013

Dear Sylvia Bland

Re: Local Sites and the Grantham Southern Quadrant Link Road

I understand that you are currently in discussions with Clare Sterling of the Lincolnshire Wildlife Trust regarding calcareous grassland road verge Local Wildlife Sites (LWSs). I am writing to clarify our understanding of the status of LWSs and the process behind their selection.

The Greater Lincolnshire Nature Partnership (GLNP) is the Local Sites partnership for Greater Lincolnshire (a term we use to describe Lincolnshire County, North East Lincolnshire and North Lincolnshire). As such we select sites of demonstrable substantive nature conservation interest from across the area, using the same set of selection criteria for all nine of the local authority areas. As a result we can confirm that the suite of LWSs in Greater Lincolnshire is representative of the best examples of each habitat at a county level (as well as the two unitary authority areas).

We have selection criteria for all of the important Greater Lincolnshire habitats as identified by our local Biodiversity Action Plan (BAP). This in turn is derived from the UK BAP. Therefore we can be confident that our LWSs are also important on a national scale.

Please see the guidelines for further information: www.glnp.org.uk/admin/resources/lws-guidelines-3rd-ed-full-6.pdf

We feel that the issue is the inconsistent use of the word 'local' in different policy and guidance documents. I can confirm that for the purposes of the Greater Lincolnshire Local Sites system, 'local' is at least equivalent to county level.

Yours faithfully

Fran Hitchinson
Nature Partnership Manager

Achieving more for nature

GLNP Banovallum House, Manor House Street, Horncastle, Lincolnshire, LN9 5HF
T: 01507 528398 E: info@glnp.org.uk www.glnp.org.uk



From: Terry and Sonia [mailto:terry@moatfield.plus.com]
Sent: 22 April 2013 20:39
To: Sylvia Bland
Subject: Re: S13/0775 southern quadrant link road Grantham

Mrs Bland

I refer to previous emails and our telephone conversation earlier today.

The Ramblers concern in this application is with the retention of Footpath 13/1. As explained I gave input on this to both Roger Prescott(Mouchel) and Les Outram (LCC) before submission of the application. The proposed diversion of the footpath under the western end of the bridge, as shown on the application, is as we requested.

I do not therefore wish to add any comments on the application.

Regards
Terry Hollingworth
Grantham Group Ramblers Association

From: Chris Padley [mailto:christopher.padley1@ntlworld.com]
Sent: 19 April 2013 14:59
To: Sylvia Bland
Subject: Re: s13/0775 southern quadrant link road, grantham

Dear Ms Bland,

GRANTHAM SOUTHERN QUADRANT

Further to my email yesterday and your reply

It would have been very useful to be consulted at the earliest stage of a project like this and I had rather supposed that was what was happening through Roger Prescott of Mouchelle, who contacted me at very short notice (together with other public rights of way interested bodies) inviting us to a meeting. This was on a Friday and the meeting was on the following Monday. In the event, we were left waiting all that Monday to find out when and where the meeting would be, only to have it cancelled. I had supposed a new date would be arranged, but nothing occurred. I had also supposed that at the meeting there would be an opportunity to see the whole of the proposed development and make any comments then.

I'm sure you can understand that voluntary bodies like ours are only interested in consultations which take place early, and where there appears to be a genuine interest on the part of the authority to listen, and where the authority is open to the possibility that voluntary bodies have some useful experience, expertise or knowledge to contribute. We all get very irked by those consultations which, it transpires, are being conducted in order to tick a box which says, "we have consulted", or which are not in fact consultations at all but are there to explain what has already been decided. There did appear to be a genuine interest in a proper consultation over this but, if this was the case, unfortunately Mouchelle proved themselves not up to the task whatever the intention.

I look forward to receiving your response tomorrow. Is there anything I can help you with regarding the larger Southern Quadrant development and how it links with the road application re diversion of PROWs and new footpaths/cycleways?

I will first explain our general feelings about diversions where a new road cuts across an existing landscape and cuts the route of existing public footpaths (or bridleways):

We believe very strongly that the planning authority should seek a "strategic" diversion of the footpath(s), rather than make only the minimal diversion necessary to take the path to a safe crossing point of the new road (in the past, not even a safe crossing point has been sought in some cases). By strategic, we mean that the whole route of the path should be looked at with a fresh view and if necessary the whole route diverted, not just the part close to the road.

Thus, in a case such as this, where there is the opportunity to cross the road by a bridge it is obviously desirable that this should be used. However, rather start the diversion from where the old path meets the new road, and run the path along the side of the fence of the new road, to the bridge, and then back along the other side, we feel that the entire route of the path should be re-drawn so that it head from its beginning, directly towards the bridge, and then head directly from the bridge to its end. This, of course requires a much longer diversion, and sometimes will requires the involvement of landowners who would not otherwise be affected.

The advantages are clear. This approach avoids creating an route which is made very unpleasant to use by its closeness to a busy road and heavy traffic, and it avoid making the new path inconveniently long and twisting in its route. It also makes the approach to an under-road bridge more visible and less intimidating, if users can get a clear view.

This case is also an example of another situation where we have a general view, and that is where a large development is affecting either the whole route of a path or at least a very long length of it.

Again, we think a strategic view is needed, and one which might conclude that the entire route of the path is redrawn or even the old routes simply closed and new ones created which provide for the new needs of an entirely changed landscape. In the interests of encouraging walking and cycling as less environmentally damaging forms of transport, and in the interests of encouraging healthy life-styles, all development should have provision for pedestrians and cyclists to use not just for leisure, but their every day journeys to work, school, shops etc.. This requires the routes provided to be as short and direct as possible, in order to minimise journey times (important if these are to be an alternative to the car), and should be planned to feel safe from both motor traffic and anti-social behaviour. For the latter it is important that paths are open to view by passers by, from nearby houses and workplaces etc., have long sight lines along them, so that users are not faced with walking up to blind corners or are out of sight from the ends of the path. In an urban, or urban fringe, situation, these are especially important design features if women and children are to feel safe enough to walk and cycle.

I'm sure this is all well known design philosophy to you. This path comes under both of the general situations I have described above. At the time of writing I can only comment insofar as Mouchelle sent me a plan of their final design for the diversion of the public footpath in respect of the new road. I have not had time to find, let alone study, a plan of the whole development.

We were disappointed in the proposed diversion, because it does exactly what I advise against in our general view. From the north the path is left on its original route until it reached almost the fence line of the new road, and only then is its route redirected towards the bridge by which it is to pass under the road. On the south side of the road, the path then more or less does the same thing in reverse. It is true that it does not return to its old route alongside the fence of the road, so will not be quite so affected by the noise and generally negative ambience of traffic caused by the road, but essentially it is the old unimaginative solution of making a diversion only very near to the new road, and thus making it longer than it need be, introducing unnecessary twists and turns, and also making the approach to the bridge relatively sudden. It is much better to approach under bridges of this kind if as a walker you can see it a long way ahead, and see through it. It is far more difficult for anyone acting in an anti-social way to remain unobserved in those circumstances, and users feel much more secure walking through a bridge when other users for a considerable distance on either side are able to see the bridge and see through it.

What is always required with this kind of development is for the planners (in the broadest sense of the term) to shake off the perception that here is a path that they are obliged to try and retain as far as possible on its original line. The proper way to think of it is here is an opportunity to incorporate into the design a high-quality and useful provision for foot and/or cycle travellers which may or may not best be met by retaining all or some of the existing route.

Finally, I am sorry not to have given a full response much earlier, but apart from the problems I have explained above, we are a small organisation reliant entirely on voluntary effort and we simply do not have the resources to respond properly to more than a fraction of the many diversion proposals that come to us across the county.

Thank you again for your consideration in inviting this response.

Yours sincerely

Christopher Padley

Rights of Way Officer
Lincolnshire Fieldpaths Ass.

Hambleton Cottage
Walesy Road
Market Rasen
LN8 3EY

01522 539828



Ministry
of Defence

Mrs S Bland
South Kesteven District Council
Development Services
Council Offices
St Peter's Hill
Grantham
Lincolnshire
NG31 6PZ

Defence
Infrastructure
Organisation

Safeguarding Department
Statutory & Offshore

Defence Infrastructure Organisation
Kingston Road
Sutton Coldfield
West Midlands
B75 7RL

Tel: +44 (0)121 311 3714 Tel (MOD): 94421 3714

Fax: +44 (0)121 311 2218

E-mail: DIO-safeguarding-statutory@mod.uk

www.mod.uk/DIO

12 April 2013

Your Reference: **S13/0775/EIAFP**
Our reference: DIO/SUT/43/2/81 (2013/280)

Dear Mrs S Bland

MOD Safeguarding – RAF Syerston

Proposal: Construction of Southern Quadrant Link Road (SQLR) comprising new 3km single carriageway between B1174 Spittlegate Level and A52 Somerby Hill including a new bridge spanning the East Coast Main Line and River Witham. Works to include a new 5 arm roundabout at B1174 Spittlegate Level, improvements to the existing A52/B6403 roundabout, associated new junctions/access roads, new cycleway/footpath at Whalebone Lane, site compound/construction and storage areas, recontouring of ground levels, formation of attenuation ponds and diversion of public right of way

Location: Grantham Southern Relief Road, Grantham

Grid Ref: 492032, 333696

Planning Ref: **S13/0775/EIAFP**

Thank you for consulting the Ministry of Defence (MOD) on the above proposed development which was received by this office on 26/03/2013. I can confirm that the MOD has no safeguarding objections to this proposal.

