

Development Management Committee



SOUTH
KESTEVEN
DISTRICT
COUNCIL



Tuesday, 26 February 2019 at 1.00 pm
Ballroom - Guildhall Arts Centre, St. Peter's Hill,
Grantham. NG31 6PZ

Committee Councillor Martin Wilkins (Chairman)
Members: Councillor Ian Stokes (Vice-Chairman)

Councillor Ashley Baxter, Councillor Phil Dilks, Councillor Mike Exton, Councillor Mrs Rosemary Kaberry-Brown, Councillor Michael King, Councillor Robert Reid, Councillor Jacky Smith, Councillor Mrs Judy Smith, Councillor Judy Stevens, Councillor Adam Stokes, Councillor Brian Sumner, Councillor Mrs Brenda Sumner and Councillor Paul Wood

Agenda

1. Membership

The Chief Executive to notify the Committee of any substitute members

2. Apologies for absence

3. Disclosure of interests

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

4. Minutes of the meeting held on 5 February 2019

(Pages 5 - 20)

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01476 406080

Aidan Rave, Chief Executive
www.southkesteven.gov.uk

Proposal: Application for outline planning permission to develop the site as a mixed-use urban extension comprising: up to 3700 dwellings including sheltered housing for the elderly and extra care accommodation in Class C2. Up to 110,000 sq m of employment space within use classes B1, B2 and B8. B1 30%, B2 35%, B8 35%. Educational facilities including a primary school and a secondary school. A local centre up to 8,000sq m including use classes A1 shops, A2 financial and professional offices, A3 restaurant, A4 public house, A5 takeaway, B1 police room, D1 health centre and creche, D2 community hall and gym. Associated open space, playing fields and changing rooms, children's play areas, allotments, woodlands, wildlife habitat areas and sustainable urban drainage system. Roads, footpaths, cycleways, car and cycle parking. Utility services including electricity substations and pumping stations. (ALL MATTERS RESERVED)

Location: Land south of Grantham

Case Officer: Mike Gildersleeves

Recommendation: To approve the application subject to conditions and completion of a Section 106 Agreement

6. 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 2018/19 meetings are:

Meeting Date	Notification Deadline
Tuesday 26 February 2019, 1pm	Monday 25 February 2019, 1pm
Tuesday 5 March 2019, 1pm	Monday 4 March 2019, 1pm
Tuesday 2 April 2019, 1pm	Monday 1 April 2019, 1pm
Tuesday 23 April 2019, 1pm	Monday 22 April 2019, 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.

Committee members may only ask questions of the applicant, the applicant's agent or technical experts speaking for or against an application.

The Chairman and Vice-Chairman of the Committee may ask questions of members of the public but only to verify the source of any material facts stated by a public 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

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MINUTES

DEVELOPMENT MANAGEMENT COMMITTEE

TUESDAY, 5 FEBRUARY 2019



SOUTH
KESTEVEN
DISTRICT
COUNCIL

COMMITTEE MEMBERS PRESENT

Councillor Ashley Baxter
Councillor Mike Exton
Councillor Mrs Rosemary Kaberry-Brown
Councillor Charmaine Morgan
Councillor Robert Reid
Councillor Jacky Smith
Councillor Mrs Judy Smith

Councillor Judy Stevens
Councillor Adam Stokes
Councillor Ian Stokes (Vice-Chairman)
Councillor Brian Sumner
Councillor Martin Wilkins (Chairman)
Councillor Paul Wood

OFFICERS

Head of Development Management
(Sylvia Bland)
Planning Operations Lead (Justin
Johnson)
Planning Officer (Shelly Delderfield, Phil
Jordan)
Assistant Planning Officer (Daniel Allen)
Legal Adviser (Colin Meadowcroft)
Principal Democracy Officer (Jo Toomey)

Peter Seabourn (Legal Adviser for
application S17/2155)
Jonathan Wadcock (Retail Adviser for
application S17/2155)

OTHER MEMBERS

Councillor Graham Jeal
Councillor Bob Sampson
Councillor Ray Wootten

*(In accordance with Article 9.1.9 of the
Council's Constitution, Councillors
Wootten and Jeal spoke in connection
with application S18/2171 and Councillor
Sampson spoke in connection with
application S18/1979)*

53. MEMBERSHIP

The Committee was notified that under Regulation 13 of the Local Government (Committees and Political Groups) Regulations 1990, notice had been received appointing: Councillor Morgan for Councillor Dilks.

54. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors King and Brenda Sumner.

55. DISCLOSURE OF INTERESTS

No interests were disclosed.

56. MINUTES OF THE MEETING HELD ON 15 JANUARY 2019

The minutes of the meeting held on 15 January 2019 were agreed as a correct record.

57. PLANNING MATTERS

(a) Application S17/2155

Proposal: Outline planning permission for the erection of a Designer Outlet Centre of up to 20,479 sqm (GEA) of floorspace comprising retail units (A1), restaurants and cafes (A3), and storage. Additional large goods retail (5,574 sqm GEA), garden centre (5,521 sqm GEA) and external display area for garden centre (1,393 sqm), tourist information and visitor centre, training academy, leisure unit and offices including high-tech hub/start-up offices.

Demolition of existing garden centre and sales area and existing warehouse. Improvements to existing Downtown Grantham store elevations. Reconfigured car parking and provision of new multi-storey car park. Increased coach parking. Access improvements, drainage works, hard and soft landscaping and all ancillary works. All matters reserved with the exception of access

Location: Downtown Garden Centre, Old Great North Road, Great Gonerby, Lincolnshire, NG32 2AB

Decision: Subject to the application not being called in by the Secretary of State, to grant the application subject to conditions and completion of a Section 106 Agreement

Noting comments made during the public speaking session by:

Against	Niall Roberts Giles Membrey Vinod Chadda Jenny Cussell Graham Anderson Newark and Sherwood Councillor Roger Blainey Newark and Sherwood Officer Matthew Norton
For	Peter Isaac Ian Anderson James Corbett Marcus Meadows Iestyn Roberts

Applicant Richard Broadhead

Together with:

- No objection from North Kesteven District Council
- An objection from Newark and Sherwood District Council
- No objection from Melton Borough Council
- Comments from Nottinghamshire County Council
- An objection from Peterborough City Council
- Comments, recommendations and a requested condition from Anglian Water Services
- No comments from Historic England
- Comments from the Heritage Trust of Lincolnshire
- Concerns and comments raised by the City of Lincoln Council
- Comments from the Lincolnshire Police Crime Prevention Design Adviser
- No comments from the South Kesteven District Council Environmental Protection Team
- No objection from Cadent Gas Limited
- Comments from Western Power Distribution
- No objection subject to conditions from Highways England
- No objection and comments from the Upper Witham Internal Drainage Board
- No comment from the Welland and Deeping Internal Drainage Board as the site falls outside the Board's area and extended area
- Comments from the Historic Buildings Adviser
- Comments from the Lincolnshire County Council Footpaths Officer
- Comments from Lincolnshire County Council Minerals and Waste Planning
- No objection from Lincolnshire Fire and Rescue Services
- No objection and comments from Natural England
- Comments from Network Rail, Civil Engineering
- Concerns and comments raised by Allington Parish Council
- Concerns and comments raised by Belton and Manthorpe Parish Council
- Support from Foston Parish Council
- No objections regarding the development but concern over highways issues raised by Great Gonerby Parish Council
- Concerns, comments and an objection to the proposal raised by Sedgebrook Parish Council
- No objections subject to the developer entering into a planning obligation by Lincolnshire County Council Highways and SUDS Support
- No objection from the Environment Agency
- 272 representations received as a result of public consultation (43 raising concerns or seeking further information and 229 in support of the development) including:
 - An objection from Lichfields on behalf of their client into Properties Plc

- Comments from Centrebus
- Comments from East Midlands Trains
- Support from Pyle Own (commercial property advisers to the freeholder of the moto Grantham north service station)
- Support from Grantham College
- An objection from Buckminster and Rioja Developments
- Provisions within the National Planning Policy Framework and the South Kesteven Core Strategy and supplementary planning documents
- Site visit observations
- Comments made by members at the meeting

11:50 – Councillor Mrs. Kaberry-Brown left the meeting

11:53-12:04 – the meeting adjourned. Councillor Mrs. Kaberry-Brown returned to the meeting following the adjournment

During his oral presentation, the planning officer referred to a number of further representations received since the “Additional Items” paper had been circulated, both in support of and objecting to the application. He explained that these raised no new material issues that were not covered within the report or the oral update.

In debating the application Members talked about the headlines of those items that would be included in the Section 106 Agreement. Members noted the proposals that were designed to support Grantham town centre. Instead of signage for car parking sites within the town centre, the Committee was interested in whether there would be flexibility to use some of that money to subsidise car parking. The Chairman indicated that car parking charges were not an issue that the Committee could determine. The Committee was advised that the general parameters within the Section 106 Agreement had been settled but it may be possible for the feasibility of concessionary parking to be investigated provided that it met the legal tests for planning obligations and was compliant with any Council policy.

13:16 - As the meeting had been in progress for 3 hours, the Chairman asked for Members' consent to continue. Members agreed

It was proposed, seconded and agreed that the application be approved for the reasons set out in the case officer's report and subject to:

- i) The application not being called in by the Secretary of State
- ii) The conditions set out on pages 77 to 92 of the case officer's report (the final wording being delegated to the Head of Development Management after consultation with the Chairman or the Vice-Chairman of the Development Management Committee)
- iii) Completion of a Section 106 Agreement to secure the requirements set out in paragraph 9 of the case officer's report (including consideration of the comments noted above) within a period not exceeding six

months after the date upon which the Secretary of State has confirmed that the application will not be called in. In the event that the Section 106 Agreement has not been completed within this period and the Head of Development Management, after consultation with the Chairman or Vice-Chairman of the Development Management Committee, considers that there are no extenuating circumstances which would justify an extension (or further extension) of time, the Head of Development Management be authorised to refuse the application on the basis that the necessary infrastructure or community contributions essential to make the development acceptable have not been forthcoming

The meeting adjourned from 13:27 to 14:01.

(b) Application S18/2171

Proposal: Installation of statue, plinth and paved surround

Location: Land at St. Peter's Hill, Grantham NG31 6PZ

Decision: To approve the application subject to conditions

Councillor Morgan stated that she had pre-determined the application and therefore spoke as a district Councillor during the public speaking session. She did not participate in debate or vote on the application.

Noting comments made during the public speaking session by:

District Councillor	Councillor Morgan
	Councillor R Wootten
Against	John Morgan
For	David Burling
Applicant	Councillor Jeal

Together with:

- No objection from Historic England
- Comments from the SKDC Arboricultural Consultant
- Comments from Heritage Lincolnshire
- No objection and comments from the Lincolnshire Police Crime Prevention Design Adviser
- Comments from the SKDC Historic Buildings Adviser
- Comments from Grantham Civic Society as reported in the additional items paper which was issued on 1 February 2019
- 27 representations received as a result of public consultation (8 in support, 18 against and 1 neutral) including additional representations that were recorded in the additional items paper which was issued on 1 February 2019

- Provisions within the National Planning Policy Framework and the South Kesteven Core Strategy and supplementary planning documents
- Site visit observations
- Comments made by members at the meeting

It was proposed, seconded and agreed that the application be approved for the summary of reasons set out in the case officer's report and subject also to the following conditions:

Time Limit for Commencement

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

Approved Plans

- 2 The development hereby permitted shall be carried out in accordance with the following list of approved plans:
 - i. Drawing no. 18052/01A received 21st January 2019
 - ii. Drawing no. 18052/02A received 21st January 2019
 - iii. Drawing no. 18052/03C received 21st January 2019

Unless otherwise required by another condition of this permission.

Before Development Commences

- 3 Before the development hereby permitted is commenced, a written scheme of archaeological investigation shall have been submitted to and approved in writing by the Local Planning Authority.
- 4 The archaeological investigations shall also have been completed in accordance with the approved details before development commences.

During Building Works

- 5 Before any of the works to install the plinth and paved surround hereby permitted are begun, samples of the materials of the plinth and paved surround shall have been submitted to and approved in writing by the Local Planning Authority.
- 6 The development hereby permitted shall be carried out in accordance with the following list of approved arboricultural assessment details:
 - Tree protection plan received 23rd January 2019
 - Arboricultural Implications Assessment and Method Statement received 23rd January 2019

Before the Development is Occupied

7 Before any part of the development hereby permitted is brought into use, the paved surround and plinth shall have been completed in accordance with the approved details.

(c) Application S18/1979

Proposal: Conversion of existing barn to single dwelling, erection of new hay barn and stable block and paddocks

Location: Brandon Barn, Hall Road, Brandon, Lincolnshire, NG32 2AT

Decision: To approve the application subject to conditions

Noting comments made during the public speaking session by:

District Councillor	Councillor Bob Sampson
Hough on the Hill Parish Council	Penny Milnes
Against	John Pope
	Roger Kingscott
	Ian Blacklock
For	Paul Miley
Applicant's Agent	Becky Taylor

Together with:

- Comments from the South Kesteven District Council Footpaths Officer
- Comments from the Lincolnshire County Council Footpaths Officer
- Comments from the SKDC Historic Buildings Adviser
- No objections raised by Lincolnshire County Council Highways and SUDS Support and an informative to be added in the event of the grant of planning permission
- Comments from Hough on the Hill Parish Council
- No comments from the Upper Witham Internal Drainage Board
- 25 representations received as a result of public consultation
- Provisions within the National Planning Policy Framework and the South Kesteven Core Strategy and supplementary planning documents
- Site visit observations
- Comments made by members at the meeting

16:04-16:14 – the meeting adjourned

It was proposed, seconded and agreed that the application be approved for the summary of reasons set out in the case officer's report and subject also to the following conditions:

Time Limit for Commencement

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

Approved Plans

- 2 The development hereby permitted shall be carried out in accordance with the following list of approved plans:

Drawing No. 0396-AM2-GP-LP Location Plan
Drawing No. 0396-AM2-GP-SP Site Plan
Drawing No. 0396-AM2-DP-CP Design Proposal
Drawing No. 0396-AM2-GP-DP Distances Plan
Drawing No. 0396-AM2-PFP-1 Proposed GF
Drawing No. 0396-AM2-PFP-1 Proposed FF
Drawing No. 0396-AM2-PFP-2 Proposed Roof Plan
Drawing No. 0396-AM2-PEP-1 Proposed Elevations
Drawing No. 0396-AM2-PEP-2 Proposed Elevations
Drawing No. 0396-AM2-PSP Proposed Section
Drawing No. 0396-AM2-PSP Proposed Plan Section
Drawing No. 0396-AM2-P3DS1 Proposed 3D Sections
Drawing No. 0396-AM2-PSFP1 Proposed Hay Barn & Stable Floor Plans
Drawing No. 0396-AM2-PSEP-1
Drawing No. 0396-AM2-PSEP-2
Drawing No. 0396-AM2-PS3DS-1 3D Sections
Drawing No. 0396-AM2-PSEP Proposed Site Elevations
Drawing No. 0396-AM2-PV-1 Material Palette

Unless otherwise required by another condition of this permission.

Before the Development is Commenced

- 3 Before any of the works to the extension on the eastern elevations of the building(s) hereby permitted are begun, samples of the materials (including colour of any render, paintwork or colourwash) to be used in the construction of the external surfaces shall have been submitted to and approved in writing by the Local Planning Authority.
- 4 Before the works to provide the boundary treatments hereby permitted are commenced, a plan indicating the heights, positions, design, materials and type of boundary treatment to be erected shall have been submitted to and approved in writing by the Local Planning Authority.
- 5 Before the installation of any of the new external windows and/or doors hereby consented, full details of all proposed joinery works for those windows/doors, including 1:20 sample elevations and 1:1 joinery profiles, shall have been submitted to and approved in writing by the Local Planning Authority.

- 6 Before the development hereby permitted is commenced, a written scheme of archaeological investigation shall have been submitted to and approved in writing by the Local Planning Authority.
- 7 Before the development hereby permitted is commenced, a scheme for the treatment of surface and foul water drainage shall have been submitted to and approved in writing by the Local Planning Authority.

During Building Works

- 8 The external joinery works hereby permitted shall be constructed of wood with no trickle vents and retained as such thereafter.
- 9 The development shall be carried out in accordance with the recommendations set out in the Protected Species & Bat Survey Report (received 24 October 2018).
- 10 Prior to the commencement of any works of demolition and rebuilding authorised by this permission, the person/s undertaking the works shall take such measures as may be necessary to secure the stability of the parts of the buildings, or adjacent buildings, which are to be retained.
- 11 The roof lights to be installed in the building shall be of a 'conservation' type, details of which shall be submitted to the Local Planning Authority prior to installation. Only such details as may be approved in writing shall be used in the approved works of conversion.
- 12 Before any part of the development hereby permitted is occupied, a plan clearly outlining the residential curtilage shall be submitted to and approved by the Local Planning Authority.
- 13 Before the rainwater goods are installed details shall be submitted to the local planning authority of the type of rainwater goods to be installed on the building/s and the means of fixing the goods to the building. Only such type of rainwater goods and fixings as may be approved writing shall be used on the building.
- 14 Before the development hereby permitted is commenced, details of hard landscaping works shall have been submitted to and approved in writing by the Local Planning Authority. Details shall include:
 - i. means of enclosure including fencing details within the site

Before the Development is Occupied

- 15 The archaeological investigations shall be completed in accordance with the approved Written Scheme of Investigations.

- 16 Before any part of the development hereby permitted is brought into use, the external surfaces shall have been completed in accordance with the approved details.
- 17 Before any part of the development hereby permitted is brought into use, the works to provide the surface and foul water drainage shall have been completed in accordance with the approved details.
- 18 Before any part of the development hereby permitted is brought into use, the works to provide the boundary treatments shall have been completed in accordance with the approved boundary treatment scheme.
- 19 Before any part of the development hereby permitted is brought into use, all hard landscape works shall have been carried out in accordance with the approved hard landscaping details.
- 20 Before the part of the building being altered is first brought into use, the joinery works for all windows and doors shall have been completed in accordance with the approved joinery details.
- 21 Before any part of the development hereby permitted is brought into use, all rainwater goods shall have been carried out in accordance with the approved details.