Development & Growth

17 APR 2013

Admin Team

I trust this is clear however should you have any questions please do not hesitate to contact me.

Yours sincerely

C-Duddy.

Claire Duddy

OLD SOMERBY PARISH COUNCIL

Representations concerning application no.
S130775/EIAFP/SB/PC1.

The Parish Council has a very keen interest in the development of the Southern Quadrant. Our main concern relates to the impact upon the area, including this village, of the very considerable increase in vehicular traffic following on from the construction of 4,000 dwellings. Whilst we understand that full impact is unlikely to be felt for many years nevertheless it needs to be addressed now. We are not convinced that sufficient thought or planning has been given to this issue including the overall infrastructure with particular reference to the roads and how the increased traffic flow will be controlled. We really do need some re-assurances.

As you will know this Parish Council was the driving force behind the securing of the sponsorship for and the planning and the redevelopment of the roundabout in 2010. The sponsorship included on-going maintenance for 5 years, the provision of the boulders and stone and their transport to site, sponsorship signs and the planting. It is now maturing very nicely so naturally we have a very keen interest in any future development. We have been given some assurances from Les Outram, Senior Project Leader LCC and Mark Heaton, Area Highways Manager LCC very recently that the integrity of the roundabout will be preserved and that this Parish Council will be consulted in relation to its development. That has been noted and minuted.

22 April, 2013



David J. Holmes
Chairman Old Somerby Parish Council

REPORT TO DEVELOPMENT CONTROL COMMITTEE

REPORT OF: Pat Reid – Development Management Service Manager

REPORT NO: PLA 1009

DATE: 27 August 2013

TITLE:	Neighbouring Authority Consultation on planning application (Rutland County Council ref 2013/0516/FUL) Erection of 1 No. 51.2m (HUB) High, 65.7m (TIP) High Wind Turbine plus ancillary development. Land to the West of Great North Road, Stretton.	
KEY DECISION OR POLICY FRAMEWORK PROPOSAL:	N/A	
PORTFOLIO HOLDER: NAME AND DESIGNATION:	N/A	
CONTACT OFFICER:	Louise Parker	
INITIAL IMPACT ANALYSIS: Equality and Diversity	Carried out and Referred to in paragraph (7) below N/A	Full impact assessment Required: N/A
FREEDOM OF INFORMATION ACT:	This report is publicly available via the Your Council and Democracy link on the Council's website: www.southkesteven.gov.uk	
BACKGROUND PAPERS	Planning application 13/2092/AAC (Rutland County Council ref. 2013/0516/FUL)	

RECOMMENDATION

1.1 That Rutland County Council be advised that :

1. It is considered that the proposed wind turbine, by virtue of its height and scale, would have no adverse impact upon the character and appearance of the landscape in the vicinity of the site nor upon the amenities of residents of South Kesteven who are not considered to be within close proximity of the site.

1. PURPOSE OF THE REPORT

1.1 Rutland County Council are in receipt of a planning application for the Erection of 1 No. 51.2m (HUB) High, 65.7m (TIP) High Wind Turbine plus ancillary development at Land to the West of Great North Road Stretton. They have consulted this authority on the application. The purpose of this report is to consider South Kesteven District Council's response to that consultation.

1.2 Rutland County Council has sent separate consultations to those parishes inside South Kesteven which border the site those are Castle Bytham Parish Council and South Witham Parish Council.

2. DETAILS OF REPORT

The proposed development

2.1 The proposed turbine would be located approximately 1.6km towards the north of Stretton and approximately 2km towards the south of South Witham. Located 1.7km towards the west of the site is RAF Cottesmore.

2.2 The proposed turbine would be located within an agricultural field located directly towards the west of the A1.

2.3 The agricultural field in which the turbine would be sited is approximately 18ha and of irregular shape. The field is bordered on the north and east by hedgerow and on the south by a mature tree belt. The eastern boundary also includes a sparse number of individual trees.

3. The impact of the development

3.1 The most significant issue in respect of South Kesteven District is likely to be the impact of the development upon the landscape.

3.2 It is not considered that the turbine would dominate the outlook and amenities of residents in South Kesteven, in particular South Witham and Castle Bytham.

3.3 A submitted Zone of theoretical visibility demonstrates that theoretically the turbine would be visible along the A1 corridor. As the vantage point becomes further away from the site, the turbine is less visible it has been stated that the turbine would not theoretically be visible from Stamford however could possibly be visible from Colsterworth and South Witham.

3.4 In terms of the area's sensitivity, the Rutland Landscape Sensitivity and Capacity study demonstrates that the area is located outside of any designated landscape and outside of any area that has been assessed as having a particular attractive countryside.

4. OTHER OPTIONS CONSIDERED

4.1 The options open to the Council are whether or not to respond to this consultation. Due to the proximity of the site to the boundary with this district and the scale of the turbine it is unlikely to impact upon South Kesteven.

5. RESOURCE IMPLICATIONS

5.1 No direct costs. There may be some financial implications if this Council chooses to support Rutland County Council's case, should planning permission be refused and the decision be subject to an appeal.

6. RISK AND MITIGATION

Risk has been considered as part of this report and any specific high risks are included in the table below:

Category Risk	Action / Controls
None applicable	None applicable

7. ISSUES ARISING FROM IMPACT ANALYSIS

7.1 This has been discussed in section 3.

8. CRIME AND DISORDER IMPLICATIONS

8.1 None.

9. COMMENTS OF FINANCIAL SERVICES

9.1 To be reported.

10. COMMENTS OF LEGAL AND DEMOCRATIC SERVICES

10.1 To be reported.

11. COMMENTS OF OTHER RELEVANT SERVICES

11.1 None.

REPORT TO DEVELOPMENT CONTROL COMMITTEE

REPORT OF: Pat Reid – Development Management Service Manager

REPORT NO: PLA 1011

DATE: 27 August 2013

TITLE:	Neighbouring Authority Consultation on planning application (Newark and Sherwood ref 13/00889/FULM) The construction and operation of a wind farm consisting of 4 130 metre high to blade tip wind turbines, an 80 metre anemometry mast and associated infrastructure for a period of 27 years Field reference 8884, Cotham Road, Hawton, Notts	
KEY DECISION OR POLICY FRAMEWORK PROPOSAL:	N/A	
PORTFOLIO HOLDER: NAME AND DESIGNATION:	N/A	
CONTACT OFFICER:	Phil Moore	
INITIAL IMPACT ANALYSIS: Equality and Diversity	Carried out and Referred to in paragraph (7) below N/A	Full impact assessment Required: N/A
FREEDOM OF INFORMATION ACT:	This report is publicly available via the Your Council and Democracy link on the Council's website: www.southkesteven.gov.uk	

**BACKGROUND
PAPERS**

Planning application S13/2071
(Newark and Sherwood ref: 13/00889/FULM)

1. RECOMMENDATION

1.1 That Newark and Sherwood District Council be advised to take into account the following:

1. The impact on the landscape character of that part of South Kesteven District which is closest to the site i.e. The Trent and Belvoir Vales landscape character area (as identified in the South Kesteven Landscape Character Assessment) be fully assessed. This part of South Kesteven is generally low lying with flat or gently undulating topography and as such the proposed windfarm is likely to be extensively visible and would form a prominent feature within this landscape.
2. The impact on any heritage assets in that part of South Kesteven District which is closest to the site, in particular the grade I listed St Peter's Church at Claypole which is particularly prominent in the Vale as well as grade I listed Belton House and Park/Gardens. It is acknowledged that Belton House is a significant distance from the site. However, one factor that led to the dismissal at appeal (appeal ref: APP/E2530/A/08/2073384/NFW) of the proposed Thackson's Well windfarm at Allington (10km from Belton House) was the impact on the historically significant designed view of Belton House and its wider setting from the Belmont Tower within the park. The proposal which is the subject of this application, although 5-7km further away from Belton House, is for larger turbines and is potentially more visible within the view from Belmont Tower being less screened by intervening hills. It may be prudent for NKDC to delay the decision until the appeal for the single turbine at Marston (PINS ref: APP/E2530/A/13/2200452) has been decided, as this much smaller turbine would appear in the same view.
3. The cumulative impact of the proposed windfarm (on both landscape character and heritage assets) taking into account all consented or proposed schemes in Newark and Sherwood District that could affect South Kesteven District as well as the following other wind energy schemes in South Kesteven:
 - a. 5 x 125m wind turbines, Temple Hill, Brandon (Scoping Opinion – SKDC ref: S12/0857, planning application expected in September 2013)
 - b. 1 x 100m wind turbine, Top Farm, Foston (Scoping Opinion – SKDC ref: S12/2856, planning application received, currently invalid – SKDC ref: S13/1963)
 - c. 1 x 74m wind turbine, Green Lane, Marston (refused, currently under appeal – SKDC ref: S12/2411, PINS ref: APP/E2530/A/13/2200452)
4. The impact on residential amenities (noise and outlook) of occupiers of the nearest properties within South Kesteven, particularly those close to Valley Lane, and Fen Lane, Long Bennington.
5. The adopted South Kesteven Wind Energy Supplementary Planning Document (SPD). Whilst it is acknowledged that this does not form part

of the Development Plan for the purposes of determining this application, it does contain useful information specific to the impact of wind farms on South Kesteven.

6. The South Kesteven Landscape Character Assessment (2007)
7. The Belton House and Park Setting Study (2010)

2. PURPOSE OF THE REPORT

2.1 Newark and Sherwood District Council is in receipt of a planning application for the construction and operation of a wind farm consisting of 4 x 130 metre high to blade tip wind turbines, an 80 metre anemometry mast and associated infrastructure for a period of 27 years at Field reference 8884, Cotham Road, Hawton, Notts. They have consulted this authority on the application. The purpose of this report is to consider South Kesteven District Council's response to that consultation.

3. DETAILS OF REPORT

The proposed development

- 3.1 The site is located in open countryside approximately 2km south of the built up area of Newark, approximately 3km west of the main A1 trunk road, and approximately 2km at the nearest point from the boundary with South Kesteven. The nearest settlements within South Kesteven are the villages of Claypole, Long Bennington and Dry Doddington at distances of between 5 and 6km away.
- 3.2 The four turbines are proposed to be arranged in a single row, roughly south-southwest to north-northeast. Ancillary features are not likely to have a significant impact on South Kesteven although the turbines themselves would. The application is supported by an Environmental Impact Assessment (EIA) which considers among other things the likely impact of the development upon landscape character, heritage assets, impact upon nearby residents, cumulative impact, and impact upon ecology.

The impact of the development

- 3.3 The most significant issues in respect of South Kesteven District are the impact of the development upon the landscape character and heritage assets, being situated fairly close to the district boundary. The turbines would be extensively visible due to the flatish, gently undulating landscape and would have a significant impact.
- 3.4 Heritage assets likely to be affected include the church at Claypole which is a prominent feature in the Vale.

3.5 Cumulative impact is of particular importance, given that there are a significant number of proposed schemes close to the site, both within Newark and Sherwood and South Kesteven, either proposed, consented, under consideration or under appeal. Newark and Sherwood District Council may not be aware of some of these. In respect of heritage assets, Claypole Church would be mid way between this proposal (and others south of Newark) and the proposed Temple Hill windfarm which cumulatively may harm its setting as a prominent landmark. Equally, the view from the top of Belmont Tower at Belton House i.e. the wider landscape setting of Belton House and Park is likely to be significantly affected by these two proposals as well as others at Foston and Marston. Appeal decisions are awaited on the Marston proposal (S12/2411) and another 3 turbine scheme at Hawton south of Newark which will have a bearing on the acceptability or otherwise of this proposal.

3.6 Given the distance from the nearest settlements in South Kesteven, it is considered unlikely that residential amenities would be adversely affected within these settlements. However, there are a number of isolated dwellings close to the district boundaries in the vicinity of Fen Lane and Valley Lane, Long Bennington that are likely to require a full assessment.

4. OTHER OPTIONS CONSIDERED

4.1 The options open to the Council are whether or not to respond to this consultation. Due to the close proximity of the site to the boundary with this district and it's likely impact upon South Kesteven, it is considered important that a response is provided to the consultation.

5. RESOURCE IMPLICATIONS

5.1 No direct costs. There may be some financial implications if this Council chooses to support Newark and Sherwood DC's case, should planning permission be refused and the decision be subject to an appeal.

6. RISK AND MITIGATION

Risk has been considered as part of this report and any specific high risks are included in the table below:

Category Risk	Action / Controls
None applicable	None applicable

7. ISSUES ARISING FROM IMPACT ANALYSIS

7.1 This has been discussed in section 3.

8. CRIME AND DISORDER IMPLICATIONS

8.1 None.

9. COMMENTS OF FINANCIAL SERVICES

9.1 To be reported.

10. COMMENTS OF LEGAL AND DEMOCRATIC SERVICES

10.1 To be reported.

11. COMMENTS OF OTHER RELEVANT SERVICES

11.1 None.

Agenda Item 8

AGENDA ITEM

Report No: PLA.1007

DEVELOPMENT CONTROL COMMITTEE 27 AUGUST 2013

REPORT BY DEVELOPMENT MANAGEMENT SERVICE MANAGER

Information relating to development control and other planning activity

TABLE 1 Applications not determined within statutory period

This table, broken down into Major applications and Others, lists those applications that have not been determined within the recommended 13 week (for Majors) or 8 week (for Others) time period. These applications are listed by application number stating a brief reason for the decision not being made.

Applications outstanding (at the date the report was compiled) = 28

TABLE 2 Applications dealt with under delegated powers from 21 July – 9 August 2013

This table lists those applications upon which decisions have been made under the Powers of the Council Exercisable by Officers (as adopted by the District Council on 27 October 2006).

TABLE 3A Outstanding Planning Appeals TABLE 3B Appeal Decisions with Summary - no report DOCUMENT 3C Copy of Appeal Decisions – no report

Table 3A lists outstanding appeals including newly submitted appeals and Table 3B lists recent decisions accompanied by a summary. Document 3C gives the full appeal decision received from the Planning Inspectorate.

TABLE 4 Planning applications performance

This table displays new end to end times for determining applications.

DEVELOPMENT MANAGEMENT**Applications not determined within the statutory period**

Report No: PLA. 1007

Date Prepared: 12 August 2013

No of applications over 8 weeks: 29

MAJOR APPLICATIONS

(13 weeks)

S12/0484/MJRO/KJC

Date received:

27-Feb-2012

No of days: 532

Stephen Holman, Yelcon Homes Ltd

Erection of 55 residential units (including 8 affordable units)

Outline

Barrack Gardens/Beacon Lane Allotments, Beacon Lane, Grantham

Reason for non-determination:

S106 agreement is to be completed – subject to PPA - determine by 23/09/13

S12/2348/MJNF/SB

Date received:

09-Nov-2012

No of days: 276

Blue Sky Plastic Recycling

Erection of 2no. new industrial buildings to accommodate plastic recycling plant and associated storage. Development to also include new landscaping, car parking, access, weighbridge and sub station.

South Fen Road, Bourne, PE10 0DN

Reason for non-determination:

S106 Agreement to be completed – awaiting signed PPA - determine by 10/10/13

S12/2495/MJNF/JJ

Date received:

10-Oct-2012

No of days: 306

Mr A Freeman

Application to vary Conditions 5 and 12 of application SK.07/1569/90 relating to wardens accommodation, associated with the leisure park

Baston Fen Leisure Park, Cross Road, Baston, Peterborough, Lincolnshire, PE6 9PX

Reason for non-determination:

Subject to S106

S106 Agreement to be completed – extension of time agreed to 31/12/13

S13/0150/MJRF/AH

Date received:

11-Feb-2013

No of days: 182

Barry Maynard, Linden Homes

Erection of 15 no. dwellings with access (off Belvoir Close), parking, landscaping and associated works

land off Belvoir Close, Stamford

Reason for non-determination:

Committee of 25 June 2013 resolved to approve – S106 Agreement to be completed decision by 31/08/13

S13/0674/MJRR/JJ

Date received:
02-Apr-2013
No of days: 132

Mr K Pearson, Taylor Wimpey East Midlands

Reserved Matters application relating to residential development and associated development, link road, estate roads, open space and landscaping (including A1 retail/B1 office development)
Zone 4 and zone 5, Elsea Park, Bourne
Reason for non-determination:
Report to Committee 27/8/13 – extension of time agreed to 6/9/13

S13/0681/MJNF/NB

Date received:
08-Mar-2013
No of days: 157

Mr C Thompson

Change of Use to motorcycle dirt track, retention of portacabins and earthworks. Use for 24 events during a 12 month period (retrospective) (amendments to application S12/1350)
Warren Farm, Main Street, Witham On The Hill, Bourne, PE10 0JN
Reason for non-determination:
Reported to committee on 25/06/13 waiting on additional noise survey to be completed – following receipt of procedural advice to be reported back to Committee 24/9/13

ALL OTHER APPLICATIONS

(8 weeks)

S10/1805/FULL/KJC

Date received:
13-Oct-2010
No of days: 1034

Mr S Turner, Grantham Roofing Services Ltd

Residential Development for the creation of nine flats including demolition of the existing building
20b, Swinegate, Grantham, NG316RJ
Reason for non-determination:
Reported to 6/8/13 Committee and deferred requesting additional viability information. To be reported back to Committee 24/9/13

S10/2020/FULL/JJ

Date received:
03-Sep-2010
No of days: 1074

Mr C Riddle

Extension to existing dwelling, change of use and extension to existing barns to form dwelling and erection of 3 dwellings
47, East End, Langtoft, Peterborough, Lincolnshire, PE6 9LP
Reason for non-determination:
Viability information evaluated and reported to applicant. Awaiting applicants response

S10/2021/LB/JJ

Date received:
03-Sep-2010
No of days: 1074

Mr C Riddle

Extension and alterations of farmhouse, conversion and extension and rebuild of barn and dovecote
47, East End, Langtoft, Peterborough, Lincolnshire, PE6 9LP
Reason for non-determination:
Heritage Enabling Development advice received January 2013. Awaiting comments from applicant on development costings.

S12/2702/LB/IVW

Date received:
06-Nov-2012
No of days: 279

Mrs Lillian Popple, Clerk to the Governors, Governors of Brownes Hospital

Alterations to listed building (installation of hand rail to entrance steps)
Brownes Hospital, Broad Street, Stamford, Lincolnshire, PE9 1PF

Reason for non-determination:

Referred to Secretary of State - determine by 31/08/13.

S12/3241/EIAFP/PWM

Date received:
04-Jan-2013
No of days: 220

Mr Tim & Roger Marris, Marris Foston Ltd

Erection of 4 poultry units, 2 control rooms, office and general purpose building, feed bins, hardstanding, gas tanks and electric substation. Upgrade/extension of access road to allow access from Newark Hill.