Ongoing Conditions

- 22 Notwithstanding the provisions of Schedule 2, Part 1, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking or re-enacting that Order with or without modification), no enlargement, improvement or other alteration to the property other than those expressly authorised by this permission shall be carried out without Planning Permission first having been granted by the Local Planning Authority.
- 23 Notwithstanding the provisions of Schedule 2, Part 1, Classes A, B & C of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking or re-enacting that Order with or without modification), no window, dormer window, rooflight or other shall be inserted into any elevation of the property other than those expressly authorised by this permission without Planning Permission first having been granted by the Local Planning Authority.
- 24 No chimneys or flues shall be installed on the building other than those shown on the approved drawings without the express consent of the Local Planning Authority.
- 25 The development shall be carried out strictly in accordance with the approved plans which outline the residential curtilage.

16:36 – Councillor Wood left the meeting and did not return

(d) Application S18/1561

Proposal: Erection of a single storey convenience store

Location: Land at Hanbury Avenue, Grantham, NG31 7GQ

Decision: To approve the application subject to conditions

Noting comments made during the public speaking session by:

Applicant's Agent Matthew Wilkinson

Together with:

- No objection from Lincolnshire County Council and SUDS Support
- Comments and suggested conditions from SKDC's Environmental Protection team
- No comments from Upper Witham Internal Drainage Board
- Comments from the SKDC Arboricultural Consultant
- Comments from the Lincolnshire Police Crime Prevention Adviser
- No representations received as a result of public consultation
- Provisions within the National Planning Policy Framework and the South Kesteven Core Strategy and supplementary planning documents
- Site visit observations
- Comments made by members at the meeting

In the event the application was approved, a request was made for Member involvement in the approval of materials; it was suggested that the Ward Councillor may be appropriate.

It was proposed, seconded and agreed that the application be approved for the summary of reasons set out in the case officer's report and subject also to the following conditions:

Time Limit for Commencement

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

Approved Plans

- 2 The development hereby permitted shall be carried out in accordance with the following list of approved plans:
 - i. J1712(08) 03 Rev E received 24th January 2019
 - ii. J1712(08) 04 Rev E received 24th January 2019
 - iii. J1712(08) 05 Rev C received 11th January 2019
 - iv. J1712(08) 06 Rev C received 11th January 2019

- v. J1712(08) 07 Rev B received 11th January 2019
- vi. J1712(08) 13 Rev B received 11th January 2019
- vii. J1712(08) 14 received 11th January 2019
- viii. 5787/100 Rev P2 received 20th August 2018

Unless otherwise required by another condition of this permission.

Before the Development is Commenced

- 3 Before the development hereby permitted is commenced, details of tree protection measures to protect all existing trees shown on the approved plan during construction shall be submitted to and approved in writing by the local planning authority. The development shall be implemented in strict accordance with the approved tree protection measures.

During Building Works

- 4 The development hereby approved shall be carried out in accordance with the recommendations contained within the following reports:
 - S & D Garrett Noise Impact Assessment received 27th September 2018
- 5 Notwithstanding the submitted details on drawing J1712(08) 14, before any of the works on the external elevations for the building(s) hereby permitted are begun, samples of the materials (including colour of any render, paintwork or colourwash) to be used in the construction of the external surfaces shall have been submitted to and approved in writing by the Local Planning Authority.
- 6 A 'no dig' construction method shall be used for installing all hard surfaces that fall within the root protection areas of retained trees shown on the approved drawing J1712(08) 04 Rev D received 11th January 2019. No development within these areas shall take place until details of such a construction method have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.
- 7 The development hereby approved shall be carried out in accordance with the recommendations contained within the following reports:
 - EPS Phase I & II Geo-Environmental Assessment received 20th August 2018
- 8 Before installation of any external plant, final details of the position, type, external appearance, noise emissions and shall have been submitted to and approved in writing by the local planning authority.

- 9 Before installation of any external lighting and CCTV, final details of the position, type, external appearance and lux levels shall have been submitted to and approved in writing by the local planning authority.

Before the Development is Occupied

- 10 Before any part of the development hereby permitted is occupied/brought into use, the works to provide the boundary treatments shall have been completed in accordance with the approved boundary treatment scheme on approved drawings J1712(08) 04 Rev D and J1712(08) 13 Rev B received 11th January 2019.
- 11 Before the end of the first planting/seeding season following the occupation/first use of any part of the development hereby permitted, all soft landscape works shall have been carried out in accordance with the approved soft landscaping details on approved drawing J1712(08) 04 Rev D received 11th January 2019.
- 12 Prior to the premises being brought into use, a Delivery Management Plan shall have been submitted to and approved in writing by the Local Planning Authority.
- 13 Before any part of the development hereby permitted is occupied/brought into use, the works to provide the surface water drainage shall have been completed in accordance with the approved details on drawing 5787/100 Rev P2 received 20th August 2018.
- 14 Before any part of the development hereby permitted is occupied/brought into use, the external surfaces shall have been completed in accordance with the approved details.
- 15 Before any part of the development hereby permitted is brought into use, any external plant shall have been completed in accordance with the approved details.
- 16 Before any part of the development hereby permitted is brought into use, any external lighting and CCTV shall have been completed in accordance with the approved details.

Ongoing Conditions

- 17 Deliveries and associated activities shall be carried out in accordance with the delivery management plan as approved unless the Local Planning Authority give written consent to a variation.
- 18 The premises shall not be open for customers other than between the hours 07:00hrs - 22:00hrs unless otherwise agreed in writing by the Local Planning Authority.

- 19 Within a period of five years from the first occupation of the development hereby permitted, any trees or plants provided as part of the approved soft landscaping scheme, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced in the first planting season following any such loss with a specimen of the same size and species as was approved in condition above unless otherwise agreed by the Local Planning Authority.
- 20 The arrangements shown on the approved plan J1712(08) 04 Rev D received 11th January 2019 for the parking/turning/loading/unloading of vehicles shall be available at all times when the premises are in use.

17:11 - As the meeting had been in progress for 3 hours, since the Committee last agreed to continue, the Chairman asked for Members' consent to continue. Members agreed

(e) Application S18/2265

Proposal: Single storey glazed link extension, including conversion of attached outbuildings and addition of rooflights

Location: White Farm Cottage, 16 Pond Street, Harlaxton, NG32 1HW

Decision: To approve the application subject to conditions

Noting:

- No objection from Harlaxton Parish Council
- No adverse comments from Lincolnshire County Council Highways and SUDS Support
- Comments from the Historic Buildings Adviser included within the report to committee together with further comments included in the additional items paper issued on 1 February 2019
- No representations received as a result of public consultation
- Provisions within the National Planning Policy Framework and the South Kesteven Core Strategy and supplementary planning documents
- Comments made by members at the meeting

It was proposed, seconded and agreed that the application be approved for the summary of reasons set out in the case officer's report and subject also to the following conditions:

Time Limit for Commencement

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

Approved Plans

2 The development hereby permitted shall be carried out in accordance with the following list of approved plans:

- i. Drawing No.18039.04 Rev C, Proposed Elevations, received 7 December 2018
- ii. Drawing No.18039.03 Rev B, Proposed Ground Floor Plan/Block Plan - Layout 1, received 7 December 2018

Unless otherwise required by another condition of this permission.

Before the Development is Occupied

3 Before any part of the development hereby permitted is occupied/brought into use, the external elevations shall have been completed using only the materials stated in the planning application forms and plans unless otherwise agreed in writing by the Local Planning Authority.

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

The Chairman referred to the application in respect of Elsea Park – Zone 9, which was determined at the last meeting of the Committee. During the determination of the application one Member had requested that reserved matters arising from the application be brought to Committee for it to consider. While at the time the Chairman indicated this could happen he wished to clarify that under the Constitution it was not within his gift to promise that all reserved matters be brought before the Committee.

Reference was made to a pending reserved matters application for provision of an astroturf football facility. Determination of the application was time sensitive because of deadlines associated with a funding bid for the facility. If the application was not determined by the end of February 2019, the Elsea Park Community Trust, which was making the application, could lose the opportunity to secure funding.

The Chairman stated that reserved matters could be called to Committee through the form attached to the weekly sheets, with requests being submitted within the process' 3-week deadline; this was designed to prevent unnecessary delay in determining applications.

It was proposed and seconded that reserved matters in relation to the Elsea Park development be determined under delegated authority and that, if Members had concerns about specific elements of the reserved matters, they speak to officers about calling them in. On being put to the vote, this was agreed.

59. CLOSE OF MEETING

The meeting was closed at 17:29.

Agenda Item 5

SB	S14/2169	Target Decision Date: 11th December 2015 Committee Date: 26th February 2019
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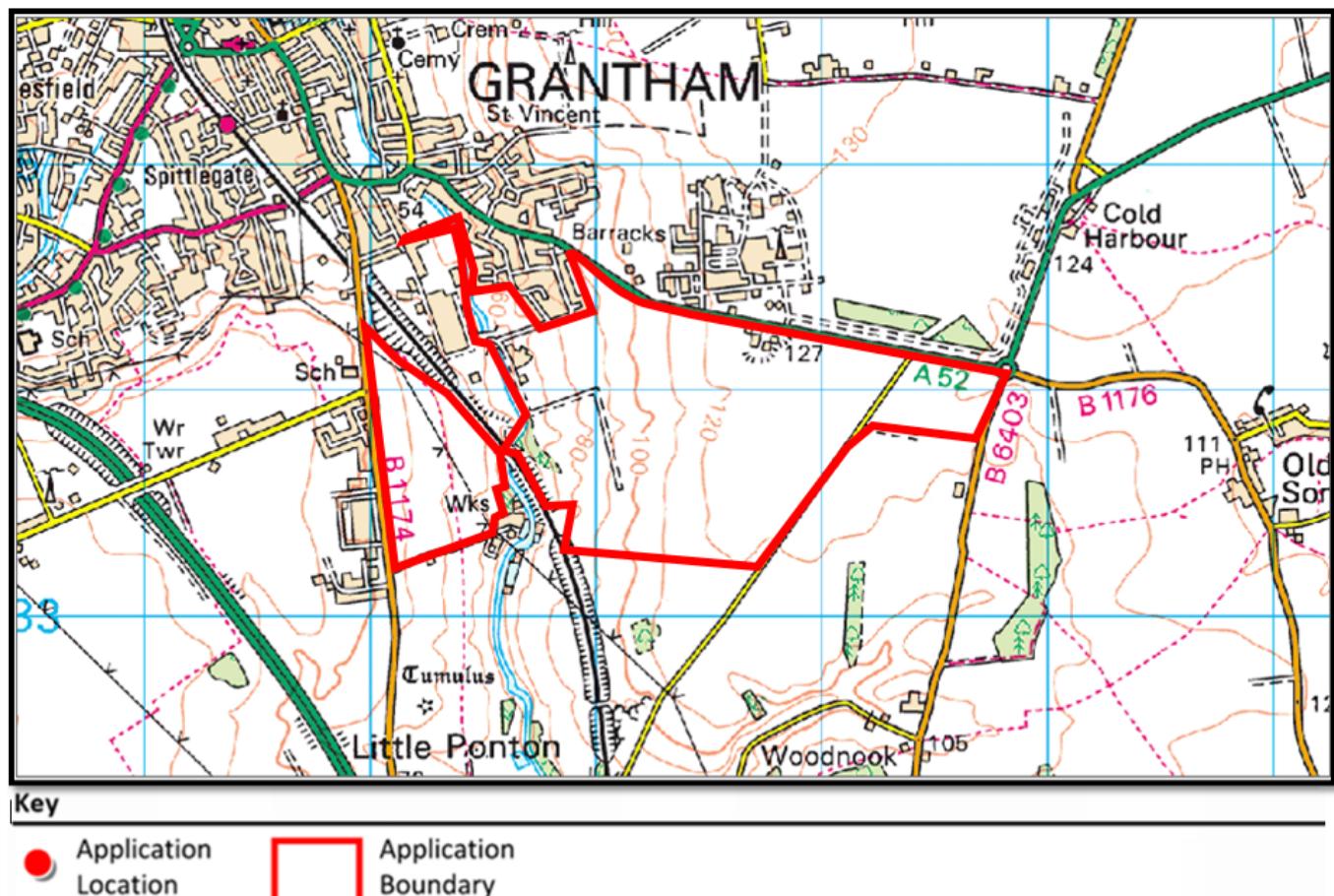
Applicant	Mr S Vickers Buckminster Trust Estate Estate Office Buckminster Grantham
Agent	Mr A Russell-Wilks Aancer Spa Ltd Aancer Spa Ltd Royal Oak Business Centre 4 Lanchester Way Royal Oak Industrial Estate
Proposal	Application for outline planning permission to develop the site as a mixed use urban extension comprising: up to 3700 dwellings including sheltered housing for the elderly and extra care accommodation in Class C2. Up to 110,000 sq m of employment space within use classes B1, B2 and B8. B1 30%, B2 35%, B8 35%. Educational facilities including a primary school and a secondary school. A local centre up to 8,000sq m including use classes A1 shops, A2 financial and professional offices, A3 restaurant, A4 public house, A5 takeaway, B1 police room, D1 health centre and creche, D2 community hall and gym. Associated open space, playing fields and changing rooms, childrens play areas, allotments, woodlands, wildlife habitat areas and sustainable urban drainage system. Roads, footpaths, cycleways, car and cycle parking. Utility services including electricity substations and pumping stations. (ALL MATTERS RESERVED)
Location	Land South Of Grantham
Application Type	Outline Planning Permission with EIA
Parish(es)	
Reason for Referral to Committee	The proposal is for a strategically important mixed use sustainable urban extension and includes a s106 planning obligation.
Recommendation	That the application is:- Approved conditionally
Report Author	Mike Gildersleeves – Principal Planning Officer 01476 406080 Ext: 6383 Mike.Gildersleeves@southkesteven.gov.uk
Report Reviewed By	Sylvia Bland - Head of Development Management 01476 406080 Ext: 6388 S.Bland@southkesteven.gov.uk

Key Issues

Principle of development
 Phasing
 Traffic impacts
 Heritage
 Landscape
 Ecology
 Water environment
 Air quality
 Noise
 Socio-economic impacts
 Impact on residential amenity
 Design, crime prevention and fire safety
 Affordable housing
 Section 106 contributions

Technical Documents Submitted with the Application

Environmental Statement and Appendices
Parameters Plans
Design and Access Statement
Transport Assessment
Framework Travel Plans
Illustrative Masterplan
Heads of Terms



Executive Summary

This is a complex major application which proposes the creation of a mixed-use development, to include for up to 3700 dwellings. The application has been made in outline form with all matters reserved. The application seeks approval for the principle of development based on the submitted documents.

The application was made valid on 1 September 2014. Since then, the application site has also been identified as one of the Government's Garden Village projects.

The application was part-heard in July 2017 by the Development Management Committee.

This report advises on the following:

- Actions since July 2017 – section 2
- Changes / Amendments to planning policy considerations – section 3
- Housing Infrastructure Fund – section 4
- Evaluation – section 5 – covering the following sub-headings:
 - Issues raised by Members in July 2017 – section 5.2
 - Planning Obligations (S106) including - 2017 position, Development Feasibility / Viability, Affordable Housing, Planning obligation approach – including review mechanism – sections 5.3 to 5.51
 - Other scheme benefits – sections 5.52 to 5.56
 - Garden Village principles – sections 5.57 to 5.68
 - Draft conditions – sections 5.69 to 5.74
 - Planning Balance – sections 5.75 to 5.82

The recommendation before Members considers both the content of this report, and that presented previously in July 2017.

Having considered all relevant policies of the development plan and all relevant material planning considerations, the development is in accordance with the development plan (when taken as a whole) and it is not considered, having carried out the planning balancing exercise, that there are any material considerations which indicate otherwise than a grant of planning permission. While there are some impacts resulting from the scheme; the proposal would deliver significant benefits to Grantham and South Kesteven's wider economy. Therefore, on that basis it is considered that the application can be supported.

The application is recommended for approval subject to the completion of a related Section 106 planning obligation and final planning conditions.

Recommendation

Defer to the Chairman or Vice-Chairman, in consultation with the Head of Development Management and Assistant Director for Growth, for approval of the application subject to:

1. The provision of a S106 planning obligation in accordance with the requirements set out within this report
2. Final approval of the conditions

In the event that the S106 planning obligation has not been completed within a six month period and where, in the opinion of the Head of Development Management, there are no extenuating circumstances which would justify a further extension of time, the related planning application shall be refused planning permission for appropriate reason(s) on the basis that the necessary criteria essential to make what would otherwise be unacceptable development acceptable have not been forthcoming.

Appendices

Report to 18th July 2017 Planning Committee – Appendix 1

Additional items paper for 18th July 2017 Planning Committee – Appendix 2

Minutes of 18th July 2017 in relation to the application – Appendix 3

Heads of Terms – Appendix 4

Draft Planning Conditions – Appendix 5

1.0 Introduction

- 1.1 The application was reported to the Planning Committee on the 18 July 2017, with a detailed report (Appendix 1), which sought to agree that the application be approved in principle, subject to the details of the planning conditions and the Section 106 (hereafter referred to as S106) agreement being reported back to and approved by the committee. The S106 would then be required to be completed before the decision is issued.
- 1.2 The Chairman provided clarification at the meeting that the consideration represented the first time that the Committee would see the outline application and that it provided an opportunity for Councillors and members of the public to raise their suggestions and concerns to help shape the draft conditions and detail of the application.
- 1.3 Members resolved to make the following decision:

That the principle of the application for the development of the site is accepted subject to details of planning conditions and the S106 Agreement, together with the parameter plans and design and access statement, being reported back to the Committee for approval
- 1.4 Detail of this decision is set out within the attached appendices. Of key relevance within Appendix 1 are:
 - Indicated S106 items – Section 10 – paras 10.1 – 10.8
 - Draft conditions – Pages 40-44
- 1.5 One of the most significant areas of discussion at the July 2017 meeting surrounded the level of Affordable Housing which the development could support.
- 1.6 This report provides an overview of the activities undertaken since the July 2017 decision of the Planning Committee and seeks to identify how the remaining matters have been resolved, in order that a recommendation of conditional permission (subject to the conclusion of a s106 agreement) is presented.