Land off Fallow Lane, Foston

Reason for non-determination:

Awaiting S106 to be completed. To be subject to a PPA

S13/0775/EIAFP/SB

Date received:
25-Mar-2013
No of days: 140

Mr Martin Dale - Economic Regeneration, Lincolnshire County Council

Construction of Southern Quadrant Link Road (SQLR) comprising new 3km single carriageway between B1174 Spittlegate Level and A52 Somerby Hill including a new bridge spanning the East Coast Main Line and River Witham. Works to include a new 5 arm roundabout at B1174 Spittlegate Level, improvements to the existing A52/B6403 roundabout, associated new junctions/access roads, new cycleway/footpath at Whalebone Lane, site compound/construction and storage areas, recontouring of ground levels, formation of attenuation ponds and diversion of public right of way

Grantham Southern Relief Road, Grantham

Reason for non-determination:

Subject to PPA – to be considered at Committee 27/8/13

S13/0862/FULL/PL

Date received:
10-May-2013
No of days: 94

Mr J Cooper, J R Cooper & Son

Change of use from barns into live/work unit
Gerry's Farm, Morton Drove, Morton Fen, Bourne

Reason for non-determination:

Amended plans to be submitted - to be determined by 30/08/13

S13/0879/HSH/NB

Date received:
15-Apr-2013
No of days: 119

Sally Treanor

Erection of detached garage
Westfield House, 39A, Empingham Road, Stamford, Lincolnshire, PE9 2RJ

Reason for non-determination:

Garage to be re-sited to avoid trees. Amended plans to be submitted – determine by 31/08/13

S13/0942/FULL/NB

Date received:
19-Apr-2013
No of days: 115

Mr D Robinson

Erection of 4 dwellings
R/O 13, Eastgate, Deeping St. James, Peterborough, PE6 8HH

Reason for non-determination:

Reported to committee on 16/07/13 - Section 106 to be signed. Decision issued by 31/08/2013

S13/1021/FULL/SP

Date received:
10-May-2013
No of days: 94

Mr S C Daws

Temporary Agricultural workers dwelling
Copley Farm, Doddington Lane, Claypole, Newark, NG23 5AT
Reason for non-determination:
Ongoing discussions regarding additional information – to be determined by 9/09/13

S13/1097/HSH/PL

Date received:
02-May-2013
No of days: 102

Mr S Harrison

First floor extension to both sides and single storey front and rear extensions
124, Eastgate, Deeping St James, Peterborough,
Lincolnshire, PE6 8RD
Reason for non-determination:
Amended plans requested for effect on adjacent property – to be determined by 21/08/13

S13/1107/LB/NB

Date received:
24-Apr-2013
No of days: 110

Neal Fulls, Coastguard Road Limited

Alteration to shopfront
68, High Street, Stamford, Lincolnshire, PE9 2AW
Reason for non-determination:
Colour of shop-front to be agreed - determined by 5/09/13

S13/1126/HSH/PL

Date received:
30-Apr-2013
No of days: 104

Mr & Mrs R Ford

Demolish rear lean-to outbuildings and erect single storey rear extension, garage, wall and gates
The Old Forge, 6, Bridge Street, Deeping St James,
Peterborough, Lincolnshire, PE6 8HA
Reason for non-determination:
Additional heritage information requested by EH. Assessment being undertaken. Determine by 30/9/13

S13/1127/LB/PL

Date received:
27-Apr-2013
No of days: 107

Mr G Edwards, Swann Edwards Architecture

Demolish rear lean-to outbuildings and erect single storey rear extension, garage, wall and gates
The Old Forge, 6, Bridge Street, Deeping St James,
Peterborough, Lincolnshire, PE6 8HA
Reason for non-determination:
Additional heritage information requested by EH. Assessment being undertaken. Determine by 30/9/13

S13/1187/LB/PL

Date received:
03-May-2013
No of days: 101

Mr R Dawson

Replacement window to front and rear elevations
Lendorf House, 70, Church Street, Market Deeping,
Peterborough, PE6 8AL
Reason for non-determination:
Consultee response received – determine by 21/8/13

S13/1216/RM/JJ

Date received:
08-May-2013
No of days: 96

One Medical Ltd

Reserved Matters application for construction of a Medical Centre S10/0355
Larkfleet House, Southfields Business Park Ltd, southfield business park, Bourne, PE10 0FF
Reason for non-determination:
Application to be withdrawn or amended due to high pressure gas main concerns

S13/1217/FULL/AH

Date received:
13-May-2013
No of days: 91

Mr P Burke

Demolition of existing builders office/yard and erection of 4 No. detached dwellings and associated garaging and new double garage with room over to No. 19 Horsegate 23, Horsegate, Deeping St James, Peterborough, Lincolnshire, PE6 8EN

Reason for non-determination:

To be subject of a PPA in relation to progressing a revised scheme

S13/1260/LB/IVW

Date received:
13-May-2013
No of days: 91

Mr J Thorold

Alterations of Listed Building (Removal of Chimney - Retrospective)
Marston Hall, School Lane, Marston, Grantham, NG322HQ

Reason for non-determination:

Awaiting further comments from EH following submission of further structural report - determine by 31/08/13

S13/1342/FULL/SB

Date received:
21-May-2013
No of days: 83

Mrs J A Watts

Amendments to planning permission ref S12/2817 including alterations to french doors, additional roof lights, external shutters, splayed window jambs and amended window style Tilly's Barn and Perkins Barn, The Granary, Outgang Road, Baston

Reason for non-determination:

Amended details received. Determine by 30/8/13

S13/1361/FULL/PL

Date received:
03-Jun-2013
No of days: 70

Mr W Oldaker

Demolish existing bungalow and erect 4-bedroom house and attached garage
1, Greatford Road, Baston, Peterborough, Lincolnshire, PE6 9NR

Reason for non-determination:

Amended plans submitted to address internal drainage board requirements. Determine by 31/8/13

S13/1374/FULL/PJM

Date received:
04-Jun-2013
No of days: 69

Mr Andrew Rowe, Patten Builders Ltd

Change of use and alterations of storage building to create a single dwelling
Land off Cecil Street, Grantham, Lincolnshire, NG31 9AQ

Reason for non-determination:

Amendments agreed, and consultation ends 22/8/13.
Determine 23/8/13

S13/1515/HSH/AL

Date received:
11-Jun-2013
No of days: 62

Mr R Andrews

Single storey side and rear extension and insertion of rooflights
10, Kings Road, Stamford, Lincolnshire, PE9 1HD

Reason for non-determination:

Amended plans received, reconsultation ends 21/8/13.
Determine 22/8/13

S13/1572/HSH/AL

Date received:
11-Jun-2013
No of days: 62

Mr Charlie Mitchell

Single storey rear extension and insertion of roof windows
11, Kings Road, Stamford, Lincolnshire, PE9 1HD

Reason for non-determination:

Amended plans received, reconsultation ends 21/8/13.
Determine 22/8/13

**APPLICATIONS DECIDED UNDER DELEGATED POWERS
FROM 21 JULY – 9 AUGUST 2013**

S13/0396/ADV

Applicant: Lloyds Banking Group c/o Group Property
Proposal: Display of non-illuminated signage
Location: 65, High Street, Stamford, Lincolnshire, PE9 2AT
Decision: Approved conditionally - 06 August 2013
End to End time: 53

S13/0432/LB

Applicant: Dr Gilbert
Proposal: Demolition of garages, loose box, open fronted store and preparation building to rear in addition to alterations to workshop to create a dwelling, repairing of stone walls and erection of two dwellings and associated parking
Location: 6, Swinegate, Grantham, Lincolnshire, NG31 6RJ
Decision: Approved conditionally - 26 July 2013
End to End time: 77

S13/0546/LB

Applicant: Lloyds Banking Group c/o Group Property
Proposal: Display of non-illuminated signage and installation of replacement surround to ATM
Location: 65, High Street, Stamford, Lincolnshire, PE9 2AT
Decision: Approved conditionally - 06 August 2013
End to End time: 53

S13/0876/HSB

Applicant: Mr Darren Heyes
Proposal: Erection of single storey rear extension to dwelling
Location: 3, High Road, Barrowby, Grantham, Lincolnshire, NG32 1BH
Decision: Approved conditionally - 06 August 2013
End to End time: 55

S13/0926/FULL

Applicant: Mr & Mrs M Robinson
Proposal: Proposed dwelling with detached garage with room over
Location: Adj. 5, Swallow Hill, Thurlby
Decision: Approved conditionally - 02 August 2013
End to End time: 98

S13/0948/HSB

Applicant: Louise Cooper
Proposal: Two storey rear extension to dwelling.
Location: 7, Station Road, Billingborough, Sleaford, Lincolnshire, NG34 0NR
Decision: Approved conditionally - 06 August 2013
End to End time: 118

S13/1059/HSB

Applicant: Mr & Mrs J Ward
Proposal: Two storey front and side extension to dwelling and pitched roof to rear of single storey flat roofed area
Location: 145, Manthorpe Road, Grantham, Lincolnshire, NG31 8DH
Decision: Approved conditionally - 06 August 2013
End to End time: 83

S13/1152/FULL

Applicant: Mr & Mrs N Pickwell, Liberty Homes Ltd
Proposal: Demolition of existing bungalow and erection of two 4-bedroom detached dwellings and associated garaging
Location: 159, Eastgate, Deeping St James, Peterborough, Lincolnshire, PE6 8RB
Decision: Approved conditionally - 26 July 2013
End to End time: 53

S13/1157/FULL

Applicant: Mr P Toseland
Proposal: Extension of time limit of previous approval S10/1413
Location: 4, Broadgate Lane, Deeping St James, Peterborough, Lincolnshire, PE6 8NW
Decision: Approved conditionally - 05 August 2013
End to End time: 53