2.0 Actions since July 2017

- 2.1 The following table provides an overview of the key dates and actions/activities undertaken since July 2017. *Actions relating to Housing Infrastructure Fund (HIF) are shown in italics – more detail on HIF is provided in section 4.*

Key dates	Key actions/activities
18 th July 2017	Decision of the Planning Committee

July 2017	<i>HIF bids invited.</i>
July-Sept 2017	Ongoing work to consider the views of the DM Committee, particularly in respect of the provision of on-site affordable housing.
September 2017	HYAS (consultants) masterplanning review with SKDC and Buckminster <i>HIF Expression of Interest submitted</i>
September 2017 – January 2018	Ongoing work to consider the viability of the scheme in the light of the garden village principles and resultant housing values.
February 2018	High-Level viability appraisal produced by consultants Strutt & Parker to inform S106 process.
April 2018	Response from Buckminster to Strutt & Parker work regarding S106/Planning Obligations and Affordable Housing.
May 2018	Meeting between SKDC and Buckminster regarding S106/Planning Obligations and Affordable Housing. Agreement to undertake a commission to obtain independent Development Feasibility and Delivery support. <i>HIF bid identified as one of the short-listed submissions to be taken forward.</i>
June 2018	Development Feasibility brief issued for expressions of interest
July 2018	GVA (consultants) appointed to undertake Development Feasibility work
August 2018	HYAS appointed to review conditions and Masterplanning requirements to enable conversion from an SUE to a Garden Village. <i>HIF inception meeting between SKDC/LCC and Homes England</i>
September 2018	Interim report received from GVA <i>HIF Co-Development phase begins – supported by Homes England.</i>
End October 2018	Final report from GVA received. <i>HIF Co-Development phase continued.</i>
November 2018	Report from HYAS on conditions. Review of HYAS work by Mills & Reeve (legal) Development Feasibility report refinement and discussions between SKDC and Buckminster. <i>HIF Co-Development phase continued.</i>
December 2018	Continuation of discussions with Buckminster regarding viability, and affordable housing. Input by Mills & Reeve (legal) regarding draft Heads of Terms. <i>HIF Co-Development phase continued.</i>
January 2019	Further discussions with Buckminster, involving presentation of revised Affordable Housing offer. <i>HIF Co-Development phase continued.</i>
February 2019	Final discussions with Buckminster regarding draft Heads of Terms and conditions. Committee preparation.
26 th February 2019	Consideration by the Planning Committee
March 2019	HIF submission deadline.

3.0 Changes/Amendments to Planning Policy Considerations

3.1 The South Kesteven District Council Core Strategy, Site Allocations and Policies Development Plan Document (SAPDPD), Southern Quadrant Supplementary Planning Document (SPD), Grantham Transport Strategy, and SKDC Corporate Priorities all remain unchanged from the 2017 report.

Emerging South Kesteven Local Plan

3.2 The draft Local Plan was formally submitted on 15 January 2019 for consideration by the Planning Inspectorate. As the plan progresses through its preparation, it is possible to increase the weight attributed to new policies. In line with the NPPF (para 48), it is possible to attach increased weight to emerging policies according to: a) the stage of preparation of the emerging plan; b) the extent to which there are unresolved objections to those policies; and c) the degree of consistency of the relevant policies in the emerging plan to the policies in the Framework.

3.3 In this instance, it is considered that some weight can be attributed to policy GR3-H1 which is the specific allocation policy for the site as there have been no significant representations or objections to this policy, and it is not expected that this policy will change through the examination process.

3.4 Other policies, such as H2 (Affordable Housing Contributions) can only be afforded limited weight and should be treated as a direction of future policy intent, as these policies have unresolved objections and are likely to be challenged through the examination process.

3.5 Within GR3-H1, reference is made to the site as being a Garden Village, with specific requirements for the allocation set out under policy GR3-H1 including seeking to reflect garden village principles and encourage exemplary standards of design and sustainability.

3.6 As part of the evidence base to support the progression and development of the Local Plan, a number of documents have been prepared, particular attention is drawn to the Whole Plan Viability Study (2017):

Whole Plan Viability Study (WPVS) 2017

3.7 The purpose of the Whole Plan Viability Study (WPVS), produced by AECOM, is to assess whether or not the policies proposed within the emerging Local Plan would allow viable development to come forward. The purpose of the study was not to look at the viability of individual sites but identify whether viability challenges would hinder the delivery of the overall Plan and its policy objectives.

3.8 The study considers key factors such as land-values, developer returns, build costs, and the implications of policy requirements such as Affordable Housing. It also looks at a number of different development proposals, relating to key sites, one of which is a "Strategic Greenfield" site of 3500 units adjacent to Grantham. This is Spitalgate Heath.

3.9 Importantly it recognises that in relation to very large sites, they have their own characteristics and are often subject to significant infrastructure costs and amount of open space which results in a lower value.

3.10 The study identifies a difference in viability between the northern and southern parts of the district, and this is evidenced by testing on greenfield sites in the north where viability can be a challenge owing to the relatively low-values.

3.11 The outcome of the modelling undertaken in the WPVS for this site identifies that although a key part of the Plan, it is not viable (with a policy compliant level of affordable housing and £2,500/unit s106 contributions) as the Residual Value falls below the Threshold Value. This occurs even without policy requirements. As a result, the study questions the deliverability of the site, and suggests the Council continue to work with the owners (in line

with Government Guidance) to enable better understanding of the challenges for delivery. Notwithstanding this, a more detailed analysis has been undertaken in relation to the current scheme, and the issues are considered to have been satisfactorily addressed as explained within the viability section of this report.

National Planning Policy Framework

3.12 The National Planning Policy Framework (NPPF) has been revised, and the proposals should be judged against the requirements of the updated framework. Attention is drawn to the following:

- Section 2 - Achieving sustainable development
- Section 4 - Decision-making
- Section 5 - Delivering a sufficient supply of homes
- Section 6 - Building a strong, competitive economy
- Section 8 - Promoting healthy and safe communities
- Section 9 - Promoting sustainable transport
- Section 11 - Making effective use of land
- Section 12 - Achieving well-designed places
- Section 14 - Meeting the challenge of climate change, flooding and coastal change
- Section 15 - Conserving and enhancing the natural environment
- Section 16 - Conserving and enhancing the historic environment

3.13 It is also noted that within the revisions to the NPPF that changes have been made to the definitions of Affordable Housing. These changes remove the 'intermediate' approaches (with these now being within affordable rented and affordable home ownership), and with the expansion of the range of products deemed to fall into the affordable housing definition. The revised NPPF also places a greater emphasis on securing design quality alongside overall delivery of housing. In particular para 72 references that planning for larger scale development (such as new settlements) can be a suitable way of securing large numbers of new homes, whilst also identifying at 72c that there should be clear expectations for the quality of the development (such as by Garden City principles). Given this increased emphasis, it is considered that is a need to consider all relevant measures to secure design quality, including the use of Garden City principles to align with the designation of the site as a Garden Village.

Planning Practice Guidance

3.14 The Planning Practice Guidance (PPG) has also been updated to reflect the revisions in the NPPF. The PPG also provides updated guidance in respect of viability. The approach is clear that viability should be considered during the plan-making stage, but can be material to decision-making. The PPG provides guidance on how viability should be considered, along with standardised inputs and clarification on terminology and approach.

4.0 Housing Infrastructure Fund (HIF)

4.1 Following a successful expression of interest, the Council is currently in a co-development phase with Lincolnshire County Council (LCC) and Homes England, to bid for Government funding through the Housing Infrastructure Fund (HIF). The purpose of this fund is to seek to remove infrastructure barriers to deliver new housing development and accelerate the delivery of new homes.

4.2 Whilst the detailed business case continues to be developed, the delivery of Spitalgate Heath Garden Village is central to the bid, along with other strategic sites within the Grantham area. Approximately £71m from Government is to be sought through the bid.

4.3 In the case of Spitalgate Heath, the HIF has been identified to support the delivery of the Grantham Southern Relief Road (GSRR), strategic utility provision (including a primary sub-

station), and education requirements. The intention of HIF is to ensure that necessary infrastructure is in place to support development, for example, ensuring the delivery of schools to meet the needs of future communities, or provision of strategic utilities to enable viable development to come forward. The risk register within the bid highlights the outcome of the GSRR public inquiry and the resolution of the Council to grant planning permission for the scheme at Spitalgate as critical risks to the bid. The public inquiry for the GSRR was held in January 2019, and a decision is expected within the coming months.

- 4.4 The HIF has a published submission deadline of 4th March 2019, and the Council is aware that it is one of approximately 55 bids to be made. It is therefore important that the submission is made in a timely fashion and with the requisite information. This includes how risks to the project can be managed.
- 4.5 Whilst any decision on this application must be predicated upon the application as presented and determined against the requirements of the development plan and all relevant material considerations, it is considered relevant for Members to be aware of the HIF and its implications. Whilst the Council cannot base its decision on what may or may not happen with regard to HIF, clearly if successful there is potential for it to support the scheme, improving the viability and deliverability of the scheme through the reduction in strategic infrastructure costs. This is important when considering the longer-term viability of the development and the ability for its viability to improve over time.

5.0 Evaluation

- 5.1 The following matters are considered within this section:

- Issues raised by Members of the DM Committee in July 2017
- Planning Obligations (S106) including - 2017 position, Development Feasibility / Viability, Affordable Housing, Planning obligation approach – including review mechanism
- Other scheme benefits
- Sustainable Urban Extension or Garden Village – including approach
- Draft conditions
- Planning Balance

Issues raised by Members

- 5.2 The following matters were raised during the debate by Members when the application was considered in July 2017.
 - a) **The proportion of affordable housing to be provided as part of the development and the availability of affordable housing provision on site** – Substantive issue, see section 5.9-5.28 of this report.
 - b) **Consideration of opportunities to preserve and relocate trees planted at Prince William of Gloucester Barracks when their deed of protection ends in 2022** – The Council and Buckminster remain in contact with the Woodland Trust regarding tree issues on both sites. However, this should not have a material bearing on the current application, as the Prince William of Gloucester Barracks site is separate from the application site and is proposed for allocation. Matters relating to the protection or relocation of the trees in question can be discussed as part of the consideration of development proposals for that site, and the landscaping reserved matters for Spitalgate would not preclude this opportunity should it arise.
 - c) **Whether the required serviced sites could include ground source heat pumps** – It is not possible to confirm the inclusion of such measures at this stage, such technologies are subject to a variety of factors including cost and ground conditions,

which cannot be judged at this stage. Further, these technologies may not be the most appropriate solution as it is possible to include other sustainable measures through design which may deliver more efficient outcomes. Whilst Officers would not rule out the potential inclusion in future, this should be something left to consideration at the detailed design stage and should not be enforced on the development from the outline stage.

- d) **Consideration of opportunities to incorporate renewables into the development** – This is discussed within the Design & Access Statement under “Sustainability”. The key principles include for consideration of a variety of sustainability measures and standards, with a general principle for integrated solutions. The intention is that properties would be low carbon, meeting or exceeding the relevant sustainability standards in place at the time and seeking to use design measures as well as technology to ensure a highly sustainable form of development. These matters would be considered further within the further design work for the whole site and within the detailed design of each Reserved Matters.
- e) **Consideration of opportunities to provide charging points for electronic vehicles** – This is discussed within the Design & Access Statement under “Sustainability”. The principles include reference to exploring the opportunities for integration of new technologies, and sustainable approaches to energy use and provision. It is likely that EV charging would be integrated into the development but cannot be confirmed at this stage as further design work and electrical capacity analysis is required. These matters would be considered further within the further design work and detailed design of each Reserved Matters.
- f) **Ensuring roads within the development are built to an adoptable standard** – It is anticipated that the site would be served by roads of an adoptable standard and which would be formally adopted by LCC.
- g) **Whether it was possible for the proposed width of bund separating Saltersford Grove and Spitalgate Heath to be further extended or the location of the recreation area to be moved to provide greater separation between the two** – Although the proposed relationship as indicated on the illustrative Masterplan is considered to be acceptable, this could be further reviewed as the detailed designs are developed. This would be subject to conditions.
- h) **In determining the application the Council should ensure that Londonthorpe and Harrowby Without Parish Council is involved** – The application has been subject to consultation in accordance with the relevant legislative requirements. It is envisaged that further discussion with the Parish Council would be undertaken as part of the evolution and design development of the site.
- i) **The impact of an increased number of cars travelling from the garden village into the town centre on existing routes (particularly Gainsborough Corner junction and Harrowby Road) including increased congestion and safety** – Matters relating to highways and increased traffic generation have been considered as part of the application, including review by LCC Highways who have not objected to the development subject to conditions as recommended. Detail on highway matters, including the relationship with and impact of the Grantham Southern Relief Road were set out within the original report (Appendix 1).
- j) **‘Lifetime Homes’ principles in the development** – This is discussed within the Design & Access Statement under “Sustainability”. The key guiding principles for the development include reference to exploring the design of homes to provide modern living, and flexible arrangements which could comply with Lifetime Homes principles. These matters are also covered by the conditions.

- k) **The mix of housing types was under discussion as part of the Section 106 Agreement package** – The mix of housing types is established within the Environmental Statement, and there would be a requirement within the conditions for details of the mix within each phase or sub-phase to be presented. Affordable Housing would be dealt with as part of the S106. Overall, as per the Environmental Statement, the scheme would provide for a mix of housing types to meet local needs and market demands, including both open-market and affordable housing.
- l) **Whether the community facility would be made available for everyone (including whether it offered an indoor sports facility)** – The aim of the community facilities, and other amenity spaces (including sports facilities) is primarily to cater for the residents of the development, but there would not be any restrictions in planning terms which would prevent the use by other members of the community or the wider population. The community facilities and sporting facilities would be managed and operated separately from the development of the site – i.e. by another organisation such as a club, trust, or council.
- m) **Whether provision had been made for places of worship** – This is not a specific requirement, but that is not to say that such a use could not come forward within the Local Centre once detailed work has been undertaken on interest for this area. It is also possible that this could be a multi-functional space, for example within a community hall.
- n) **Ensuring that garden village principles are incorporated within the application, including specifically gardens attached to properties, public gardens and houses lining the street** – The applicants and the Council remain committed to the Garden Village as per the emerging policy in the Local Plan. The site remains part of the Government's Garden Village programme. This will be progressed through the next stages of design development. The conditions also include requirements to allow the aspiration of Garden City principles to be achieved, whilst the S106 would cover other matters such as Affordable Housing land-value capture.
- o) **Some concern over the proposed build rate of 125 units a year and the suggestion of having the site built out by multiple builders working in parallel to improve the build rate** – This concern is noted, and the applicant's aspirations regarding delivery rates have been identified within the submission – this includes having multiple companies delivering on the site at a time. This is aspirational however and it is not possible to control/guarantee delivery in this instance. It is logical to conclude that having more than one outlet (builder) for the units would increase delivery rates, however, there is a direct link also to the market absorption rate and subsequent sales which have implications for the viability and delivery of the scheme as a whole. Notwithstanding the position within the application, the Council along with the Applicants will look to actively engage to improve delivery on site and will be seeking to work with organisations such as Homes England to improve delivery rates. Such discussions are separate from the planning decision. Given the emergence of the Housing Delivery Test (HDT) within the revised NPPF, the Council will look to play a proactive role in securing efficient and effective delivery on this site as a major contributor to the Council's housing delivery requirement, although at this stage, the precise nature of this role and associated actions are not yet known. In addition, the objective of HIF is to increase and accelerate delivery, and as a result if granted this could assist in increasing delivery.
- p) **Whether there should be an increased commitment regarding the employment site in addition to the suggested communications strategy (e.g. erecting the first buildings)** – This has been looked at, however, owing to the viability position (and the need for cross-subsidy of the employment land from the residential development) this is considered unlikely to be achievable. This position is further supported by the

emerging policies of the Local Plan which identify the potential for an alternative approach to development on this land. The delivery of the employment site needs to be driven by market demand. That said, there would be an agreed Marketing Strategy, and this in combination with involvement of organisations such as InvestSK would aid in delivery of the employment land. It is considered that it would not be reasonable, or appropriate in this instance to be more specific over delivery timescales for this element of the scheme.

- q) **Any matters related to the development should be presented for Committee approval rather than delegated to the Chairman and Vice-Chairman to sign-off –** This matter is not material to the Planning determination. Any subsequent applications that are made would be determined in accordance with the requirements of the Council's constitution that is in place at the time.
- r) **Illustrations indicating house design, street design and community design as presented in the design and access statement received positive comments –** The conditions proposed would allow an appropriate design response to be delivered and secured.
- s) **One of the major identified benefits of the project was the delivery of the Southern Relief Road which would relieve the town centre of heavy goods vehicles –** The S106 would secure the significant financial contributions towards the road. This significant public benefit would remain. LCC are actively progressing delivery of this route, with the Public Inquiry relating to the relevant highway orders having recently been completed and a decision is expected in the coming months. The road remains a key objective of LCC, and forms part of the HIF submission.
- t) **Given the anticipated period over which the development would be built out (25-30 years) Members asked whether it would be possible for each of the project's phases to be presented to the Committee prior to commencement –** As per the earlier point any applications would be determined in accordance with the requirements of the Council's Constitution at that time.

Planning Obligations (S106)

5.3 Planning Obligations (commonly known as S106 obligations) are legal obligations which can be used within planning decisions to make development acceptable in planning terms. This section aims to provide Members with greater clarity on the planning obligation which would relate to this application. It will also cover matters relating to the Heads of Terms, Affordable Housing and Viability.

Approach outlined in 2017 Report

- 5.4 Paragraphs 10.0 to 10.8 of the previous report (Appendix 1) identified the general approach to S106 contributions. Owing to the substantial costs in relation to the Grantham Southern Relief Road (GSRR) Phase 3, there would most likely be financial viability (and therefore scheme delivery) issues if the maximum/full contributions as required by policy and consultees were sought.
- 5.5 The position presented to Members at that time was that the likely scenario was one of a combination of initial payments, and contingent (overage) payments made following viability reviews undertaken over the lifetime of the development. It was also identified that any payments would be collected and monitored by the Council, and then released by the Council to relevant stakeholders (such as LCC, NHS etc) as may be required.
- 5.6 Paragraph 10.4 of the previous report (Appendix 1) identified that the requirement of Core Strategy policy H3 was for a target provision of 35% affordable housing from the

development. Policy H3 does allow for a reduced percentage if it can be demonstrated that viability would be affected. Moreover, the application itself identified (within the Environmental Statement) that it would be necessary to provide sub-policy levels of affordable housing owing to the viability of the development and the necessary infrastructure costs.

- 5.7 It was recommended at the time that an appropriate flexible approach was taken to the exact percentage of affordable homes to be provided via the S106 agreement given the need to prioritise contributions to the GSRR. The level of affordable housing provision was likely to be less than the target set by CS policy H3 and a significant proportion was contingent on overage. It was anticipated that the S106 would allow for affordable housing to be delivered in a flexible manner through: on site provision, or by financial contribution, or provision of land within the site.
- 5.8 Following Members' comments during the debate, it was clear that there was a desire to secure some on-site delivery of affordable housing as part of the scheme. This has led to further work being undertaken to understand the viability of the scheme, and various discussions with the applicants and their consultants. This is summarised and evaluated within the following paragraphs.