S13/1193/CAC

Applicant: Mr & Mrs M McLean
Proposal: Demolition of existing dwelling
Location: Berberene, Main Street, Allington, Grantham, Lincolnshire, NG32 2DN
Decision: Refused - 23 July 2013
End to End time: 54

S13/1195/FULL

Applicant: Mr & Mrs M McLean
Proposal: Demolition of existing and erection of replacement dwelling
Location: Berberene, Main Street, Allington, Grantham, Lincolnshire, NG32 2DN
Decision: Refused - 23 July 2013
End to End time: 54

S13/1224/HSB

Applicant: Mr & Mrs Richard Goodman
Proposal: Detached double garage with office accommodation and decking
Location: 34, Water Lane, Castle Bytham, Grantham, Lincolnshire, NG33 4RT
Decision: Approved conditionally - 24 July 2013
End to End time: 77

S13/1227/HSB

Applicant: Mr Steve Bacon
Proposal: Demolition and rebuilding of office/storeroom/garage
Location: Forge Farm House, 8, Grantham Road, Hough On The Hill, Grantham, Lincolnshire, NG32 2BQ
Decision: Approved conditionally - 02 August 2013
End to End time: 51

S13/1238/HSB

Applicant: Phillip Bennett
Proposal: Erection of single storey side extension to dwelling
Location: 15, Dover Close, Grantham, Lincolnshire, NG31 8TF
Decision: Approved conditionally - 07 August 2013
End to End time: 43

S13/1252/FULL

Applicant: Mrs D Brooks
Proposal: Change of use of playroom (former garage) to hairdressing salon
Location: Brook Cottage, 4, Main Road, Thurlby, Bourne, Lincolnshire, PE10 0EG
Decision: Approved conditionally - 24 July 2013
End to End time: 50

S13/1271/ADV

Applicant: Mr D Hindmarch, Grantham Investments Ltd
Proposal: Installation of two externally illuminated fascia signs
Location: 19, Market Place, Grantham, Lincolnshire, NG31 6LP
Decision: Approved conditionally - 22 July 2013
End to End time: 52

S13/1276/ADV

Applicant: A Jones & Sons Ltd (Jones Bootmaker)
Proposal: Display of one non-illuminated fascia sign and one non-illuminated projected sign
Location: 55, High Street, Stamford, Lincolnshire, PE9 2AW
Decision: Approved conditionally - 02 August 2013
End to End time: 39

S13/1277/LB

Applicant: A Jones & Sons Ltd (Jones Bootmaker)
Proposal: Internal works, repainting of shopfront along with display of one non-illuminated fascia sign, one non-illuminated projected sign and associated works
Location: 55, High Street, Stamford, Lincolnshire, PE9 2AW
Decision: Approved conditionally - 02 August 2013
End to End time: 46

S13/1304/HSB

Applicant: Mr R Lett
Proposal: Erection of entrance walls and gates
Location: 16, Harrowby Lane, Grantham, Lincolnshire, NG31 9HX
Decision: Approved conditionally - 23 July 2013
End to End time: 68

S13/1313/ADV

Applicant: LLoyds Banking Group
Proposal: Replacement signage to include 1 No.illuminated fascia sign, 1 No. illuminated projecting sign and illuminated ATM surround
Location: 42, St Peters Hill, Grantham, Lincolnshire, NG31 6QF
Decision: Approved - 09 August 2013
End to End time: 50

S13/1315/HS

Applicant: Mr & Mrs J Glover
Proposal: First floor extension above existing garage/utility room
Location: 10, Denshire Court, Baston, Peterborough, Lincolnshire, PE6 9QL
Decision: Approved conditionally - 24 July 2013
End to End time: 44

S13/1321/FULL

Applicant: Walton Girls High School
Proposal: Siting of 1No. temporary mobile classroom
Location: Walton Girls High School, Kitty Briggs Lane, Grantham, Lincolnshire, NG31 7JR
Decision: Approved conditionally - 23 July 2013
End to End time: 48

S13/1326/OUT

Applicant: Gibbons Holdings Ltd
Proposal: Renewal of extant outline permission S10/0924/OUT (for the erection of 6 dwellings)
Location: Land Off, Stowe Road, Langtoft
Decision: Approved conditionally - 25 July 2013
End to End time: 56

S13/1347/DC

Applicant: Mr & Mrs P & W McQuilkin
Proposal: Approval of details reserved by Conditions 2 (Materials), 5 (SUDS Drainage), 6 (Drainage Routes), 8 (Foul Drainage), 9 (Hard & Soft Landscaping), 10 (Levels and Cross Sections), 11 (Storage of Refuse), 12 (Bat Roosting & Bird Nesting Boxes) and 13 (Archaeology) of S12/1839
Location: R/o 191, Belton Lane, Grantham, Lincs
Decision: Approved - 26 July 2013
End to End time: 57

S13/1360/ADV

Applicant: ATS Euromaster
Proposal: 1 Part illuminated fascia sign, 1 part illuminated flag sign, 1 non-illuminated sign
Location: ATS Euromaster, Abbey Road, Bourne, PE10 9LX
Decision: Approved conditionally - 02 August 2013
End to End time: 70

S13/1389/FULL

Applicant: Philip Groves
Proposal: Erection of replacement dwelling (single storey to eaves height with living accommodation in the roof space)
Location: Milestones, Carlton Road, Hough On The Hill, Grantham, Lincolnshire, NG32 2BG
Decision: Approved conditionally - 24 July 2013
End to End time: 47

S13/1390/RM

Applicant: Mr Andrew Page
Proposal: Application for approval of Reserved Matters (Appearance and Landscaping) of Outline Approval S10/2004

Location: 36, Church Street, Long Bennington, Newark, Lincolnshire, NG23 5EN

Decision: Approved conditionally - 29 July 2013

End to End time: 56

S13/1394/HSB

Applicant: Mrs Harris
Proposal: Two storey front extension and single storey rear extension to dwelling including partial cladding to elevations

Location: The Old Farm House, Scotland Lane, Ingoldsby, Grantham, NG33 4ES

Decision: Approved conditionally - 07 August 2013

End to End time: 56

S13/1396/FULL

Applicant: Mr V Coppins
Proposal: Erection of dwelling and associated works
Location: 29a, Church Street, Market Deeping, Peterborough, PE6 8AN

Decision: Approved conditionally - 30 July 2013

End to End time: 56

S13/1398/OUT

Applicant: Mr J Dobney
Proposal: Demolition of dwelling and erection of 5 dwellings and associated garaging (outline)

Location: 255, Harrowby Lane, Grantham, Lincolnshire, NG31 9TT

Decision: Approved conditionally - 23 July 2013

End to End time: 55

S13/1416/FULL

Applicant: Philip Hyland, PJH Law
Proposal: Change of use of building from a meeting room to office (B1)

Location: 18A, Maiden Lane, Stamford, Lincolnshire, PE9 2AZ

Decision: Approved conditionally - 22 July 2013

End to End time: 42

S13/1422/HSB

Applicant: Mr Ian Weston
Proposal: Demolition of existing porch and erection of a two storey extension to frontage

Location: 9, Hunt Lea Avenue, Grantham, Lincolnshire, NG31 7JJ

Decision: Approved conditionally - 25 July 2013

End to End time: 44

S13/1435/HSB

Applicant: Mr David Baxter
Proposal: Two single storey side extensions and erection of detached garage

Location: 47, Overgate Road, Swayfield, Grantham, Lincolnshire, NG33 4LG

Decision: Approved conditionally - 07 August 2013

End to End time: 47

S13/1451/LB

Applicant: Ben Finch, Acketts Group Limited
Proposal: Installation of replacement ATM with associated works

Location: 17, North Street, Bourne, Lincolnshire, PE10 9AE

Decision: Approved conditionally - 26 July 2013

End to End time: 44

S13/1454/HSB

Applicant: Mr Robert Lynch

Proposal: Installation of solar panels

Location: 12, High Street, Corby Glen, Grantham, NG334LX

Decision: Approved conditionally - 29 July 2013

End to End time: 56

S13/1456/FULL

Applicant: Mr D Pallett

Proposal: Change of use from warehousing/storage use (Class B8) to mixed use comprising Class A1 retail use (non-food bulky goods) and Class B8 (warehousing use)

Location: Unit 21, Gwash Way, Stamford, PE9 1XP

Decision: Approved conditionally - 30 July 2013

End to End time: 56

S13/1457/HSB

Applicant: Mr Richard Lindley

Proposal: Single storey rear extension

Location: 30, Waverley Gardens, Stamford, Lincolnshire, PE9 1BH

Decision: Approved conditionally - 05 August 2013

End to End time: 52

S13/1458/HSB

Applicant: Mr Andrew Yates

Proposal: Installation of 2 no. first floor dormer window units to western elevation

Location: 53, St Lawrence Way, Tallington, Stamford, Lincolnshire, PE9 4RH

Decision: Approved conditionally - 07 August 2013

End to End time: 40

S13/1463/FULL

Applicant: Mr & Mrs B Nuttall

Proposal: Removal of Condition 3 of planning permission S11/1981/FULL (to retain access at 3.7m and not 4.1m)

Location: R/O 45A, Horsegate, Deeping St. James, Peterborough, PE6 8EW

Decision: Approved conditionally - 07 August 2013

End to End time: 64

S13/1466/LB

Applicant: Mr Robert Lynch
Proposal: Installation of solar panels
Location: 12, High Street, Corby Glen, Grantham, NG334LX
Decision: Approved conditionally - 29 July 2013
End to End time: 55

S13/1467/FULL

Applicant: The Govenors of St Marys RC School
Proposal: Demolition of existing kitchen extension and creation of single storey extensions to school including external storage area, kitchen and hall extension and erection of 2.4 m high palisade fence
Location: St Marys Rc School, Sandon Close, Grantham, Lincolnshire, NG31 9AX
Decision: Approved conditionally - 31 July 2013
End to End time: 51

S13/1468/LB

Applicant: Mr Dipendra Khati
Proposal: Erection of sign, menu box and burglar alarm box
Location: The Malt Shovel, 23, Westgate, Grantham, Lincolnshire, NG31 6LU
Decision: Approved conditionally - 31 July 2013
End to End time: 49

S13/1470/HSH

Applicant: Mrs Rowena Whelan
Proposal: Two storey side and rear extension; single storey rear extension
Location: 17, Irnham Road, Stamford, Lincolnshire, PE9 1SD
Decision: Approved conditionally - 05 August 2013
End to End time: 55

S13/1477/HSH

Applicant: Lorraine Watt
Proposal: Ground and first floor extensions to dwelling
Location: 62, Long Street, Great Gonerby, Grantham, Lincolnshire, NG31 8LW
Decision: Approved conditionally - 23 July 2013
End to End time: 49

S13/1480/RM

Applicant: Gibbons Holdings Ltd
Proposal: Erection of 6 dwellings (Reserved Matters pursuant to Outline consent S10/0924/OUT)
Location: Land Off, Stowe Road, Langtoft
Decision: Approved conditionally - 26 July 2013
End to End time: 53

S13/1481/ADV

Applicant: Governors of Stamford Endowed Schools
Proposal: Erection of sign
Location: Pedestrian footbridge spanning East St, adj Stamford Boys School, East Street, Stamford, PE9 1QG
Decision: Refused - 30 July 2013
End to End time: 56

S13/1484/HSB

Applicant: Mr & Mrs John Fox
Proposal: Erection of new garage
Location: 20, Burghley Court, Stamford, Lincolnshire, PE9 1EF
Decision: Approved conditionally - 22 July 2013
End to End time: 42

S13/1489/DC

Applicant: Michael Thurlby, The Thurlby Group, Smiths of Bourne
Proposal: Approval of details of conditions 3 (materials), 4 (joinery details), 5 (rainwater goods) and 6 (masonry details) of planning permission S12/2396
Location: 25, North Street, Bourne, PE109AE
Decision: Approved - 31 July 2013
End to End time: 57

S13/1492/HSB

Applicant: Dr Clare Whitfield
Proposal: Installation of replacement double glazed white upvc window units and replacement white upvc door unit
Location: 4, Warrenne Keep, Stamford, Lincolnshire, PE9 2NX
Decision: Approved conditionally - 09 August 2013
End to End time: 52

S13/1494/DCLB

Applicant: Mark Homer
Proposal: Approval of details of conditions 4 (cross sections of doors), 5 (cross sections of window units), 6 (cross sections of skirtings and architrave) and 7 (cross sections of external flues and external services) of listed building consent S12/2862
Location: 31, Scotgate, Stamford, Lincolnshire, PE9 2YQ
Decision: Approved - 09 August 2013
End to End time: 45

S13/1509/HSB

Applicant: Mrs Joanna Lyle
Proposal: Application for extension of time frame in relation to S10/0482 for the replacement of existing garage with a double garage
Location: Rose Cottage, Syston Park, Grantham, NG322DB
Decision: Approved conditionally - 31 July 2013
End to End time: 41

S13/1512/HSB

Applicant: Mr & Mrs Canning
Proposal: Demolish existing rear conservatory and replace with sun room and dining room extension
Location: 107, Main Street, Baston, Peterborough, Lincolnshire, PE6 9PB
Decision: Approved conditionally - 31 July 2013
End to End time: 50

S13/1529/HSH

Applicant: Mr Ed Downing
Proposal: Two storey extension, porch and attached garage to dwelling
Location: 11, Welfen Lane, Claypole, Newark, Lincolnshire, NG23 5AL
Decision: Approved conditionally - 05 August 2013
End to End time: 55

S13/1530/HSH

Applicant: Mr Simon Geeson
Proposal: Proposed two storey side extension to dwelling
Location: 45, Parklands Drive, Harlaxton, Grantham, Lincolnshire, NG32 1HX
Decision: Approved conditionally - 25 July 2013
End to End time: 44

S13/1535/HSH

Applicant: Mr Michael Dwane
Proposal: Erection of single storey detached garage
Location: Fourways, Rectory Lane, Barrowby, Grantham, NG321BT
Decision: Approved conditionally - 01 August 2013
End to End time: 52

S13/1536/HSH

Applicant: Mr & Mrs Ian Storey
Proposal: Erection of a boot room and open porch
Location: Pelham Lodge, Newstead Lane, Belmesthorpe, Stamford, Lincolnshire, PE9 4JJ
Decision: Approved conditionally - 09 August 2013
End to End time: 52

S13/1537/HSH

Applicant: Mr G Baxter
Proposal: Change of garage roof from flat to pitched roof and remove trees replacing with new boundary wall at the front
Location: The Old Vicarage, 6, Bourne Road, Langtoft, Peterborough, Lincolnshire, PE6 9NH
Decision: Approved conditionally - 05 August 2013
End to End time: 48

S13/1539/TCA

Applicant: Mrs G D Relf
Proposal: Fell unknown species of tree
Location: 22, St Marys Street, Stamford, Lincolnshire, PE9 2JE
Decision: TC&P - Work allowed - 31 July 2013
End to End time: 36

S13/1540/HSH

Applicant: Mr & Mrs D & T Preece
Proposal: Single storey rear extension, 2no. dormer windows over garage and roof lights to front
Location: 2, Wheatsheaf Lane, Long Bennington, Newark, Lincolnshire, NG23 5DU
Decision: Approved conditionally - 26 July 2013
End to End time: 46

S13/1542/HSH

Applicant: Mr & Mrs S Winfield
Proposal: Two storey front, side and rear extensions, reposition existing chimney, installation of new chimney and insertion of rooflights
Location: Brittle Farm, Ancaster Lane, Oasby, Grantham, NG32 3NB
Decision: Approved conditionally - 01 August 2013
End to End time: 52

S13/1567/FULL

Applicant: Mr & Mrs M Whitehead
Proposal: Replacement dwelling, as approved under S12/0718 with PV panels to rear roof slope.
Location: Church Farmhouse, Manthorpe, Bourne, PE10 0JE
Decision: Approved conditionally - 31 July 2013
End to End time: 49

S13/1568/HSH

Applicant: Mr John Fisher
Proposal: Demolition of outbuilding and one and a half storey side extension with single storey garden room to the rear
Location: Sycamore Cottage, Main Street, Welby, Grantham, Lincolnshire, NG32 3LR
Decision: Approved conditionally - 24 July 2013
End to End time: 43

S13/1569/FULL

Applicant: Mr Robert Peasgood, Peasgood & Son
Proposal: Erection of a new agricultural store
Location: Cross Road, Langtoft Fen
Decision: Approved conditionally - 06 August 2013
End to End time: 40

S13/1570/HSH

Applicant: Mrs Elaine Wright
Proposal: Extension of extant permission ref S10/1391 for single storey extension to existing dwelling
Location: 11, Althorpe Close, Market Deeping, Peterborough, PE6 8BL
Decision: Approved conditionally - 07 August 2013
End to End time: 43

S13/1573/FULL

Applicant: Mr Brian Dodd
Proposal: Demolition of existing cart shed and erection of a stable block/hay and bird seed storage and access.
Location: Land at Broadgate Lane, South Witham
Decision: Approved conditionally - 31 July 2013
End to End time: 50

S13/1574/HSH

Applicant: Mr Tom Reeve, Architectural Drawing Services
Proposal: Revised amendment for approved scheme S12/1270
(amendments relate to ancillary annex)
Location: C R Bee, 10, High Street, Little Bytham, Grantham,
Lincolnshire, NG33 4PP
Decision: Approved conditionally - 31 July 2013
End to End time: 50

S13/1577/HSH

Applicant: Mr & Mrs C Moore
Proposal: Replacement storage shed (amendments to permission
S12/1177)
Location: Lake House, Barholm Road, Tallington, Lincolnshire, PE9
4RJ
Decision: Approved conditionally - 05 August 2013
End to End time: 55

S13/1578/FULL

Applicant: Cummins Generator Technologies Ltd
Proposal: Single storey extension
Location: Cummins Generator Technologies Limited, Barnack Road,
Stamford, PE9 2NB
Decision: Approved conditionally - 09 August 2013
End to End time: 51

S13/1589/HSH

Applicant: Mr & Mrs T Worrall
Proposal: Single storey side and rear extension with roof light
Location: 3, Mossop Drive, Langtoft, Peterborough, Lincolnshire, PE6
9LY
Decision: Approved conditionally - 05 August 2013
End to End time: 52

S13/1592/HSH

Applicant: Mr & Mrs N Johnson
Proposal: Demolition of existing conservatory and erection of single
storey rear extension with rooflights
Location: 26, New Cross Road, Stamford, Lincolnshire, PE9 1AH
Decision: Approved conditionally - 05 August 2013
End to End time: 45

S13/1597/HSH

Applicant: Simon Drew
Proposal: Two storey side extension
Location: 15, The Pasture, Market Deeping, Peterborough,
Lincolnshire, PE6 8PD
Decision: Approved conditionally - 05 August 2013
End to End time: 53