Viability and Development Feasibility

- 5.9 Since Members' resolution in July 2017, Officers used considerable efforts to better understand the overall viability of the scheme and work with the applicants to attempt to secure the delivery of affordable housing on-site. This work has been ongoing for over a year, with involvement from various consultants and subsequent negotiations between the landowner and their advisors, and Officers.
- 5.10 Most recently a consultant was appointed on a joint commission between the Council and the applicants to review the development feasibility and viability and seek to advise the parties on matters relating to development viability. The appointed consultants (GVA) provided guidance relating to the overall percentage of affordable housing, the effect of differing affordable housing tenures, and on models for development delivery. The appointed consultant also undertakes similar work for Homes England and has also advised on the potential for further discussions with Homes England regarding delivery of the scheme and infrastructure barriers.
- 5.11 The work was predicated on the basis of the development being brought forward on a phased approach - based on the principles of the scheme as presented, and with the applicants delivering 'shovel ready' parcels of land – i.e. parcels which can be easily taken forward by a housebuilder without significant enabling works. This is a similar model to the one employed by the applicant at Poplar Farm which has delivered more than 600 units to date.
- 5.12 The report also considered the future delivery of the site as a 'Garden Village' and the potential for positive growth in sales values because of improved place-making and also increases in residential values over-time. The key outputs from this work are summarised as follows:
 - On development costs, there has been little change overall since the previous work was undertaken to establish key development costs in 2014. Costs relating to infrastructure (inclusive of S106 – without affordable housing), are within the typical range for a scheme of this type and size.
 - The Benchmark Land Value sought by the applicants is reasonable. It is higher than theoretically envisaged for garden settlements when considered against the Exchange Paper "Garden Villages (Empowering Localism to Solve the Housing Crisis)" by Lord

Matthew Taylor, but is well below what would be expected for Sustainable Urban Extensions, and is also below the land-value anticipated by the Council's WPVS referred to in paras 3.7-3.11.

- The delivery of the development indicates a period of circa 22 years, with most annual completions taking place within years 11-19. Infrastructure costs are to be spread within each of the phases.
- The commercial / employment land is not viable for development without cross subsidy from the residential element, or external funding.
- The scheme is not viable with affordable housing at 35% (current policy) or 30% (emerging policy) and can only support minimal levels of affordable housing, primarily owing to the infrastructure costs. Although the requirement for cross-subsidy of the employment land by the residential was also noted.
- That owing to a combination of a 'place making premium' (increase in values over time), and other forms of funding such as HIF (to reduce infrastructure costs) there would be potential for the viability position to be improved over time. This increase could then be used to support increased design standards, or other planning requirements such as additional affordable housing.

5.13 The work has also identified that:

- The delivery of Garden Village principles would increase development costs, but could instil confidence for investors and stakeholders, subject to clarity on the delivery mechanism and the 'vision' for the development.
- Relatively 'simple' changes such as the inclusion of self/custom-build plots and changes to the type of affordable housing proposed could have positive effects on the overall viability position, albeit of a limited scale. In addition, increasing the delivery rate on site could also improve viability, and the inclusion of smaller SME/regional housebuilders could also have a positive effect as well as aligning more closely with the principles of garden settlements.
- The role of the Local Authority in relation to delivery should not stop with the statutory planning function. The Council should look to adopt a proactive role in delivery, working in partnership with the landowner or other organisations such as Homes England. The Council should look to explore all mechanisms to encourage a 'long-term interest' in the site. The lack of a master-developer able to subsidize the development, or partner willing to invest 'patient capital' is a risk to the delivery of the site and could lead to restricted delivery and slowed growth.
- Opportunities for public sector investment should be explored to help improve delivery rates and also the quality of place-making. The live HIF bid is of paramount importance to supporting delivery of infrastructure and generating surplus funds to improve the viability of the scheme which can then be recycled into other objectives such as design enhancements or affordable housing.

5.14 The outcomes of this development feasibility and viability work has been used to inform negotiations between the applicants and the Council.

5.15 During these negotiations, the applicants continued to stress that whilst they accepted the importance and benefits of affordable housing delivery, the proportion of affordable homes would need to be at sub-policy compliant levels as the scheme has significant costs – including funding towards the GSRR, other S106 obligations, and relatively high costs of infrastructure provision, along with challenges such as increased development costs due

to topography. The applicants considered that as the project is identified as being unviable within the WPVS with policy compliant affordable housing, a lower or zero percentage could be justified. Additionally, they did not wish to commit to a planning obligation which would either render the development unviable or un-deliverable. Despite this, and following the comments of Members in July 2017, the applicants and Officers have sought to investigate all possible avenues to secure affordable housing through the development.

5.16 As a result of negotiations between the parties, the Heads of Terms (Appendix 4) now include for the provision of 10% Affordable Housing provision on-site – equating to 370 units. This would be a minimum figure, with its tenure being split 60:40 (rented:ownership) as per current policy, with the definition of Affordable Housing reflecting that used within the revised NPPF. In addition, the review mechanism and associated overage arrangement could generate additional Affordable Housing over the lifetime of the development. It is proposed that the S106 includes sufficient flexibility to allow the Council flexibility and discretion over the approach to delivery of any surplus – i.e. through delivery of on site, or provision of land, or provision of contributions. In addition, owing to the infrastructure costs associated with the initial delivery on site, it is proposed to allow 500 units to come forward before the affordable housing is required, to improve the viability and cash-flow positions. The affordable requirement would then be delivered within the 3200 units remaining. It is this position which is reflected in the Heads of Terms (see Appendix 4)

5.17 GVA were asked to review the position and advise on the viability of the scheme, and have identified the following headline viability figures:

	Affordable Housing (10%)	Notes
Local Centre	£1,000,000	
Residential Plots	£120,178,402	
Total Revenue (A)	£121,178,402	Revenue takes account of increased place-making costs - £1000per unit - to reflect additional costs associated with place-making (i.e. Garden Village standards).
Infrastructure	£47,832,327	
S106	£27,805,000	These are the fixed/initial items only which would be covered by the tariff.
Design Fees	£4,146,995	
Archaeology	£750,000	
Contingency	£5,136,463	
Interest Payments	£1,507,617	
Total Costs (B)	£87,178,402	
(C) Return (A - B)	£34,000,000	
(D) Target Land Value (TLV)	£34,000,000	
Shortfall /Surplus (C - D)	£0 (NIL)	

5.18 The GVA figures utilise the following assumptions:

- Increased sales values – including a sales premium in year 5.
- An increase in place-making costs (equivalent to £1,000 per property) for Garden Village Principles.
- Zero affordable for the first 500 dwellings whichever comes first.
- Affordable Housing commencing in year 5 at 10%

This high-level appraisal identifies that the scheme would be viable with 10% affordable housing – it should be noted that this is based on residential plot values which are anticipated to be higher than historic sales within Grantham such as Poplar Farm. This is derived from the anticipated place-making (Garden Village principles) and the impact the site could have on the Grantham housing market. Both factors have potential to have a positive effect on residential sales values, and there being no affordable housing requirement within the first 500 units to reflect the infrastructure costs and cash-flow. It should be noted that the appraisal also assumes there would be some additional cost to the scheme in respect of place-making to deliver the quality of place, which in turn would increase sales values. This is reflected in the total revenues because of those costs being met by the developer.

- 5.19 The applicants consider that whilst the GVA appraisal remains predicated on optimistic sales values which exceed their past experiences on Poplar Farm, they acknowledge the conclusions reached by GVA. There is also an acceptance by them that the scheme's viability could be improved if funding can be secured (e.g. through HIF) which could reduce or defray infrastructure costs.
- 5.20 Based on the advice from GVA, it is Officer's view that the 10% on-site delivery with a 500 unit 'grace' period and overage clause is a reasonable and appropriate minimum offer, and which is recommended to be accepted by Members. The proposal would secure 10% Affordable Housing on-site, thus ensuring some affordable delivery within the development as a minimum level. The overage approach and review mechanism would enable additional benefits to be captured over the lifetime of the development. Furthermore, the proposal would reflect the viability of the scheme, allowing for the development to come forward. The approach would be in accordance with recent Government guidance relating to viability, and national appeal outcomes.
- 5.21 Officers accept that the level of provision would be below the target policy level, particularly when considering the requirements of the emerging policy direction of the draft Local Plan. However, this position has been appropriately justified and tested, and is considered to reflect the complexities and challenges of the scheme - including infrastructure costs. Additionally, it is considered that a pragmatic approach needs to be adopted as it is not possible to remove all assumptions when developing an approach to viability for this site and scheme. For example, there may be fluctuation in infrastructure costs (such as utility costs), land-sales, and development costs (following detailed design and engineering work). Whilst the viability assessment has been undertaken based upon the most relevant and available information it is not possible to establish a viability model for the development at its current state which fully, robustly and accurately accounts for all variables and all scenarios (such as changing economic circumstances).
- 5.22 As such, it is considered that the approach adopted - a minimum committed level of affordable housing, coupled with the overage/contingent arrangement - is reasonable. This overage/contingent arrangement enables a longer-term view of the development to be taken. In this way, whilst it is not possible to achieve a full policy compliant level of affordable housing at the outset, over the longer-term it is likely that the viability position should improve, and the review mechanism would allow additional affordable housing delivery to come forward on the site.
- 5.23 In the event of HIF being secured, it is possible that the anticipated utility costs (in particular £13m identified as being required for a primary substation) could be reduced. In a worked example scenario, if HIF provided half of the funding for the primary substation (i.e. £6.5m or £13m), this reduced cost would bring an additional £6.5m into the scheme. This could then be allocated towards affordable housing. In addition, HIF would enable key infrastructure and services to be delivered (including the road and education) which would enable development to be delivered and would contribute to achieving the increased sales values.

5.24 Therefore the scheme would:

1. Deliver 10% affordable housing as a minimum.

And could:

2. Deliver a further base-level 5% based on the identified contingent sums (depending on the final tenures).
3. Deliver a further base-level 6% based on reduced infrastructure costs because of HIF – using the worked example above.

Combined total - 21% (777units)

For comparative purposes, Poplar Farm has a 22% affordable housing requirement.

5.25 Whilst the Heads of Terms identify anticipated contingent sums, Officers advise that the S106 would include appropriate provisions to enable the ability for a greater level of affordable housing to be captured, up to the policy compliant 30% provision (equating to 1110units) should additional surplus funds be identified. Thus, retaining the potential for policy compliance to be achieved in the longer-term.

5.26 The outcome of the development feasibility work, and the applicants own assertions, correlate with the findings of the WPVS in that the development cannot support the full policy requirements. This reinforces the need to consider this site in a slightly different way to other sites, and look at alternative ways of addressing the barriers to development delivery including pursuing all opportunities to support infrastructure funding and thus improve the viability position.

5.27 Given this, Officers agree with the applicant's position that the development is unable to commit to the provision of a policy compliant level of affordable housing without the viability of the scheme being prejudiced and the scheme failing to come forward. As a result, it is recommended that the approach within the Heads of Terms (Appendix 4) is accepted. This secures 10% minimum provision on-site, with the potential for this to be increased over the lifetime of the development, up to a policy compliant level of 30%. The affordable housing, and any subsequent provisions pertaining to the overage and review mechanisms and future delivery would all be secured through the S106 agreement. Appropriate mechanisms can be secured within the S106 which would be suitable for a scheme of this size and characteristics. The approach is considered to be legally sound and would be consistent with the advice given by the PPG.

5.28 To that end, Officers recommend that the level of affordable housing provision is justified in this instance.

Affordable Housing Definition and Approach Within Reviews

5.29 It is also considered to be important to establish the principles regarding the definition of affordable housing and understand how this would relate to the review mechanism.

5.30 Policy H3 of the Core Strategy, read in conjunction with the Planning Obligations SPD provides a definition for affordable housing, and identifies a preferred tenure split of 60:40 (rented : ownership). The affordable housing definition is dated (owing to the adoption date for the Core Strategy and the SPD) and it differs from the more up-to-date and flexible approach to affordable housing being promoted through the recent revision to the NPPF. The NPPF now provides for an expanded range of affordable housing types, and tenures, with an increased desire to support affordable home ownership approaches as opposed to being reliant on rented arrangements.

5.31 As well as the overall number of affordable housing units to be provided, the type and tenure of affordable housing being proposed also affects viability. For example, affordable rented products for affordable/social rent would generally be purchased by RSLs at around 40% of Open-Market Value (OMV), whereas a Discount Market-Sale product could be sold at up to 80% of OMV therein offering more value into the project. As part of the Development Feasibility commission, the consultant was asked to look at this, and identify if it would be possible to increase the overall percentage/number of affordable homes that the development could support, if the Council were to take a view on increasing the mix of types and tenures of affordable housing, based on the revised NPPF definitions.

5.32 The work identified by making a relatively small change to the type of affordable home-ownership products to reflect the NPPF, this would have a positive effect on viability, and would have the potential to positively improve the overall number of affordable homes that could be delivered. This has been used to inform the discussions regarding the minimum percentage which can be delivered.

5.33 During the discussions with the applicants this matter has been raised, and whilst they agree to retain the 60:40 split (rented:ownership) in accordance with current policy, it was requested that the definitions of Affordable Housing should reflect the most up-to-date definitions within the NPPF. Officers consider this is a reasonable approach to adopt, as it would provide a bridge between the old policy requirement and the new NPPF (in advance of an updated definition when the new Local Plan is adopted). This approach would retain the majority of the default provision being for the rented sector, whilst allowing for a varied range of products to come forward – particularly affordable home ownership products. This could be further considered within the review mechanism, allowing for flexibility over the lifetime of the development, to reflect changing needs and market conditions. This is appropriate based on the need to secure a deliverable scheme, whilst providing for a range of housing products to meet both current and future housing needs. It should be noted that clauses within the S106 would still be imposed to ensure that the units meet the definitions of affordable housing in the NPPF and where relevant ensure that affordable products are retained as affordable products as necessary.

5.34 It is therefore recommended that the tenure split and the use of the NPPF definitions as identified within the Heads of Terms (Appendix 4) are accepted.

Proposed Planning Obligations and Approach

5.35 Planning obligations assist in mitigating the impact of unacceptable development to make it acceptable in planning terms, and may constitute a reason for granting planning permission if they meet the tests that they are necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind – as set out in the Community Infrastructure Levy Regulations 2010 and as policy tests in the NPPF.

5.36 A number of financial and other contributions are required to make the development acceptable in planning terms, and which are proposed to be catered for within a planning obligation.

5.37 Following the various negotiations with the applicants an updated set of Heads of Terms have been negotiated and framed (Appendix 4). The Heads of Terms establish the general approach to the required planning obligation which is based upon a combination of 'tariff' payments, 'overage/contingent' sums, and other elements (such as the affordable housing). The "tariff" and "overage/contingent" elements are explained in more detail below.

The "Tariff"

5.38 The amounts identified against the “tariff” in the Heads of Terms (Appendix 4) are fixed amounts which would be received as the delivery takes place. The approach is that those sums would be collected as a form of roof-tax based upon the number of units being delivered in a particular reserved matters area (i.e. housebuilder parcel) of the development. The Council would receive these monies (paid by the developer) and would administer the collation and distribution of the funds to the relevant stakeholders, for example LCC in respect of contributions towards the GSRR.

5.39 The tariff approach is not uncommon on larger schemes. There is precedent for it within the District (at Poplar Farm). This is based on the ability of the approach to see payments made by the developer as and when relevant parcels of land are subsequently sold and are to be brought forward for development. Thus avoiding significant capital lock-up. It also has benefits for the Council in terms of enabling funds to be collected and collated rather than those funds having to be spent on an incremental basis. The payment of the tariff is however related to the continued delivery on site, and the completion of the development in order for all tariff sums to be achieved.

5.40 The general approach to the principles of, and associated mechanics of the tariff approach have been discussed with the Councils retained legal advisors and viability consultants who agree with this general approach. It is considered that the use of a tariff approach would be a reasonable and appropriate way of securing the required contributions which are necessary to make the development acceptable in planning terms, and the tariff would be accounted for within any planning obligation. Therefore, it is considered that the approach would be justified based on the requirements of the development plan and national planning policy and guidance. Officers advise therefore that subject to an appropriate mechanism being defined within the planning obligation, this approach can therefore be afforded material, positive weight within the determination of the application.

Overage / Contingent Sums

5.41 Overage is a term which is used generally to describe the capturing of any additional funds which are demonstrated following a viability review.

5.42 On large-scale schemes such as this, where the development is likely to be delivered over a relatively long time-line, and where outline planning permission is sought for the scheme as a whole, it is important to understand that there are many variables within the viability model which has been created and that the viability of the scheme could change significantly over the development time-line. Changes in aspects such as build costs and sales values, combined with changes in wider market conditions, the speed of delivery, and infrastructure provision, can all impact on the viability model over-time.

5.43 The use of review mechanisms as a tool are advocated by the NPPG as a way of providing flexibility or encouraging development delivery, and the guidance advises that review mechanisms are a way of strengthening the ability for a development to become (more) policy compliant over the lifetime of a project. This enables the viability of longer-term projects to be considered over changing economic cycles and to reflect changing market conditions.

5.44 Officers believe, supported by the views of our retained viability consultants, that there is potential for the viability of the scheme to be improved over-time. This could be as a result of changing market conditions (e.g. improvement in residential values), changes in build costs (e.g. reductions through changing construction techniques), changes in delivery methods (e.g. incorporation of self/custom-build or use of smaller housebuilders) and potential support from external funding sources (such as HIF) or external organisations (such as Homes England). Given the Council’s Growth agenda, it is considered that all of the above measures can be discussed with the applicants on an ongoing basis over the lifetime of the development, as part of the desire to secure high quality delivery.

5.45 It is therefore important to give weight to the benefits that an appropriate review mechanism and overage arrangement can have in terms of ensuring that planning objectives (such as delivery of Affordable Housing) are met where possible. This is particularly important when considering the scheme against the Garden Village principles, one of which is centred upon land-value capture.

5.46 Within the discussions regarding the necessary contributions, and the planning obligation, potential contingent (verage-based) sums have been identified. These sums are to contribute towards the GSRR, Affordable Housing and Education, and are identified as being in addition to the initial 'tariff' payment.