S13/1610/HSH

Applicant: Mr Salamone
Proposal: Extension over garage and single storey rear extension
Location: 8, Blasson Way, Billingborough, Sleaford, Lincolnshire,
NG34 0NL
Decision: Approved conditionally - 30 July 2013
End to End time: 39

S13/1612/TCA

Applicant: Mr Chris Melville
Proposal: Crown raise and re-shape and reduce height of Silver Birch tree
Location: Tailors Cottage, 22, Victoria Street, Billingborough, Sleaford, Lincolnshire, NG34 0NX
Decision: TC&P - Work allowed - 23 July 2013
End to End time: 39

S13/1616/FULL

Applicant: Mr G Burks, KGGS
Proposal: Extension to school to form art and drama building
Location: Kesteven & Grantham Girls High School, Sandon Road, Grantham, Lincolnshire, NG31 9AU
Decision: Approved conditionally - 06 August 2013
End to End time: 48

S13/1623/HSH

Applicant: Mr & Mrs S Haslam
Proposal: Erection of a two storey side extension and front porch
Location: 3, Elliot's Way, Braceborough, Stamford, Lincolnshire, PE9 4NL
Decision: Approved conditionally - 05 August 2013
End to End time: 42

S13/1636/HSH

Applicant: Mr G Parkin
Proposal: Demolition of single storey conservatory and extension and construction of single storey rear extension and new front porch
Location: 12, Osbourne Way, Market Deeping, Peterborough, Lincolnshire, PE6 8SU
Decision: Approved conditionally - 07 August 2013
End to End time: 48

S13/1637/FULL

Applicant: Miss K Asker
Proposal: Conversion of building to form a private self contained flat (C3)
Location: 51B, Broad Street, Stamford, Lincs
Decision: Approved conditionally - 09 August 2013
End to End time: 52

S13/1638/LB

Applicant: Miss K Asker
Proposal: Reroofing, including the insertion of rooflights, alteration to external door and internal alterations
Location: 51B, Broad Street, Stamford, Lincs
Decision: Approved conditionally - 09 August 2013
End to End time: 52

S13/1647/HSH

Applicant: Mr D Heames
Proposal: Two storey rear extension
Location: 128, Empingham Road, Stamford, Lincolnshire, PE9 2SU
Decision: Approved conditionally - 05 August 2013
End to End time: 48

S13/1653/HSB

Applicant: Mr Steve Milner
Proposal: First floor side extension
Location: 2, Vivian Close, Grantham, Lincolnshire, NG31 8JN
Decision: Approved conditionally - 30 July 2013
End to End time: 41

S13/1656/TCA

Applicant: Mr N Turner, Diocese of Lincoln
Proposal: Removal of cherry tree to ground level and reduction in height of holly tree
Location: The Rectory, 16, St Georges Square, Stamford, Lincolnshire, PE9 2BN
Decision: TC&P - Work allowed - 26 July 2013
End to End time: 37

S13/1657/TCA

Applicant: Dr Elizabeth Genever
Proposal: Felling of silver birch tree
Location: 4, Casewick Lane, Uffington, Stamford, Lincolnshire, PE9 4SX
Decision: TC&P - Work allowed - 26 July 2013
End to End time: 37

S13/1663/ADV

Applicant: Mr I Stradling, Specsavers
Proposal: Installation of advertisement signage
Location: Two-Jays, Unit 9-10, Hereward Street, Bourne, PE10 9EG
Decision: Approved conditionally - 05 August 2013
End to End time: 32

S13/1669/LB

Applicant: Mr A Howitt, Duncan & Toplis
Proposal: Alterations of Listed Building
Location: Duncan & Toplis, 4 Castlegate, Grantham, NG316SP
Decision: Approved conditionally - 08 August 2013
End to End time: 48

S13/1672/HSB

Applicant: Mr & Mrs S Daniels
Proposal: Build conservatory on front elevation
Location: Martins Cottage, Main Street, Welby, Grantham, Lincolnshire, NG32 3LP
Decision: Approved conditionally - 08 August 2013
End to End time: 43

S13/1676/HSB

Applicant: Mrs Dorothy Hillier
Proposal: Removal of Condition 3 (garage for use of motorcycles only) of S10/0508
Location: 23, Killarney Close, Grantham, Lincolnshire, NG31 9GA
Decision: Approved conditionally - 30 July 2013
End to End time: 40

S13/1681/FULL

Applicant: Mr & Mrs M Favell
Proposal: Erection of dwelling (amendments to permission S13/0244)
Location: Plot to rear of West Road, Bourne, Lincolnshire, PE10 9PS
Decision: Approved conditionally - 07 August 2013
End to End time: 43

S13/1682/FULL

Applicant: Rick Smith Design
Proposal: Change of use of building to a tanning shop
Location: Unit 9, The Burghley Shopping Centre, Bourne, PE10 9EG
Decision: Approved conditionally - 05 August 2013
End to End time: 46

S13/1683/HSB

Applicant: Mr & Mrs P Dorkes
Proposal: Detached timber clad double garage to front of property
Location: 90, Barrowby Road, Grantham, Lincolnshire, NG31 8AF
Decision: Approved conditionally - 30 July 2013
End to End time: 33

S13/1685/LB

Applicant: Mr Timothy Redmile
Proposal: Pitched roof extension to rear of dwelling and replacement of concrete roof tiles with clay pantiles
Location: Corner House, 10, Vine Street, Grantham, Lincolnshire, NG31 6RQ
Decision: Approved conditionally - 08 August 2013
End to End time: 49

S13/1690/ADV

Applicant: Mr Jason Chadwick, New Look Group Plc
Proposal: Display of two new illuminated fascia signs and one illuminated projecting sign
Location: 60, High Street, Stamford, Lincolnshire, PE9 2AW
Decision: Refused - 07 August 2013
End to End time: 47

S13/1699/FULL

Applicant: Mrs Sandra Jackson
Proposal: Change of use from hairdressers to residential
Location: 41, Caithness Road, Stamford, Lincolnshire, PE9 2TF
Decision: Approved conditionally - 07 August 2013
End to End time: 40

S13/1702/HSB

Applicant: Mrs J Clark
Proposal: Erection of front canopy/porch
Location: 94, Fifth Avenue, Grantham, Lincolnshire, NG31 9TJ
Decision: Approved conditionally - 08 August 2013
End to End time: 45

S13/1710/DEXT

Applicant: Miss N Thorogood
Proposal: The erection of a single storey extension, which extends 6m from the rear wall of the original dwelling house and has a flat roof not exceeding 3m.

Location: 2, Harrington Street, Bourne, Lincolnshire, PE10 9HA
Decision: Planning permission required - 05 August 2013
End to End time: 47

S13/1711/HSB

Applicant: Mr V Ktori
Proposal: Erection of open front double garage with store
Location: Manor House, Church Lane, Pickworth, Sleaford, Lincolnshire, NG34 0TF

Decision: Approved conditionally - 09 August 2013
End to End time: 44

S13/1715/DEXT

Applicant: Mrs J Haynes
Proposal: Erection of a single storey rear extension projecting beyond the rear wall by 4m, with a maximum height of 3m and eaves height of 2.1m

Location: 14, Peterhouse Close, Stamford, Lincolnshire, PE9 1JB
Decision: Not required - 05 August 2013
End to End time: 41

S13/1739/TCA

Applicant: Mrs Juliet Perez-Adamson
Proposal: Removal of secondary stem from conifer tree
Location: Harlaxton Lodge, 7, Rectory Lane, Harlaxton, Grantham, Lincolnshire, NG32 1HD

Decision: TC&P - Work allowed - 01 August 2013
End to End time: 37

S13/1748/FULL

Applicant: Mr I Strading, Specsavers
Proposal: Installation of new shopfront and internal alteration works
Location: Two-Jays, Unit 9-10, Hereward Street, Bourne, PE10 9EG
Decision: Approved conditionally - 07 August 2013
End to End time: 34

S13/1754/TCA

Applicant: Mr J Swallow
Proposal: Works to Eucalyptus tree
Location: Rookery Cottage, The Green, Allington, Grantham, Lincolnshire, NG32 2EA

Decision: TC&P - Work allowed - 01 August 2013
End to End time: 36

S13/1766/HSB

Applicant: Mr Ian Parker
Proposal: Single storey extension to front
Location: 71, Kingscliffe Road, Grantham, Lincolnshire, NG31 8ET
Decision: Approved conditionally - 09 August 2013
End to End time: 42

S13/1769/HSH

Applicant: Mr Brian Marston
Proposal: Extension to garage and alterations to roof to change from flat roof to pitched
Location: 4, The Knoll, Great Gonerby, Grantham, Lincolnshire, NG31 8JY
Decision: Approved conditionally - 05 August 2013
End to End time: 32

S13/1783/HSH

Applicant: Mr Stuart Nicklin
Proposal: Extension to garage and extension to existing first floor bedroom and alterations to entrance hall
Location: 19, Barrowby Gate, Grantham, Lincolnshire, NG31 7LT
Decision: Approved conditionally - 08 August 2013
End to End time: 36

S13/1784/DEXT

Applicant: Mr & Mrs R. Underwood
Proposal: Flat roofed rear extension
Location: Gembira, Side Street, Allington, Grantham, NG322DZ
Decision: Not required - 29 July 2013
End to End time: 28

S13/1800/HSH

Applicant: Mr & Mrs K Lightbown
Proposal: Single storey rear extension, removal of garage/utility roof and construction of new first floor side extension
Location: 4, The Lane, West Deeping, Peterborough, Lincolnshire, PE6 9HS
Decision: Approved conditionally - 07 August 2013
End to End time: 36