5.47 For an overage arrangement to work effectively on a scheme such as this, there must be mutual value and incentive in seeking to achieve an improvement in the viability position. It must be in the interest of the developer of the scheme to see value being created, whilst also ensuring that any mechanism is appreciative of the costs and risks associated with bringing forward the development. There is an acceptance from the applicants that it is necessary to have appropriate overage and review mechanisms in place, based on an appreciation that the scheme's viability position may change significantly over-time. The applicants are also understanding of the benefits of the Garden Village and that there is potential for the value of the project to increase if delivered effectively, as well as the potential for significant changes in costs associated with the development's delivery to be reduced if other forms of funding can be obtained. The applicants understand the value of working with the Council to achieve a scheme which is in accordance with the Garden Village principles.

5.48 Discussions regarding the approach to viability review and overage have been held. There is common agreement that any mechanism needs to be reflective of the phased nature of the development and should not hinder its overall delivery. Further, any review mechanism should be simple to administer, robust and accurate (being based on evidence), and should look at costs as well as values. The advice from GVA is that it is reasonable for the parties to expect that the review considers both costs and values, this is due to the length of the development lifetime (which could be over more than one economic cycle), and both may change. Officers support looking at both costs and values in this case as the site would be delivered over a 30year timespan, and for example how buildings are constructed in future could allow for reductions in build costs (e.g. potential reductions due to modern techniques – modular/off-site). Including costs and values would allow a more accurate review to be undertaken in future once more detail is available about the final design, and there is a greater understanding of the market conditions at the point of delivery. Having discussed approaches with the retained consultants (who have experience of working on similar large-scale, complex proposals), there is belief that an appropriate review mechanism and overage arrangement can be established within a planning obligation which would achieve these principles. It is recommended that if as a result of the relevant reviews additional value can be identified, this value should be split on a 51% developer : 49% public sector basis – reflecting the risk profile of the development and to encourage efficient and effective delivery. Any sums then received by the Council (for the public sector) would then be divided across the requirements for the GSRR, Affordable Housing and Education. Any surplus created as a result of public subsidy or investment (such as HIF) would not be subject to the 51:49 split, as these funds are required to be recycled – which could include Affordable Housing. There would also be an appropriate mechanism to allow any surplus contingent sums (beyond those identified in the Heads of Terms) to be directed towards additional affordable housing up-until policy compliance is achieved.

5.49 Both the Council's retained viability specialist and retained Legal advisors for this project are supportive of the approach to overage and review mechanisms, and these arrangements would be accounted for within any planning obligation. There is an appropriate justification within the development plan and national planning policy and

guidance for the use of, and reliance upon review mechanisms to 'catch' any added values and contingent sums and that these are appropriate for a scheme of this size and projected timeline. Officers, GVA and Mills & Reeve are all aware of various real-world examples of review mechanisms which have been used on large-schemes, and there are therefore successful examples, which the end mechanism would reflect where appropriate – for example on matters such as format, information requirements (e.g. 'comparables'), index-linking, inflation etc. There would also be appropriate clauses to ensure that the reasonable costs of the reviews are met by the developers. Officers advise therefore that subject to an appropriate mechanism being defined within the planning obligation, this approach can therefore be afforded material, positive weight within the determination of the application.

- 5.50 With regard to both the nature and extent of the contributions required, and the general approach to securing the required sums (based on the above), Officers consider that these would be acceptable and would be in accordance with all relevant tests. Furthermore, the review mechanism approach would allow the potential for the scheme to become more in compliance with policy over the lifetime of the project. It is considered that the package presented would meet all of the relevant CIL Regulation 122 tests.
- 5.51 It is therefore recommended that subject to the satisfactory conclusion of a relevant planning obligation, based upon the approach set out within the Heads of Terms (Appendix 4) the proposals would provide mitigation for the impacts of the development and to be policy compliant (Policies SP1, H1, SP3 and H3, the South Kesteven Planning Obligations SPD), as well as being compliant with the statutory tests of CIL Regulation 122, the NPPF and NPPG regarding the use of planning obligations. This would therefore weigh in favour of the proposal and the granting of planning permission.

Other Scheme Benefits

- 5.52 The development proposed is a strategically important one, which has the potential to deliver a significant proportion of the District's overall housing supply both in the short and longer term. It therefore plays an important role in ensuring the Council has a 5 Year Supply of Housing Land (5YHLS) as required by the NPPF whilst also ensuring that the Council can achieve its Housing Delivery Test requirements, and this is reinforced by the emerging policies of the new Local Plan which seek to allocate the site. Moreover, the draft Local Plan sees the potential of the site to deliver a significant increase in the number of homes available within the Grantham area, thus enabling the needs of the area to be met whilst indirectly encouraging further local economic investment and growth. The scheme therefore supports strategic growth objectives.
- 5.53 The scheme would directly and in-directly contribute towards and support the delivery of the Grantham Southern Relief Road. This road sets the ideal framework for the comprehensive development of this site. It is also integral to unlocking other sites within the Grantham area, as well as alleviating some of the existing traffic problems which occur within the town. The scheme forms an integral part of the HIF bid, which if successful would help unlock the wider strategic infrastructure provision, and also forms part of ongoing discussions with other organisations such as Homes England with regard to increased housing delivery within the District. The scheme would also include opportunities for the release of employment land, job creation, and would contribute to the economy.
- 5.54 In total, the scheme would secure £27.8m of contributions, which could rise to circa £73m subject to the overage arrangements. Other in-direct benefits including the potential New Homes Bonus (a 'local finance consideration') from the delivery of new residential units can be afforded material weight in the determination of the proposals, alongside other general considerations such as the growth in the council tax base and general population within Grantham which would aid in supporting inward investment and continued support of existing services.

5.55 Environmentally, the scheme would not result in any likely significant adverse environmental effects and would make positive contributions through a number of objectives, most notably through the creation of new habitat and provision of new open-spaces, an integrated landscape approach within the development, as well as improved connectivity and accessibility including the improvement of the river side area around the River Witham corridor. There will be an integrated landscape approach within the development.

5.56 To that end, it is considered that there are a variety of significant social, environmental and economic benefits resulting from the proposal which form three important elements of sustainable development, as advocated by the NPPF, and are given weight within the overall planning balance.

Garden Village Principles

5.57 The application has been prepared as a Sustainable Urban Extension (SUE), in line with the established planning policy context set by the Core Strategy and the associated SPD. As per the previous report to Committee, Members resolved that in principle the proposals were acceptable, as the scheme as an SUE would be in accordance with the relevant policies of the development plan.

5.58 With regard to the site now having been designated as a Garden Village, the previous report identified that:

“...since the application was submitted, the site has been identified as one of 14 Garden Villages to be constructed in England. The Design and Access Statement (DAS) describes how the vision for the development embraces similar ideals to those of the Garden Cities and Garden Suburbs approach to delivering successful and sustainable places, including a strong ‘green’ character and a distinctive and accessible framework of woodland, trees, open spaces and landscape corridors. It contains a number of Key Design Principles which will guide the production of Site Wide Strategies and Key Phase Design Codes that will ensure the development is developed to a high design standard.”

5.59 The applicants have advised that they remain committed to working in partnership with the Council and other stakeholders to deliver the Garden Village for the benefit of Grantham and the District. However, they do not wish to see this result in further delays to this project. As part of the actions since the item was reported to Committee in July 2017, the Council and applicants have engaged with specialist consultants (HYAS) who have undertaken actions (including a workshop, and review of potential conditions/S106 obligations) to see how this can be best achieved. It is envisaged that following any grant of permission there would be a next layer of design work which would be at a more detailed scale which would establish the overall ‘vision’ for the site.

5.60 Whilst the scheme as presented to date has been worked up in close alignment with the SPD, it is considered that it is possible that the scheme would overlap with a number of the Garden Village principles, and therefore it is possible that through the proposed conditions and S106 there would be the ability to evolve the development to a Garden Village.

5.61 There is no set vision, or template for a garden settlement, although there are generally accepted principles. Each of the modern garden settlements proposed is different, responding to the needs, context or requirements of the place in which they would be located. The consistent theme however is the creation of an exemplar, sustainable new settlement, which draws from the Garden City principles.

5.62 The Government has recently reaffirmed its commitments to Garden City principles (as defined by the Town and Country Planning Association) within paragraph 72 (c) of the National Planning Policy Framework as part of its aim to improve design quality. These

aims are set out in the table below, with reference given as to what mechanisms would be in place to enable the scheme to meet these objectives:

TCPA GV Principle	How it would be dealt with at Spitalgate
Land value capture for the benefit of the community.	Through the S106 agreement which would secure contributions required, and review mechanisms for contingent sums.
Strong vision, leadership and community engagement.	<p>The ‘strong vision’ would be developed as the next stage of design work, as required by the conditions.</p> <p>The ‘leadership and community engagement’ would be embedded through management objectives within the S106, and also through design engagement exercises (such as design charrettes) in the development of the vision.</p>
Community ownership of land and long-term stewardship of assets.	Community stewardship would flow from the embedded management objectives within the S106. In addition, the site includes provision of a community centre and local centre which would deliver opportunities for community ownership. The Public Open Space would also be transferred to the Council, which could then be managed, or transferred to an alternative organisation such as a trust or parish council or community group.
Mixed-tenure homes and housing types that are genuinely affordable.	<p>This would be secured through the development itself (as set out in the ES) and the obligations in conditions and the S106.</p> <p>The scheme has the potential to deliver a significant number of homes, of a variety of sizes, and tenures which would be able to reflect changing needs and demands over the life-time of the development.</p>
A wide range of local jobs in the Garden Village within easy commuting distance of homes.	<p>The development includes area for land-use for creation of jobs within the site and provides connections to the remainder of the town. The development itself would therefore meet this objective. This can be reinforced within the ‘strong vision’.</p> <p>The provision of a significant level of growth and provision of new homes would make the site and Grantham generally more attractive to new investment and growth, including creation of new businesses.</p>
Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.	<p>The emphasis of Spitalgate Heath as a place will be informed by the work undertaken to date through the ES and the key principles within the DAS. The conditions as refined with HYAS would enable this objective to be achieved.</p> <p>This objective would link to the ‘strong vision’ which be developed as the next stage of design work, as required by the conditions.</p>
Development that enhances the natural environment, providing a comprehensive green infrastructure	The emphasis of Spitalgate Heath as a place will be informed by the work undertaken to date through the ES and the key principles within the DAS.

TCPA GV Principle	How it would be dealt with at Spitalgate
network and low carbon and energy-positive technology to ensure climate resilience.	This objective would link to the 'strong vision' which be developed as the next stage of design work, as required by the conditions.
Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.	The development includes area for land-uses to achieve these objectives. Detailed work on ensuring that these requirements are met would be undertaken as part of the next stage of design work, informed by the work undertaken the ES and the key principles within the DAS. The mechanisms for this fall within the conditions.
Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.	The development itself includes opportunities to achieve these objectives. Detailed work on ensuring that these requirements are met would be undertaken as part of the next stage of design work, informed by the work undertaken the ES and the key principles within the DAS. The mechanisms for this fall within the conditions.

5.63 Having undertaken analysis in relation to how the objectives of the application (as an SUE) and how the objectives of garden settlements inter-relate, it is considered that it is readily possible through the conditions and S106 that the proposals would achieve many of the garden settlement principles. These mechanisms would also allow sufficient flexibility to enable further detailed design work and review in order that the development would be of an exemplar design quality and would align more fully with the vision for the site as a garden village. This position is reinforced by the views of HYAS, and who have helped shape and inform the design-related conditions based on examples from other large scale SUEs and Garden Village proposals.

5.64 The conditions proposed have been developed to reflect adopted approaches and would form a design-cascade based on a tiered approach. This is summarised below:

Tier 1	These are mandatory elements which provide the overarching elements of the permission such as the time limit and parameters.
Tier 2	These are the site-wide framework and delivery strategy which are based on the development parameters but provide the more detailed vision for the site. Tier 2 must comply with tier 1. These must be agreed before detailed work can be undertaken to develop proposals within any phase
Tier 3	These are the Phase-wide or Phase-specific strategies, briefs and codes – such as Residential Design Codes. These will guide Reserved Matters submissions within those phases of the development. These must comply with Tier 1 and 2 and provide the detailed framework for further submissions. These must be agreed before work can commence in a particular phase
Tier 4	These represent Reserved Matters submissions for particular sites within each phase. Tier 4 submissions must comply with tiers 1-3 and any conditions under tier 5. A compliance condition under tier 1 would require a compliance statement to be provided with each Reserved Matters application.

Tier 5	These are the technical or issue specific conditions. These also include directional requirements and are necessary to satisfy consultees. Tier 5 conditions do not have to follow chronologically and could be relevant to any of the above tiers.
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5.65 It is therefore envisaged that following the grant of outline planning permission, there would be a next level of design work which would inform the strategic design frameworks for the site. This is anticipated to take between 12-15 months to work-up and agree. This would then establish the 'vision' for the site and would in turn influence the phase-specific elements and the Reserved Matters for each part of the site.

5.66 It is considered that this approach is appropriate given the scale of the project and the aspirations to achieve a great place to live and work which would achieve garden settlement principles. The approach identified above would be suitable for this outline application, as it enables the work undertaken to date to be taken forward, but also allows sufficient flexibility for it to be refined to create the 'strong vision' required for the place. Further it allows an appropriate level of flexibility over-time enabling the development to respond to changes such as market conditions, build techniques and new technologies, which may occur over the life-time of the development.

5.67 It is important to acknowledge the requirements of policy GR3-H1 which seeks to embed the Garden Village principles within the emerging policy relating to the site as an allocation within the new Local Plan. As this policy can be afforded increased weight at this stage, its future direction can be recognised, and this reinforces the need to have in place appropriate mechanisms (as recommended by the conditions and S106 obligations) to enable these policy objectives to be met in future.

5.68 To this end, the mechanisms proposed and as discussed with the applicants, are required to make the development acceptable in planning terms and ensure that the proposals are reflective of the current planning policy context as well as that of emerging policy within the new Local Plan. It is therefore considered that there is a lawful basis for the inclusion of those measures, which is also supported by the NPPF.

Draft Conditions

5.69 Within the 2017 report a series of high-level, draft conditions were presented. These were based upon the information that has been presented within the application, the responses from consultees, and were informed by discussions with the applicant at that time. Members will recall that the conditions outlined the broad theme of the matter to be considered by each condition and draft wording, along with an indication of why the condition was required. It was identified at that time, that the final list of conditions would be brought back to the Committee for approval.

5.70 Since the Committee's 2017 resolution, Officers have continued to work with HYAS and others (as explained earlier in this report) to develop conditions which would be of merit for inclusion within this decision. Officers have continued to engage with Mills & Reeve (retained legal advisors) to utilise their experience of conditions on similar projects and to ensure that the conditions as proposed would be lawful and meet the necessary tests. This has seen changes to the conditions from the previous report, including consolidation of requirements where possible in order to avoid duplication.

5.71 An updated set of conditions are presented as Appendix 5. The conditions as worded have been developed in order to ensure that they meet the requisite 'tests' as set out within the NPPF, PPG and planning law. However, appropriate flexibility has also been incorporated into the wording of the conditions to enable certain elements of the scheme to come forward and also to prevent the conditions from becoming a barrier to development delivery. Both aspects of this are of equal importance in relation to the objectives of the Council and the

Government to support the efficient and effective delivery of high-quality housing developments.

5.72 There are matters which are required to be fixed, for example by virtue of the requirements of the Environmental Impact Assessment (EIA) regulations, in order to ensure that any subsequent development on the site is undertaken in accordance with the assessments that have been undertaken and any subsequent mitigation that is required. Where necessary, the objectives of the conditions reflect these requirements. Similarly, as appropriate the conditions have been designed so as to meet the requirements of statutory and technical consultees.

5.73 The place-making conditions reflect the advice received from HYAS and reflect the transitioning of the scheme from an SUE to a Garden Village as referred to in the previous section of this report.

5.74 Furthermore, the conditions have been shared and discussed with the applicants; this is in line with more recent changes in planning legislation to align with the spirit of proactive working and to prevent un-necessary barriers to delivery. It is considered that as a matter of general principle the conditions as recommended would meet the relevant tests, are necessary to make the development acceptable in planning terms, and to ensure that relevant policy objectives of the development plan are achieved. Officers do however request that Members grant Delegated Authority to enable the precise wording and framing of conditions to be refined by Officers in consultation with the Chairman and Vice-Chairman over the coming months alongside the work on the S106 obligation. Subject to an appropriate set of conditions being achieved, the recommendation would be to grant approval for the development.

Planning Balance

5.75 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. This evaluation is effectively termed the 'planning balance'.

5.76 Officers presented the planning balance within section 14.0 (Conclusion) of the July 2017 report, within which it was concluded that having evaluated all matters and subject to the satisfactory resolution of planning conditions and the S106 obligation, the development is considered to be a sustainable form of development which is appropriate for its context and that it is in accordance with Policies EN1 (except landscape and heritage criteria), EN2, SP1, H1, H2B, H3, SP3 and SP4 of the South Kesteven Core Strategy and the NPPF (Sections 4, 6, 7, 8, 10, 11 and 12).

5.77 To that end, it is not proposed to re-present the overall balance that was put forward previously, but to advise that Officers continue to support the outcome of that balance which was undertaken previously, and which concluded that the development is considered to be a sustainable form of development. The matters contained within this report and discussed above supplement that earlier position. There have been no changes in planning policy which would warrant a different conclusion being reached.

5.78 Through the use of a planning obligation, it is possible for the development to be made acceptable in planning terms and to accord with the relevant objectives of the development plan. The scheme would include for appropriate contributions to mitigate the impact of the development and to align with required planning policy objectives, whilst also including for review mechanisms which would enable the viability of the project to be considered over the life-time of the development and which has the potential to allow for the scheme to

deliver increased levels of contributions towards policy objectives (such as Affordable Housing) over the longer-term.

5.79 In addition, though the use of planning conditions, it is possible to ensure appropriate mechanisms are in place to secure a high quality, and sustainable form of development which aligns with the objectives of current planning policy, whilst also allowing the ability for the site to conform with emerging policy requirements relating to the delivery of the site as a garden settlement, and to meet the objectives of the NPPF of securing high-quality housing delivery.

5.80 The proposals would be acceptable in relation to the environmental effects of the scheme, and would also present significant social and economic benefits, most notably through the provision of housing. This is a significant site in terms of contributing towards the level of housing within the Grantham area and the wider District objectives relating to housing distribution, delivery and growth, and this is afforded significant positive weight in favour of the scheme. Furthermore, the delivery of this site would contribute towards the delivery of the GSRR and other infrastructure and as a result would have the potential for positive indirect effects relating to further investment and growth within Grantham and the District as a whole. It would therefore align with the objectives of the NPPF which seeks to proactively support sustainable development, growth and additional housing delivery.