S13/1802/NMAH

Applicant: Mrs J Hammond
Proposal: Non material amendment to originally approved S13/0665/HSH to infill loggia to extend family room including setting chimney stack further back.
Location: 61, Haconby Lane, Morton, Bourne, Lincolnshire, PE10 0NP
Decision: Approved conditionally - 24 July 2013
End to End time: 22

S13/1817/NMA

Applicant: Mr D Fox
Proposal: Non-material amendment to approved development under planning reference S11/2646
Location: Plot no 4, Land between 2 Coggles Causeway &, 2, South Road, Bourne
Decision: Approved conditionally - 05 August 2013
End to End time: 26

S13/1818/HS

Applicant: Mr Mark Davies
Proposal: Erection of conservatory to the rear of dwelling
Location: Stornaway, Albert Road, Stamford, Lincolnshire, PE9 2EA
Decision: Approved conditionally - 07 August 2013
End to End time: 35

S13/1827/NMA

Applicant: Mr Stephen Bircham
Proposal: Non material amendment to S12/2720/FULL for the variation in sizes of first floor windows.
Location: Horsch UK, Spalding Road, Bourne, PE10 0AU
Decision: Approved - 05 August 2013
End to End time: 14

S13/1846/NMAH

Applicant: Mr I Crowther
Proposal: Non-Material Amendment to planning approval S11/1481 including alterations door and window alterations
Location: 220, Bridge End Road, Grantham, Lincolnshire, NG31 7HD
Decision: Approved - 25 July 2013
End to End time: 20

S13/1848/ADV

Applicant: Mr Robert Hodgson, J Hodgson & Sons Ltd
Proposal: 1 x externally illuminated fascia sign
Location: 30, Market Place, Grantham, Lincolnshire, NG31 6LR
Decision: Approved conditionally - 09 August 2013
End to End time: 32

S13/1855/ADV

Applicant: AAH Plc
Proposal: Illuminated fascia and projecting sign
Location: 171, New Beacon Road, Grantham, Lincolnshire, NG31 9LJ
Decision: Approved conditionally - 06 August 2013
End to End time: 29

S13/1863/NMAH

Applicant: Mr John Sauvarin
Proposal: Non material amendment to approved S13/0348/HS to add an air source heat pump to the north/side elevation
Location: Glenside, Main Street, Wilsthorpe, Stamford, Lincolnshire, PE9 4PE
Decision: Approved - 31 July 2013
End to End time: 22

S13/1871/LB

Applicant: Mr Jason Chadwick, New Look Group Plc
Proposal: Display of two illuminated fascia signs and one non illuminated projecting sign
Location: 60, High Street, Stamford, Lincolnshire, PE9 2AW
Decision: Refused - 07 August 2013
End to End time: 30

S13/1875/NMA

Applicant: Mr Ian Cappitt
Proposal: Non material amendment to S12/2767 roof lights to rear

Location: 8, The Grove, Hanthorpe, Bourne, Lincolnshire, PE10 0RD
Decision: Approved - 31 July 2013
End to End time: 26

S13/1890/DEXT

Applicant: Mrs Jenny Ross
Proposal: Single storey rear conservatory
Location: 27, Rectory Lane, Harlaxton, Grantham, Lincolnshire, NG32 1HF

Decision: Not required - 08 August 2013
End to End time: 31

S13/1992/AG

Applicant: Ms Carolyn Fox
Proposal: Erection of cattle shed
Location: Land off, Clensey Lane, Dry Doddington
Decision: Not required - 09 August 2013
End to End time: 23

S13/2044/CM

Applicant: Mr Ivor Crowson, Stamford Stone Company Limited
Proposal: To extract limestone (dimension stone) from a northern extension with the restoration of the proposed extension area, the existing working area and the quarry tips to pasture, woodland and calcareous grassland at land within and adjacent to Holywell Quarry in the parish of Careby, Aunby and Holywell (PL/0199/12)

Location: Holywell Quarry, Holywell
Decision: No objections made - 05 August 2013
End to End time: 13

PLANNING APPEALS 2012-2013 (excluding Enforcements)**NO OF APPEALS DETERMINED (based on Decision Date) 13
APPEALS OUTSTANDING AT 12 AUGUST 2013**

<p><u>S12/1058/FULL</u> NB Mr J Lloyd Demolition of outbuilding, erection of two one and a half storey dwellings and conversion of barn to one dwelling 29, High Street, Castle Bytham, Grantham, Lincolnshire, NG33 4RZ</p>	Written Evidence	<p><u>Start Date</u> 12-Jul-2013</p> <p><u>Date of H / I</u> N/A</p>	
<p><u>S12/1135/OUT</u> SB Mr DJ & FE Creasey Erection of single storey dwelling (outline including access, layout and scale only) land to south of, 39, Stainfield Road, Hanthorpe, Bourne, Lincolnshire, PE10 0RE</p>	Written Evidence	<p><u>Start Date</u> 24-Sep-2012</p> <p><u>Date of H / I</u> N/A</p>	
<p><u>S12/1407/FULL</u> AH Mrs H Dulieu Provision of external staircase (fire exit) to second floor landing to eastern side elevation, flat roofed terrace with associated external staircase to western side of property and provision of solar panels Caudle House, 43, High Street, Market Deeping, Peterborough, PE6 8ED</p>	Written Evidence	<p><u>Start Date</u> 01-Feb-2013</p> <p><u>Date of H / I</u> N/A</p>	
<p><u>S12/1408/LB</u> AH Mrs H Dulieu Provision of external staircase (fire exit) to second floor landing to eastern side elevation, flat roofed terrace with associated external staircase to western side of property and provision of solar panels Caudle House, 43, High Street, Market Deeping, Peterborough, PE6 8ED</p>	Written Evidence	<p><u>Start Date</u> 01-Feb-2013</p> <p><u>Date of H / I</u> N/A</p>	
<p><u>S12/1665/FULL</u> JJ D Pennell, Burghley House Preservation Trust Retrospective application for retention of Marquee with associated bar/servery and toilets The William Cecil, High Street, St Martins, Stamford, Lincolnshire, PE9 2LJ</p>	Informal Hearing	<p><u>Start Date</u> 20-May-2013</p> <p><u>Date of H / I</u> 08-Oct-2013</p>	

<p><u>S12/1852/FULL</u> NB Mr C Dunmore Erection of 3 detached dwellings, following demolition of Casterton House Casterton House Rest Home, Casterton Road, Stamford, Lincolnshire, PE9 2UA</p>	<p>Written Evidence</p>	<p><u>Start Date</u> 13-May-2013</p> <p><u>Date of H / I</u> N/A</p>	
<p><u>S12/2213/FULL</u> NB Mr A Copland Erection of 4 dwellings Land off, Stephens Way, Deeping St James</p>	<p>Written Evidence</p>	<p><u>Start Date</u> 09-Jul-2013</p> <p><u>Date of H / I</u> N/A</p>	
<p><u>S12/2411/FULL</u> PWM Yew Tree Farms Wind turbine (500kw, hub height 50m, height to blade tip 74m and rotor diameter 48m) and associated works Land off Green Lane, Marston, Grantham</p>	<p>Written Evidence</p>	<p><u>Start Date</u> 12-Jul-2013</p> <p><u>Date of H / I</u> N/A</p>	
<p><u>S12/2920/FULL</u> LDPP Mr W Addison Erection of dwelling (retention of and alterations to existing unauthorised dwelling) Adj 3 High Street, Pointon, Sleaford, NG34 0LX</p>	<p>Public Inquiry</p>	<p><u>Start Date</u> 20-Feb-2013</p> <p><u>Date of H / I</u> 20-Aug-2013</p>	
<p><u>S12/3003/OUT</u> PL Mr F Sandall Residential development (outline) Land off, Eastgate, Bourne</p>	<p>Written Evidence</p>	<p><u>Start Date</u> 17-May-2013</p> <p><u>Date of H / I</u> N/A</p>	
<p><u>S12/3212/FULL</u> SP Miss Rachel, Coulson Four bedroom bungalow Land to the rear of, 33, Main Street, Claypole, NG23 5BA</p>	<p>Written Evidence</p>	<p><u>Start Date</u> 02-May-2013</p> <p><u>Date of H / I</u> N/A</p>	
<p><u>S13/0232/FULL</u> AH J D Wetherspoon plc Change of use from office (Class B1) use to public house (Class A4) use including external alterations and associated works along with the provision of an outside seating area Mercury House, 7, Sheep Market, Stamford, Lincolnshire, PE9 2QZ</p>	<p>Written Evidence</p>	<p><u>Start Date</u> 29-Jul-2013</p> <p><u>Date of H / I</u> N/A</p>	

<p><u>S13/0491/FULL</u> RV Philip Heath Proposed new dwelling adjacent to 1 Albert Road and alterations and improvements including demolition of existing extension and erection of new extension at 1 Albert Road 1, Albert Road, Stamford, Lincolnshire, PE9 2EA</p>	<p>Written Evidence</p>	<p><u>Start Date</u> 17-Jul-2013</p> <p><u>Date of H / I</u> N/A</p>	
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PLANNING APPLICATIONS PERFORMANCE

Apr - Jul 2013

New end to end times for determining applications	Days	Target (days)
Average no of days to determine Major (to be reported quarterly)	90.2	90
Average no. of days to determine Minor	58	55
Average no. of days to determine Other	59.2	50
Average no. of days to determine Householder	50.3	45