5.81 The development is in accordance with the development plan (when taken as a whole) and it is not considered, having carried out the planning balancing exercise, that there are any material considerations which indicate otherwise than a grant of planning permission. The inclusion of suitable planning conditions, and planning obligations would ensure that the development is acceptable in planning terms. Moreover, the development would have wider benefits including new housing, new expenditure in the town, new customers for the existing shops and services, the creation of new places where people can live, work, be educated and enjoy recreation, and importantly facilitating and supporting the delivery of the GSRR. As such it is concluded that for the reasons set out in this report (inclusive of the appendices) the scheme would be acceptable and is recommended for conditional planning permission, with any permission being subject to the satisfactory completion of a relevant planning obligation.

5.82 In reaching this conclusion Officers have also had regard to the requirements of the Equalities Act 2010.

6.0 Crime and Disorder

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

7.0 Human Rights Implications

7.1 Articles 6 (Rights to fair decision making) and Article 8 (Right to private family life and home) of the Human Rights Act have been considered in making this recommendation. It is considered that no relevant Article of that act will be breached.

8.0 Recommendation

8.1 Defer to the Chairman or Vice-Chairman, in consultation with the Head of Development Management and Assistant Director for Growth, for approval of the application subject to:

1. The provision of a S106 planning obligation in accordance with the requirements set out within this report
2. Final approval of the conditions

8.2 In the event that the S106 planning obligation has not been completed within a six month period and where, in the opinion of the Head of Development Management, there are no extenuating circumstances which would justify a further extension of time, the related planning application shall be refused planning permission for appropriate reason(s) on the basis that the necessary criteria essential to make what would otherwise be unacceptable development acceptable have not been forthcoming.

9.0 Planning Conditions & Informative Notes

9.1 The planning conditions and informative notes are set out in Appendix 5.

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Appendix 1

SB	S14/2169	Target Decision Date: 11th December 2015 Committee Date: 18th July 2017
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Applicant	Mr S Vickers Buckminster Trust Estate Estate Office Buckminster Grantham
Agent	Mr A Russell-Wilks Aancer Spa Ltd Royal Oak Business Centre 4 Lanchester Way Royal Oak Industrial Estate
Proposal	Application for outline planning permission to develop the site as a mixed use urban extension comprising: up to 3700 dwellings including sheltered housing for the elderly and extra care accommodation in Class C2. Up to 110,000 sq m of employment space within use classes B1, B2 and B8. B1 30%, B2 35%, B8 35%. Educational facilities including a primary school and a secondary school. A local centre up to 8,000sq m including use classes A1 shops, A2 financial and professional offices, A3 restaurant, A4 public house, A5 takeaway, B1 police room, D1 health centre and crèche, D2 community hall and gym. Associated open space, playing fields and changing rooms, play areas, allotments, woodlands, wildlife habitat areas and sustainable urban drainage system. Roads, footpaths, cycleways, car and cycle parking. Utility services including electricity substations and pumping stations. (ALL MATTERS RESERVED)
Location	Land South Of Grantham
Application Type	Outline Planning Permission with EIA
Parish(es)	Londonthorpe & Harrowby Without Parish C
Reason for Referral to Committee	The proposal is for a strategically important mixed use sustainable urban extension and includes a s106 planning obligation.
Recommendation	That the application is:- Approved conditionally subject to the satisfactory resolution of planning conditions and the s106 agreement
Report Author	Sylvia Bland - Business Manager - Development Management and Implementation 01476 406080 Ext: 6388 S.Bland@southkesteven.gov.uk
Report Reviewed By	Paul Thomas – Executive Manager – Development & Growth

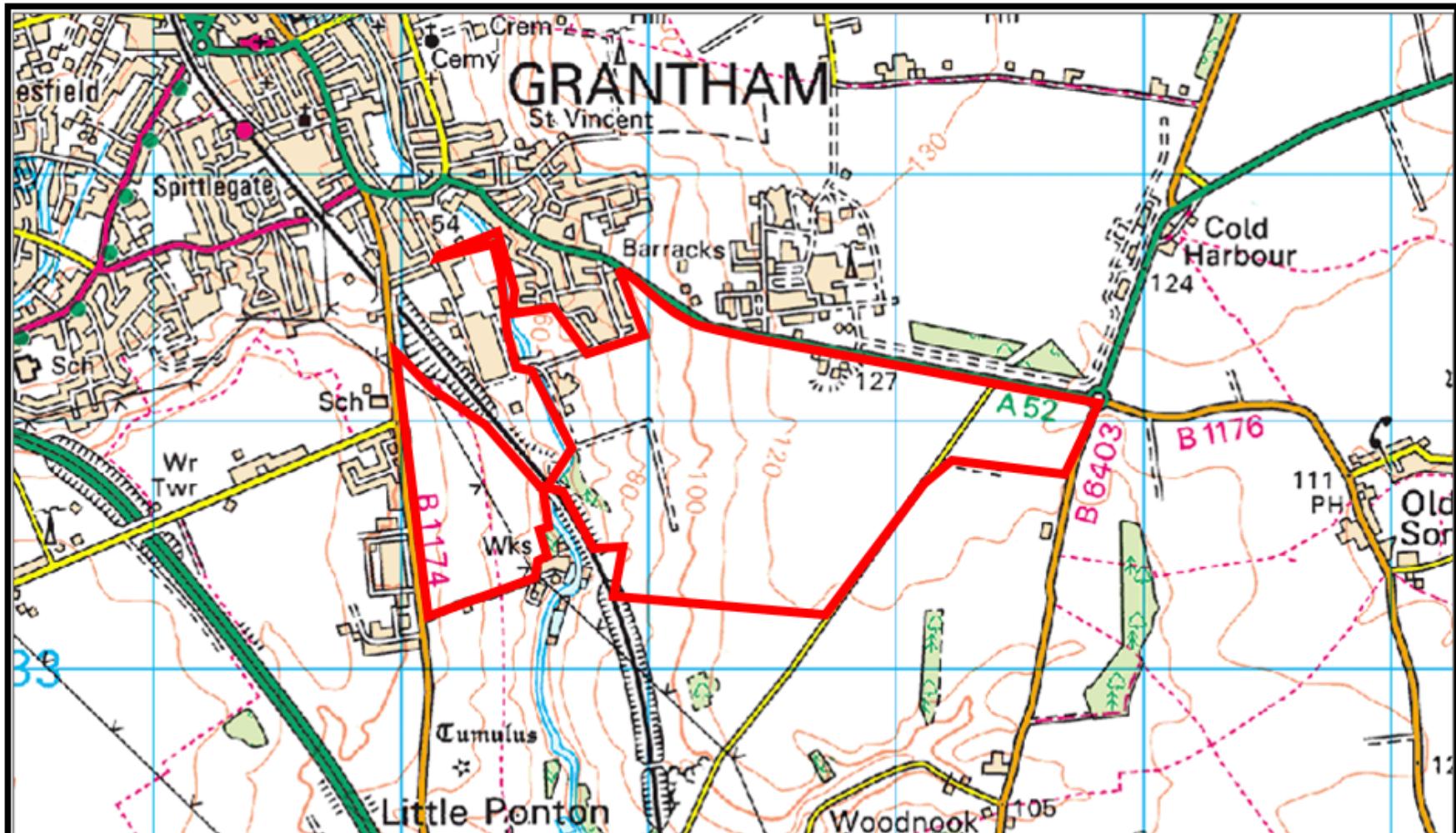
Key Issues

- Principle of development
- Phasing
- Traffic impacts
- Heritage
- Landscape
- Ecology
- Water environment
- Air quality
- Noise
- Socio-economic impacts
- Impact on residential amenity

- Design, crime prevention and fire safety
- Affordable housing
- Section 106 contributions

Technical Documents Submitted with the Application

- Environmental Statement and Appendices
- Parameters Plans
- Design and Access Statement
- Transport Assessment
- Framework Travel Plans
- Illustrative Masterplan



Key

● Application
Location

□ Application
Boundary

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1.0 Context

1.1 Grantham has been identified as an urban area with the capacity to support sustainable growth through its development objectives. The town is strategically well located, being adjacent to the A1 trunk road and connected to the East Coast main line between London and Edinburgh. In 2006, Grantham was awarded Growth Point status as an area for significant new housing development and road infrastructure as well as other improvements including strengthening the role of the town centre. The adopted Core Strategy housing distribution policy H1 identifies that Grantham should provide more than half the annual District housing requirement. To achieve the Council's growth objectives, it has been necessary to identify two urban extensions in Grantham – at the North West and Southern quadrants - to ensure that sufficient new homes are provided over the next 20 years and beyond. It is intended that the Southern Quadrant SUE will provide strategic areas of housing and employment development, offering the opportunity to provide significant benefits to Grantham including a reduction in traffic congestion. Planning permission has already been granted in 2013 for the Southern Quadrant Link Road which forms Phase 3 of the Grantham Southern Relief Road (GSRR). Lincolnshire County Council (LCC) completed the construction of Phase 1 in 2016.

1.2 This application, relating to the Southern Quadrant SUE, is being promoted by the landowner as Spitalgate Heath.

1.3 Since the application was submitted, the site has been identified as one of 14 Garden Villages to be constructed in England. The Design and Access Statement (DAS) describes how the vision for the development embraces similar ideals to those of the Garden Cities and Garden Suburbs approach to delivering successful and sustainable places, including a strong 'green' character and a distinctive and accessible framework of woodland, trees, open spaces and landscape corridors. It contains a number of Key Design Principles which will guide the production of Site Wide Strategies and Key Phase Design Codes that will ensure the development is developed to a high design standard.

2.0 Description of the Site

2.1 The site comprises 223.47 hectares of predominantly agricultural land on the southern edge of Grantham, to the west of Old Somerby and to the north of Little Ponton. It is bounded to the north by the A52 Somerby Hill, to the east by B6403 High Dyke / Whalebone Lane, to the south by the as yet unconstructed section of the GSRR and Waterworks Lane, and to the west by the B1174 Spitalgate Level.

2.2 The surrounding land uses include Prince William of Gloucester Barracks and the Saltersford Road housing estate to the north, Kesteven Rugby Club to the west, Little Ponton quarry and the Saltersford Water Treatment works to the south together with car show rooms and commercial uses to the west. The nearest residential uses are at the Saltersford Road estate, isolated properties on Waterworks Lane including Daily Mail Cottage, the Cheveley Park mobile home park on Spitalgate Level, an isolated pair of semi-detached properties on Somerby Hill adjoining the site and residential accommodation at the Barracks. To the east and south of the site lies open countryside. The site is bisected by the River Witham and the East Coast Main Line (ECML) between which lies an area of land comprising in part an active employment use and dense scrub.

2.3 At present, the site is farmed intensively for arable use with some grazing land on the lower slopes. In terms of its topography, the site can be divided into two parts: one half comprising the relatively steeply sloping sides of a river valley and the other comprising a higher, flat plateau. There are a very limited number of natural features within the site mainly comprising the hedgerows along the boundaries of the site with Somerby Hill, Whalebone Lane, Saltersford Road and Waterworks Lane with further hedgerows within the site itself. A copse of trees is located at the edge of the plateau clearly visible from Spitalgate Level. Immediately adjacent to

the ECML and the River Witham, the land is generally wooded interspersed with scrub and marshy pockets.

2.4 The numbers of built features are equally limited comprising a number of electricity pylons traversing the western part of the site in a south-east to north-west direction and Paper Mill farmstead located near the River Witham. A small play area lies in the north-west corner of the site. There is a strategic water main running north-south through the eastern part of the site. The built environment will change substantially in the locality upon construction of the remaining stretch of the GSRR which will introduce a major urbanising feature into the landscape and will connect the site with the A1 strategic route network.

2.5 There are no statutory designations for heritage or ecological purposes within the site itself. To the south lies a Scheduled Monument, a Bronze Age bowl barrow, located within pasture land in private ownership. There are a number of listed buildings within Little Ponton. Alongside the River Witham and East Coast Main Line, there are two Sites of Nature Conservation Interest (SNCIs). A public footpath runs through the western part of the site connecting Spitalgate Level with Little Ponton. There is a Source Protection Zone (SPZ) for water abstraction around the Saltersford Water Treatment Works.

3.0 Description of Application

3.1 The proposal is for a mixed use urban extension comprising both residential and employment uses. The uses proposed include:

- Up to 3,700 dwellings including housing for the elderly and extra care accommodation in Use Class C2
- Up to 110,000 square metres of employment space within Use Classes B1 (30%), B2 (35%) and B8 (35%)
- Educational facilities including a primary school and through primary/secondary/sixth form
- Local centre up to 8,000 square metres including Use Classes A1 Shops, A2 Financial and Professional Services, A3 Restaurant, A4 Public House, A5 Takeaway, B1 Police Room, D1 Health Centre and Crèche, D1/D2 Community Hall and Gym
- Associated open space, playing fields and changing rooms, childrens' play areas, allotments, woodlands, wildlife habitat areas and sustainable urban drainage systems
- Roads, footpaths, cycleways, car and cycle parking
- Utility services including electricity substations and pumping stations

3.2 The application is made in outline with all matters reserved for future approval; therefore, at this stage approval of the principle of development is sought based on the submitted Parameters Plans, DAS and Development Schedule. The Environmental Statement (ES) identifies and assesses any significant impacts of development on environmental matters. Any future reserved matters applications must be in conformity with the Parameters Plans, the DAS design principles and the mitigation measures included in the ES. This is to ensure that the development stays within the assessed parameters and delivers the necessary mitigation

3.3 The approved GSRR will extend from a new junction on the A1 to the roundabout on the A52 at Somerby Hill. Phase 1, comprising the roundabout on the B1174 and initial length of road at the King31 employment site, has been constructed. Phase 2 will comprise the junction and slip roads to the A1. Work will commence on Phase 2 early in 2018. Phase 3 comprises the Southern Quadrant Link Road, comprising 3km of new road from the B1174 roundabout to the A52 Somerby Hill roundabout.

3.4 The Parameters Plans for the ES, upon which the application should be assessed, show that the residential areas will be located to the eastern part of the site with a main spine road running north-south to connect Somerby Hill to the new development roundabout on the GSRR. The local centre would be located on the spine road and will include a variety of retail, community (healthcare and community centre) and employment facilities. The schools would be sited

nearby. Strategic landscape corridors, retaining existing hedgerows, would be created across the site to define areas of development. Play areas would be incorporated alongside the landscape corridors. Outdoor sports pitches would be created alongside the through school and Kesteven Rugby Club. Allotments would be provided to the area south of the GSRR.

3.5 The Development Schedule sets out the amount of land for each proposed use:

Use	Area (ha)
Residential Use	98.73
Employment Use	26.53
Local Centre	2.02
All-through School	5.76
Primary School	1.8
Primary Sub-station	0.08
Total Built Development Uses	134.92
Informal Natural Green Space	35.94
Outdoor Sports	7.69
Allotments	2.00
Equipped play space	1.12
Parks and Recreation	10.39
Total Green Infrastructure	57.14
GSRR road corridor and Junctions	17.60
Primary street	1.48
TOTAL DEVELOPMENT AREA	211.14
Other areas	12.33
Red Line Application Site Boundary	223.47

3.6 The residential part of the site will be developed in three main phases starting closest to existing residential areas on Somerby Hill. The first phase will include approximately 1212 dwellings, the local centre, primary school, spine road and strategic landscape corridors. Access to the site will be taken initially from Somerby Hill; however, it will be limited to 150 dwellings until the GSRR is completed and operational. The second phase will see development of approximately 1221 dwellings progress eastwards along Somerby Hill to include further accesses, the through school and outdoor sports pitches. The third phase will see development of approximately 1266 dwellings progressing south along the spine road to the GSRR. In total, three access points from Somerby Hill are indicated together with one access from the GSRR. No vehicular access is proposed to the residential development from Saltersford Road and Bridge End Road. It is anticipated that residential development will proceed at around 125 dwellings per annum giving an overall build period of 25 to 30 years.

3.7 The employment part of the site will include a potential range of business, office, manufacturing, general industrial and distribution uses. The GSRR will extend through the southern part of this area within new employment development on either side of the new road. The existing public footpath will be diverted to provide a pleasant route adjacent to the woodland on the eastern edge of this area. Employment uses will be accessed from three access points, two directly from the B1174 and one from the new roundabout on the GSRR.

3.8 As part of the development will take place on sloping land, the Parameters Plans include limits to the maximum changes to ground level and building heights on both residential and employment development.

3.9 The green infrastructure will comprise 57 hectares in total and include:

- River Witham corridor and Paper Mill Park – an extension to the Riverside Walkway will connect the site to Grantham for pedestrians and cyclists. The creation of a new park alongside the River Witham will reflect the location of existing parks in the town.

- GSRR green corridor – informal landscaped area with footpaths alongside the new road
- Greenways – strategic landscape corridors through the site aligning with existing hedgerows to provide a landscape setting
- Landscape edges to the existing settlement – provided following the outcome of public consultation
- Outdoor Sports Pitches, allotments and play areas – provided to meet Council requirements for new residential development

3.10 Footpaths and cycle paths will be provided through the development including a proposed extension to the Grantham riverside walkway leading to the site and along the A52 Somerby Hill. The applicant intends to connect the eastern and western parts of the site via a footpath link and bridge across the River Witham. The site will be drained using sustainable urban drainage methods incorporating a mix of infiltration and attenuation depending on ground conditions.

3.11 The vision for the development, set out in the DAS, states that:

Spitalgate Heath will create a distinctive and high quality development with exciting and inspiring places to live, work and play. These will draw upon existing successful spaces and places in Grantham and will add design ideas based upon the unique qualities and characteristics of the site.

The development will respond sensitively to the site and its setting; conserving yet embracing the River Witham corridor; maximising the opportunities afforded by the site's topography; and respecting its settlement edge neighbours.

A green structure will run throughout Spitalgate Heath, with open spaces, woodlands, wetlands, tree lined streets and ecological habitats defining the new neighbourhood. A new riverside park, outdoor sports and play facilities, community orchard, allotments and woodlands connected by footpaths, cycleways and landscape corridors.

The development will promote the use of sustainable transport and link into the existing network of routes to the town, River Witham valley and wider countryside. In particular, connections will be made throughout the new development and with the existing urban edge and town centre beyond.

It will be a development that promotes health and wellbeing allowing new residents and businesses to thrive.

4.0 Relevant History

S13/1257- screening opinion issued requiring an ES to be submitted with the planning application
 S13/1254 - scoping opinion issued setting out matters to be included within an ES for the proposed development
 S13/0775 – planning permission granted for Southern Quadrant Link Road (GSRR Phase 3)
 S15/2101 – planning permission granted for Southern Quadrant Link Road (s73 application for minor amendments)

5.0 Policy Considerations

5.1 National Planning Policy Framework (NPPF)

Core Planning Principles
 Section 1 – Building a strong, competitive economy
 Section 4 – Promoting sustainable transport
 Section 6 – Wide choice of high quality homes
 Section 7 – Requiring good design
 Section 8 – Promoting healthy communities

Section 10 – Climate change, flooding and coastal change
Section 11 – Conserving and enhancing the natural environment
Section 12 – Conserving and enhancing the historic environment

5.2 South Kesteven District Council Core Strategy

Policy SP1 – Spatial Strategy
Policy SP2 – Sustainable Communities
Policy SP3 – Sustainable Integrated Transport
Policy SP4 – Developer Contributions
Policy EN1 – Protection and Enhancement of the Character of the District
Policy EN2 – Reducing the Risk of Flooding
Policy H1 – Residential Development
Policy H2 – Urban Extension Sites (Grantham)
Policy H3 – Affordable Housing
Policy E1 – Employment Development

5.3 Site Allocations and Policies Development Plan Document

SAP11 – Belton House

5.4 Southern Quadrant Supplementary Planning Document (SPD)

The Southern Quadrant SPD was adopted in 2013. It sets out a vision, objectives and set of design principles intended to provide guidance for developers for the implementation of a sustainable urban extension to the south of Grantham.

5.5 Grantham Transport Strategy

The strategy was endorsed by Lincolnshire County Council in 2007 and by the Council in 2009 to determine transport problems in the Grantham area could be tackled in order to make the town and its surroundings a more attractive place to live, work and visit.

6.0 SKDC Corporate Priorities

- 6.1 Support good housing for all
- 6.2 Keep SK clean, green and healthy
- 6.3 Grow the economy

7.0 Representations received

7.1 In accordance with the General Planning Development Management Procedure Order 2015 and the EIA Regulations 2011, the prescribed statutory consultees were consulted on the application. In addition, the Council sought the views of a number of non-statutory external organisations and in-house Council officers on technical aspects of the proposals. Given the scale of the proposed development, the Council engaged the services of independent consultants to provide advice on a range of specialist topics within the ES. This included an assessment of the adequacy of the ES itself and on the topics of noise, air quality, ecology, landscape and traffic.

7.2 A number of rounds of consultation were carried out as follows:

Initial consultation – September 2014
Consultation on amended ES – April 2016
Consultation on further information in relation to the amended ES – November 2016

7.3 The final comments of each of the statutory consultees, other organisations and SKDC advisors are summarised below.

7.4 SKDC ES Assessment Consultant:

7.4.1 Following a number of amendments to the ES, an independent review has concluded that the updated ES has assessed all likely significant effects and suggests that conditions are attached to the planning permission to manage the environmental effects of the development and deliver the mitigations required by the ES as it progresses over the construction period.

7.5 SKDC Landscape Consultant:

7.5.1 Comments on original ES: initially raised concerns relating to the methodology used in the Landscape and Visual Impact Assessment (LVIA) as it has affected the level of significance of the impact of the development on the surrounding landscape.

7.5.2 Comments on updated ES: following extensive correspondence, the revised LVIA now provides a more appropriate assessment of the likely significant landscape and visual effects in accordance with current guidance. Our consultant considers that there will be a major/moderate adverse impact on the Grantham Scarps and Valleys landscape character area at Year 0. There will be significant adverse visual effects at certain agreed receptors, residential properties and public rights of way.

7.6 Woodland Trust:

7.6.1 No objections to the development, however, given that the application is made in outline; they provide suggestions on how the scheme could achieve improvements for woodland biodiversity within the site through design coding and reserved matters applications. These include additional tree planting along the A52, providing species diversity and local provenance, ensuring early tree planting opportunities, contribution for tree planting to define character areas, contribute to street environment and to SUDS and meeting the Woodland Access Standard.

7.7 Historic England:

7.7.1 Comments on original ES: initially raised concerns that the application did not demonstrate the minimum level of information required under the NPPF and local planning policy in order to allow SKDC to determine the application.

7.7.2 Comments on updated ES: Historic England has no objections on heritage grounds. Following extensive correspondence, the heritage chapter of the revised ES and Supplementary Historic Environment Assessment now provide all the assessment conducted to date into a single chapter of the ES. Historic England consider that the proposed development will result in a level of harm to the significance of designated heritage assets in and around Grantham, including the Grade I listed Church of St Wulfram and the scheduled monument of the Bowl Barrow. Historic England advises that SKDC must be satisfied that we have received sufficient information to understand how harm can be avoided or minimised wherever possible, and how the type and extent of necessary mitigation as well as opportunities for enhancement of heritage assets can be addressed and delivered at the detailed design stage.

7.8 Heritage Lincolnshire:

7.8.1 No objections subject to mitigation measures (archaeological scheme of investigation) identified within the ES and in accordance with a phasing programme.

7.9 SKDC Conservation Officer:

7.9.1 No objections to the development. Advises that the development and associated GSRR will result in an overall enhancement of the Grantham and St Anne's Conservation Areas as a result of the significant removal of traffic through the town centre and recommends that the final proposals be

informed by the Grantham Townscape Character Assessment study to ensure the development has a sense of place and local identity.

7.10 National Trust:

7.10.1 No objections but advise that the Site Allocations and Policies DPD Policy SAP11 aims to ensure that proposals protect and enhance the setting of Belton House and Park, using the Belton House and Park Setting study. Support the proposals in the DAS that buildings will be 2 to 2.5 storeys and not more than 3 storeys in height and the provision of green infrastructure, wildlife corridor, cycleways and SUDS. Recommend consideration of structural planting along the A52 and ensuring roofing materials are recessive in colour and finish in relation to the wider landscape to minimise visual impact.

7.11 Environment Agency:

7.11.1 Comments on original ES: Raised significant concerns regarding the impact on protected species and their habitats, including white clawed crayfish; on use of infiltration as part of the proposed sustainable drainage system (plus other detailed concerns); and on the requirement for a preliminary Water Framework Directive assessment to ensure no deterioration to water quality within the River Witham.

7.11.2 Comments on updated ES: Following extensive discussions, revision to the ES and the submission of a preliminary Water Framework Directive assessment, the Environment Agency raises no objections subject to conditions relating to the prevention of infiltration of surface water drainage into the ground within Source Protection Zone 1 other than with consent of the local planning authority and for the remediation of contamination not previously identified on the site. On water quality, the Environment Agency welcomes the applicant's support for any future habitat works along the River Witham and on implementation of Water Framework Directive mitigation measures. They recommend the incorporation of mitigation measures in the River Basin Management Plan to help reduce the impact of some of the potential stresses that are not fully understood or difficult to quantify such as potential for increased abstraction from Saltersford, changes to riparian vegetation management and increased impact from urban diffuse pollution.

7.12 Anglian Water

7.12.1 No objections subject to condition relating to the submission of a foul water strategy.

7.13 Upper Witham IDB:

7.13.1 No objections provided the proposed development is constructed in accordance with the submitted drainage strategy.

7.14 LCC Highways:

7.14.1 No objections subject to conditions. Advise that the TA appears to be a fair and balanced appraisal of the impact of the proposed development on the local highway network and infrastructure, albeit that there are some clarifications / addendums required from the applicant. The TA has been prepared in accordance with the relevant guidance and has followed the scope agreed at pre-application with the Highway Authority and Highways England. The TA demonstrates that the proposals can be accommodated on the highway provided the mitigation works as proposed are implemented.

7.14.2 LCC Highways suggest conditions on phasing to ensure that specific junction improvements and new accesses to the development are carried out as the development is built out over time. The phasing requirements would allow 150 dwellings to be provided before Access A onto the A52 is provided. All further development would require the provision of the whole length of the GSRR.

The need for pedestrian crossings on the A52 and Harrowby Road (as identified in the ES) will be reviewed before the occupation of the 2,434th dwelling.

7.14.3 In addition, they suggest conditions to ensure the review of the TA after each key phase is completed, to ensure the provision of detailed travel plans, to ensure an acceptable method of surface water drainage is provided and to ensure safe access to the site and each dwelling or building. The review of the TA is to inform mitigation measures during the delivery of the scheme.

7.14.4 Contributions towards the delivery of the GSRR and sustainable methods of transport via travel plan initiative are required as part of the s106 agreement. LCC Highways agree to receive s106 payments through the proposed tariff mechanism.

7.14.5 With regard to the submitted Framework Travel Plans, these have been amended in line with the requirements of LCC and are considered acceptable. The measures within the Travel Plan shall be achieved through the s106 agreement and planning conditions.

7.15 Highways England:

7.15.1 Recommend that a condition should be attached to any planning permission requiring that no more development than shown in Phase 1 (1200 dwellings, schools and local centre) be occupied until highway improvements works at the south bound A1 / A52 Barrowby Road junction have been implemented and are fully operational.

7.16 SKDC Traffic Consultant:

7.16.1 The ES chapter on traffic assesses the likely significant environmental impacts of traffic generated by the development. This includes increases in traffic flow, severance, driver delay and accidents and safety. These matters are not part of the remit of LCC Highways who restrict their comments to the impacts of development on highway safety, the capacity of the road network and suitability of new junctions. As a result, the Council has commissioned independent consultants to review the likely traffic related environmental impacts.

7.16.2 Comments on original ES: Advise that they have concerns over how retail development trips, construction traffic and school traffic are calculated; on the design of cycle and pedestrian links within the local centre; raise specific queries regarding the implementation of the travel plan and on the targets to reduce single occupancy vehicle trips within the travel plan. The most significant environmental impact is that of school traffic.

7.16.3 Comments on updated ES: A number of additional reports and information has been submitted together with a revision to the ES chapter. The submission of a Technical Note by the applicant confirmed that the methodology used in the TA to assess school traffic is acceptable subject to the requirement that the detailed application for the schools include an assessment of school associated traffic and its associated environmental impact at and in the immediate vicinity of the school. The submission of the validation report for the Saturn Model confirms that their concerns regarding the accuracy of the modelled traffic flows within the TA and ES traffic chapter are now addressed. The submission of an updated ES provides a qualitative assessment of likely construction traffic impacts in the absence of actual traffic data. The matters relating to travel plans have been addressed within updated Travel Plan documents requested by LCC Highways and detailed design matters will be addressed through Design Coding and the consideration of Reserved Matters applications.

7.17 SKDC Air Quality Consultant:

7.17.1 The ES chapter on air quality assesses the likely significant environmental impacts of the development upon air quality in and around the site. Due to the scale of the development, the Council has commissioned independent consultants to review the likely impacts on air quality.

7.17.2 Comments on original ES: Advise that given the proximity of the site to the Grantham Air Quality Management Area (approximately 600m from the south boundary of the site at Bridge End Road) concerns were raised regarding the assessment of construction impacts, the methodology used to assess operational impacts on air quality and the proposed mitigation measures.

7.17.3 Comments on updated ES: Additional information has been provided and a revised ES chapter on air quality. The revised methodology is acceptable to address all their original concerns and provides an appropriate assessment of the likely significant air quality impacts. Recommend that a Construction Management Plan is provided as per the stated mitigation measures.

7.18 SKDC Noise Consultant:

7.18.1 The ES chapter on noise assesses the likely significant environmental impacts of the development upon noise in and around the site. Due to the scale of the development, the Council has commissioned independent consultants to review the likely impacts on noise.

7.18.2 Comments on original ES: Raise concerns about the methodology undertaken to assess the likely significant noise impacts including the absence of detailed noise assessment of existing noise sources and likely noise from the GSRR.

7.18.3 Comments on updated ES: Following additional monitoring of existing noise source, a revised noise report and revised ES chapter on noise has been submitted. Advised that the assessment is now acceptable as existing noise sources have been assessed to an agreed methodology. There is potential for noise impact, however, this can be prevented and considered at the reserved matters stage subject to suitable mitigation measures such as boundary acoustic fencing, inward facing gardens and orientation of rooms within properties. Recommend a condition to monitor levels of transportation noise from GSRR which may require mitigation of residential dwellings to British Standard 8233 (2014) through layout and a suitable set back of dwellings from the new road.

7.19 Natural England:

7.19.1 Support the Green Infrastructure element of the proposal especially the way in which green infrastructure has been allowed to evolve following the adoption of the SPD. They welcome the identification of the River Witham corridor and other locally important habitat as key areas for retention together with the extension of the Grantham Riverside Walkway and Cycleway initiative. Recommend conditions for an over-arching landscape and green infrastructure plan, a Construction and Environmental Management Plan and to ensure management and maintenance of green areas. Natural England is satisfied that there is not likely to be an adverse effect on the Woodnook Valley SSSI and it is not a constraint in determining the application. The suggested conditions will ensure the development will not impact on the features of the SSSI. Recommend the potential for priority habitat creation, measures to enhance the biodiversity of the site, green roofs and landscape enhancements are explored. Confirm that soil quality has been adequately investigated

7.20 Lincolnshire Wildlife Trust:

7.20.1 Comments on original ES: Largely satisfied with the level of survey effort that has been carried out to date and that provided the recommendations are followed, there should not be any significant negative impacts on protected species as a result of the proposals. There is one remaining concern regarding the assessment of potential for bats to use the railway viaduct. Recommend that potential impacts on the riverine corridor through construction and ongoing human disturbance and lighting should be minimised and the number of crossing points kept to a minimum. Strongly supportive of the green infrastructure provision, the proposed habitat creation and the recommendation to provide new habitats early in the phasing. Support the provision for badger underpasses in strategic locations and other wildlife friendly features within the development.

7.20.2 Comments on revised ES: Note the additional ecological information provided in the revised ES now addresses the issues previously raised. We are therefore satisfied that provided the recommendations are followed, there should not be any significant negative impacts on protected species as a result of the proposed works.

7.21 SKDC Ecology Consultant:

7.21.1 The ES chapter on ecology assesses the likely significant environmental impacts of the development upon nature conservation interests in and around the site. Due to the scale of the development, the Council has commissioned independent consultants to review the likely impacts on ecological matters.

7.21.2 Comments on original ES: raised concerns in relation to assessment of impacts on scarce arable flora, bats and the proposed mitigation measures.

7.21.3 Comments on revised ES: having considered the revised ES chapter and supporting information, including a Landscape Environmental Management Plan and additional surveys carried out in 2016, the consultants agree that a satisfactory evaluation of the valued ecological receptors has been carried out. With the mitigation measures described and illustrated in the draft Environmental Masterplan, the summary of residual effects is reasonable, with none of the effects rated at more than Minor Adverse and most Negligible. The proposals for habitat creation and management and protection of species are expected to compensate for the minor losses of semi-natural habitat. The proposals would retain and enhance the important habitat corridor along the River Witham and provide linear semi-natural habitats along the GSRR and in selected links across the development.

7.22 NHS England:

7.22.1 No objections subject to a contribution of £1,609,500 required to mitigate the impact on primary care facilities. This would provide capital towards a new health care facility to accommodate 5 GPs together with land for 50 car parking spaces. NHS England agree to receive s106 payments through the proposed tariff mechanism.

7.23 LCC Education:

7.23.1 No objections subject to the provision of a serviced site for an all-through school site (420 place primary and 850 place secondary) by completion of the 151st dwelling and a primary school site (420 places) by completion of the 1500st dwelling. Once built, the schools would be subject to a phased opening, with reception and year 7 of the all-through school opening first, then filling up one year at a time; the whole school will take some seven year to be full with all years open. The phasing plan has been amended by the applicant's to take account of LCC's requirements.

7.24 Sport England:

7.24.1 In their non-statutory response, Sport England raise concerns regarding the lack of an evidence based rationale for the form, extent and siting of on-site outdoor sports provision or case to support the apparent lack of explicit proposals for indoor / built facilities to meet the additional needs generated by the development.

7.25 SKDC Urban Design Consultant:

7.25.1 Due to the scale and high aspirations for the quality of proposed development at Spitalgate Heath, the Council employed an urban designer to assess and help guide the form of the proposals during pre-application discussions and to assess the planning application submission.

7.25.2 They conclude that it is clear that a great deal of care and attention has been paid to the design aspect of this site, allowing for the necessary need to allow innovation at the detailed design stages. Many of the more strategic decisions about elements such as connectivity, green

infrastructure, and the distribution of uses around the site are commended, albeit with some slight concerns about the district centre and to the edges of the development. The management of the detailed phases of design will be critical in delivering the vision set out in the Masterplan SPD and extensive use of design codes is recommended to help in this regard. To assist in management of the design code and compliance, the appointment of a 'code champion' to undertake this role is recommended.

7.26 LCC Libraries and Heritage

7.26.1 No objections subject to contribution of £957,600 to libraries and £157,500 to heritage facilities in order to facilitate the relocation of Grantham Library.

7.27 LCC Planning Services:

7.27.1 Support the proposals subject to ongoing engagement regarding the terms of the s106 agreement. Request that priorities and phasing for infrastructure are considered. The inclusion of education facilities and GSRR within the masterplan is welcomed.

7.28 LCC Minerals Planning:

7.28.1 No comments received.

7.29 SKDC Neighbourhoods:

7.29.1 No objections on the grounds of community safety subject to the contribution of £195,000 towards the provision, monitoring and maintenance of x3 CCTV cameras at the local centre and at key road junctions on the edge of the development.

7.30 SKDC Affordable Housing:

7.30.1 Preference for 35% affordable housing to be provided on site with a minimum of 60% as social rent and a maximum as shared ownership. Subject to the provision of a suitable viability study, the Council would consider a revision to either the overall scale of affordable housing provision or to the property mix and/or tenure type. In some circumstances, the Council may be willing to accept off-site provision or a financial contribution in lieu of affordable housing. Where an applicant demonstrates that a scheme is not currently viable at the affordable housing target rate and that the Council determines that it is appropriate to negotiate a reduced or nil contribution rate then the s106 agreement will include an 'overage' clause.

7.31 Defence Infrastructure Organisation:

7.31.1 The application site is approximately 3.2km from RAF Barkston Heath and 2.5km from RAF Syerston. It occupies the statutory birdstrike safeguarding zone surrounding both aerodromes. The MOD has no safeguarding objections in principle but is concerned with the number of SUDS detention basins proposed. They suggest the ponds should be designed to ensure the ponds remain dry and planted with dry flood meadow species to prevent attractiveness to flocking bird species or otherwise suitably mitigated.

7.32 Network Rail:

7.32.1 With reference to the protection of the railway, there are no objections in principle to the development but there are some detailed requirements which must be met especially with the close proximity to the development of an electrified railway.

7.32.2 In addition, given the size and proximity of the development to the railway, it is considered that there may be significant impacts on Grantham railway station. A s106 contribution towards station facility improvements is sought, for example, to improve car parking facilities and passenger information services given the likely increase in demand generated by the

development. As a separate matter, Network Rail require a portion of the development value of the site on account of their position as a landowner with an interest in the site.

7.33 Lincolnshire Police:

7.33.1 No objections but suggest a number of generic points to be considered through Reserved Matters applications.

7.34 Lincolnshire Fire and Rescue:

7.34.1 Object to the application on the grounds of access, water supplies and environmental issues. In particular, they require fire hydrants to be provided at the developer's expense but it is not possible at this stage to determine the number of hydrants required for fire fighting purposes. Also, a fire fighting water run-off strategy must be submitted to the satisfaction of the EA and fire service.

7.35 LCC Footpaths Officer:

7.35.1 Agree in principle to the adoption of strategic footpaths and cycleways throughout the site, subject to the provision of more detailed information at the Reserved Matters stage. Support the provision of a riverside walk subject to detailed comments. Advises that Grantham public footpath no. 13, which runs parallel to Spitalgate Level, will require diverting prior to development taking place on the GSRR and welcomes the suggested route through a green open space.

7.36 Londonthorpe and HarrowbyWithout Parish Council:

7.36.1 Raise a number of concerns relating to:

1. Junction with A52 need to be away from the hill and corner and should be a roundabout for highway safety reasons
2. Saltersford Estate cannot cope with additional sewage
3. Will building line behind 48 and 50 Saltersford Road be closer than discussed at site meeting?
4. Fears for loss of wildlife and that all green areas in the plan are rigidly stuck to
5. Bungalows on Saltersford Road boundary should be 4.6m not 6m
6. Bungalows should be built all along Saltersford boundary releasing more family homes
7. Concerns over amount of traffic on Bridge End Road
8. GSRR should be built before any development begins
9. What will be built into permission to ensure all the amenities are built and not forgotten
10. There needs to be a timetable for all the shops, schools, leisure opportunities to be built
11. When will the cycle / walkway to the town be built?
12. How many homes will be allowed to be built before the GSRR is in place?
13. Parish Council should be involved in naming the streets on the estate

7.37 Old Somerby Parish Council:

7.37.1 Understand that the full impact of increased traffic is unlikely to be felt for many years, nevertheless are not convinced that sufficient thought or planning has been given to the impact of increased traffic generation on road infrastructure and how traffic flow will be controlled. The parish council retain a keen interest in the Somerby Hill roundabout as they were the driving force behind securing sponsorship for its planning and redevelopment.

7.38 Grantham Civic Society:

7.38.1 The Society supports the proposals and considers that detailed matters can be dealt with at Reserved Matters stage. They have submitted detailed comments on the Design and Access Statement supporting the vision for the scheme, its objectives, the proposals themselves and the content of the supporting information.

7.39 Peterborough City Council:

7.39.1 No objections.

7.40 Newark and Sherwood District Council:

7.40.1 No objections

7.41 North Kesteven District Council:

7.41.1 No objections

7.42 Rutland County Council:

7.42.1 No objections

7.43 Melton Borough Council:

7.43.1 No objections

8.0 Representations and Representations received as a result of Publicity

- 8.1 Prior to submission, the applicant carried out a programme of community involvement during November 2013 including the door-to-door distribution of around 950 newsletters describing the proposals, a consultation exercise and letters to adjacent businesses, community groups and organisations and statutory consultees. The exhibition was attended by 112 people.
- 8.2 A second consultation event was held in October 2014 attended by 88 members of the public. Local Ward Councillors were present. The applicant describes the response to their consultation exercise in their Statement of Community Involvement.
- 8.3 The application has been advertised in accordance with the Council's adopted Statement of Community Involvement relevant to this type of planning application.
- 8.4 Neighbours were notified of the application and site notices posted. Consultation on the original application took place in October 2014. Following submission of a revised ES and further ES information, reconsultation was carried out in April 2016 and in April 2017. Neighbours and previous contributors were notified of the amended information.
- 8.5 In total, 55 representations were received – of these, 40 were submitted in relation to the original application following the public meeting in November 2014. Some residents have written more than once.
- 8.6 In summary, the issues raised by local residents and businesses included:

1. Huge increase in traffic and congestion on local roads
2. Delay at junctions in town especially Gainsborough Corner
3. Houghton Road and Albert Road will be used even more as a cut-through
4. Lack of pedestrian crossings especially at Gainsborough Corner
5. New housing will replace traffic removed by by-pass
6. By-pass should be built before any houses
7. Impact on wildlife habitat including red kites, badgers, foxes, deer, buzzards
8. Character of green bowl round Grantham will change from countryside to urban
9. Loss of views from Hills and Hollows
10. Loss of ancient trees, hedgerows and countryside
11. Riverside walk will disturb wildlife and encourage rubbish

- 12. Not enough parking in town centre
- 13. Not enough amenities eg more health facilities, community halls, shops, petrol station, youth centre
- 14. Pollution from construction work, extra traffic, energy,
- 15. Noise and air quality pollution from traffic using existing roads
- 16. Reduced scale of development would be better
- 17. Welcome the by-pass but not the new houses
- 18. Bungalows only to be built all along Saltersford Road as land rises up behind these properties
- 19. No development adjacent to the boundary with existing properties, area should be landscaped to protect against loss of privacy
- 20. Grantham Hospital, Police and other public services cannot support number of new residents
- 21. Concern about water run-off into existing gardens as drains can't cope
- 22. Detailed letter from local housebuilder raising concerns about the ES
- 23. Loss of farmland
- 24. Impact on adjacent landowner
- 25. Flood risk as existing surface water problems on Harrowby Road, Bridge End Road and Somerby Hill junction
- 26. The Council has not been open about the link between the by-pass and the new development
- 27. No support for residents to gather evidence if they disagree with technical reports
- 28. Inaccurate and incomplete information or lack of information to support the application
- 29. There are kingfishers and water voles along the River Witham
- 30. Want 50m buffer along the River Witham and no lighting along footpath
- 31. Existing sewerage problems experienced by some properties
- 32. Noise and light pollution from proposed employment uses
- 33. Concern the road from Bridge End Grove would be used by cars or link to riverside walk
- 34. Lack of forward thinking to meet needs of a healthy community and preventing crime through design
- 35. Development will be visually intrusive
- 36. Speed limit should be reduced to 30mph on A52 and B1174 Spittlegate Level
- 37. Impact on security of houses at Saltersford Road estate
- 38. 'Privacy strip' will cause problems of access to rear of properties, won't actually provide privacy and lead to crime and anti-social behaviour.
- 39. No need for more housing

8.7 The effect on property values are not a material planning consideration which may be taken into account in the determination of this application.

8.8 Letters of support from a local business who expressed their whole-hearted support for this scheme as it would be good for the town in general. Letter of no objection from the adjacent landowner which includes Little Ponton Quarry.

8.9 Some letters suggested if development was to go ahead: a reduced scale of development would be better, that the design and layout of the houses should be more interesting with more trees and landscaping, the houses should include renewable energy, there should be affordable housing and a range of house prices.

9.0 Evaluation

9.1 The main issues are:

- Principle of development
- Phasing
- Traffic impacts
- Heritage
- Landscape
- Ecology
- Water environment
- Air quality
- Noise
- Socio-economic impacts
- Impact on residential amenity
- Design, crime prevention and fire safety
- Affordable housing
- Section 106 contributions

9.2 Principle of Development

9.2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. Paragraph 14 of the NPPF advises that there is a presumption in favour of sustainable development and for decision-making this means approving development proposals that accord with the development plan without delay. The NPPF is a material consideration in planning decisions.

9.2.2 The development plan for the District comprises the adopted Core Strategy and Site Allocations and Policies Development Plan Document. The policies within the development plan are compliant with the NPPF.

9.2.3 The Core Strategy has a clear spatial strategy for the location of new development based on these principles. CS policy SP1 seeks to direct new development to Grantham. Policy H1 is also clear that housing growth should be focused on Grantham and expressly allows for the majority of the District's housing (approximately 56%) to be delivered there while policy H2B identifies land to the south of Grantham as suitable for an urban extension subject to the inclusion of appropriate SUDS measures, the protection of nature conservation interests, investigation of potential archaeological remains; incorporating these features and characteristics of the site into the design of development. CS policy SP3 states that the provision of an east-west relief road between the A1 and the A52 to the south of Grantham will be brought forward as part of the Southern Quadrant SUE. The parameters plans for the application show the location of the GSRR will be accommodated within the development.

9.2.4 The Southern Quadrant Masterplan SPD, as envisaged by CS policy H2B, sets out a vision and objectives for the development. It is a material consideration in the determination of the application. The DAS submitted with the application, parameters plans and illustrative masterplan closely reflects the masterplan principles and phasing programme set out in the SPD. Subject to the detailed considerations set out below, the proposed development is in compliance with the principles of the SPD.

9.2.5 In order to inform allocations in the future local plan, the Council commissioned The Grantham Capacity and Limits to Growth Study 2015 (GCLGS). Whilst the broad principle of residential development in Grantham is in accordance with the policy framework (CS policies SP1 and H1), in the absence of yet to be made specific allocations, and in advance of adoption of the next local plan, the GCLGS represents the most up to date and comprehensive technical evidence base to

guide the future expansion of Grantham and it is therefore an important material planning consideration that now carries weight in decision-making. The Capacity Study recommends the site as suitable for both residential and employment development.

9.2.6 The proposals include provision for residential development, employment uses and community infrastructure and as part of a suite of s106 contribution, will contribute to the funding of the GSRR. Subject to the assessment of the likely specific impacts of the proposed development, that are discussed in more detail below, the urban extension is acceptable in principle and complies with policies SP1, SP3, H1 and H2B.

9.2.7 The application includes a DAS and revised ES, together with further information, that sets out the approach to the design of the development together with issues, impacts, effects and mitigations in relation to a range of environmental matters arising from the development including the cumulative impact with other developments. These are assessed in more detail through the remainder of this report.

9.3 Phasing

9.3.1 At a high level, the applicant proposes that the site will be developed in three key phases:

9.3.2 Phase 1 – 1212 dwellings accessed from A52 Somerby Hill and GSRR, local centre, all-through school, employment units (area A), main access and spine road between A52 and GSRR. The GSRR will be completed by LCC. A limit of 150 dwellings before the GSRR is completed. Green infrastructure will be provided including riverside park, extension of riverside walkway, strategic landscaping called ‘greenways’, landscape buffer to Saltersford Road estate, outdoor sports area, enhancement of existing play area and creation of new play area and establishment of allotments.

9.3.3 Phase 2 – 1221 dwellings accessed from A52 Somerby Hill, new spine road and GSRR, internal road infrastructure connecting with Phase 1, primary school and employment units (Area A). Green infrastructure will comprise further ‘greenways’, outdoor sports area, footway / cycleway crossing GSRR, enhancements to Whalebone Lane and additional play areas.

9.3.4 Phase 3 – 1266 dwellings accessed from new spine road and GSRR, internal road infrastructure connecting with Phases 1 and 2, and employment units (Area B). Green infrastructure will comprise further ‘greenways’.

9.3.5 The provision of green infrastructure, including the riverside park and walkway, will be controlled through a planning condition to ensure it keeps pace with the residential development. As this is an outline application, the sub-division of each Phase into development parcels will be determined at a later date.

9.3.6 The principle of the proposed phasing arrangements are acceptable subject to controls via a planning condition or s106 agreement regarding the timing of the provision of community and green infrastructure to ensure that it keeps pace with built development.

9.4 Traffic Impacts

9.4.1 The NPPF is very clear that when assessing developments that generate significant amounts of traffic, decision makers should apply the following tests and take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

9.4.2 These requirements are broadly reflected in CS policy SP3, which requires the sustainable location of new development and also that it meets the objectives of the local transport plan for Lincolnshire. This policy references the provision of an east-west relief road between the A1 and the A52 to the south of Grantham to be brought forward as part of this development. It states that, where appropriate developer contributions will be sought towards the provision of necessary improvements. CS Policy H2B identifies that access to the residential part of this site will be dependent upon the provision of a new road from the A52.

9.4.3 The 4th Lincolnshire Local Transport Plan (LTP4) covers the 10 year period between 2013 and 2023. The GSRR is identified as one of four major scheme priorities in the plan.

9.4.4 The application is supported by a Transport Assessment (TA), supplementary reports to address consultee requirements, a Non-Technical Summary and Framework Travel Plans for both residential and employment uses. The applicants have tested the proposed development against a number of different traffic generation scenarios to meet the requirements of LCC Highways and Highways England. In addition, they have looked at walking, cycling and bus proposals and Travel Plan measures to encourage alternative modes of transport to the private car.

9.4.5 The TA considered 26 main junctions across the town centre and all the Grantham connections to the A1. The baseline assessment (2016) shows that traffic congestion exists in Grantham town centre and vehicles experience some significant delays; particularly at the A52 / B1174 / Springfield Road junction (Gainsborough Corner). Once the GSRR is built and open, most of the through traffic that currently traverses the town – including most of the lorries – will divert onto the new road, joining or leaving the A1 at the new junction. The TA for the GSRR predicted that 4,200 vehicles per day will not be coming through the town centre. The removal of this ‘cross town’ traffic will not only benefit the morning and evening rush hours but during the day, some 35 HGVs per hour will no longer be going through town. Traffic from the new developments in Grantham already granted planning permission together with the Spitalgate Heath development that replaces the through traffic will have a purpose for going into town such as for shopping or going to work, which is better for the local economy.

9.4.6 The LCC traffic model for Grantham uses 2031 as the predicted year that the whole Spitalgate Heath development and other approved developments will be built. It is important to recognise that the change from the existing situation to 2031 is not simply due to the proposed Spitalgate Heath development.

9.4.7 The applicant's transport consultants have considered the likely impact of the development in much detail, focusing on the impact on specific junctions within Grantham. In particular they considered the likely delay at each junction and the impact of new development on the capacity of each junction. Taking each in turn:

9.4.7.1 **Junction Delay** - overall, the addition of traffic from these developments will result in most junctions within the town centre having less delay than the baseline situation. This is because the GSRR has taken a lot of ‘cross town’ traffic out of the town centre. At the Gainsborough Corner junction, where the current average measured delay in the morning rush hour is nearly two minutes, the delay is predicted to reduce to around one minute. In summary, of the 10 Grantham town centre junctions, a comparison of the average delay in the morning rush hour between the 2031 scenario and the baseline scenario without the GSRR shows that:

- five junctions will have less than average delay;
- four will have about the same average delay (but slightly less); and
- one will have a slightly higher than average delay (but is low at 8 seconds).

9.4.7.2 **Junction Capacity** - one of the most sensitive junctions on the local highway network is at Gainsborough Corner. At present, the junction is significantly over capacity in the morning peak and over capacity at the evening peak. This will improve with once the GSRR is operational. Once the development is fully built out, the junction will be over capacity at the morning peak and slightly over capacity at the evening peak. Therefore, in 2031, the impact on junction capacity at

Gainsborough Corner will be less than currently exists. LCC Highways are satisfied that this impact is not severe, as defined by the NPPF paragraph 32 test.

9.4.8 In view of the proposed phasing for new development, planning conditions will be attached to ensure that new roads and junctions within the site are provided to accommodate the new development in a manner to ensure safe and suitable access and to avoid any adverse impact on the highway network. In the first instance, **no more than 150 dwellings shall be provided until the GSRR is built and operational**. The TA demonstrates that this is the maximum number of dwellings that could be built before a 'severe' impact on the highway network would be experienced. It is important to recognise that the proposed development will contribute to the funding of the GSRR as part of the overall mitigation measures. During the first phase, no more than 992 dwellings shall be provided until the spine road connecting the GSRR and A52 Somerby Hill is built. Additional access points to Phases 2 and 3 of the residential development and to the employment use will need to be provided before development is commenced on these phases.

9.4.9 The only junction on the Strategic Highway Network to be considered to have a significant effect in terms of an increase in traffic as a result of the Spitalgate Heath and other developments is the A1 (southbound) / A52 Barrowby Road junction. Highways England limits the amount of development at Spitalgate Heath to 1200 dwellings, schools and local centre until the junction improvements are constructed and operational.

9.4.10 The ES considered the environmental effects of traffic generation from the development including increases in traffic flow, severance (difficulty in crossing roads), driver delay and accidents and safety. Overall, the development will only lead to moderate adverse impacts in a limited range of circumstances which these can be mitigated as set out below.

9.4.11 In order to mitigate the operational environmental impacts of the development on traffic, transport and access; the applicant will:

- Undertake an improvement to the new main site access from the A52 Somerby Hill to the new spine road through the site to upgrade it from a priority junction with ghost island facility for right turning traffic to a traffic controlled junction once 3,000 houses are built as a result of increase in traffic flows to the new junction
- Undertake an improvement to the strategic highway A1 (southbound) / A52 Barrowby Road junction once Phase 1 (1200 dwellings, schools and local centre) has been built to overcome increases in traffic flow which would otherwise lead the junction to be significantly overcapacity in 2031
- Provide new pedestrian crossing facilities at the A52 Somerby Hill and at Barrowby Road following a review of conditions before the occupation of the 2,434th dwelling to overcome increases in traffic flow and severance

9.4.12 The measures within the Framework Travel Plans to reduce reliance on the private car will be achieved through planning condition and the contributions towards new bus services will be achieved through the s106 agreement.

9.4.13 Taking all of the above into account, it is considered that the proposal is acceptable in this respect and will not result in severe residual cumulative transport impacts, and is therefore in accordance with CS policy SP3, and NPPF Section 4.

9.5 Heritage

9.5.1 Sections 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires decision makers to have special regard to the desirability of preserving listed buildings or their settings or any features of special architectural or historic interest which they possess. Section 72 of the same Act requires decision makers, with respect to any buildings or other land in a conservation area to pay special attention to the desirability of preserving or enhancing the character or appearance of that area.

9.5.2 As was made very clear in the judgement of the Court of Appeal in the Barnwell Manor case, and subsequent case law, the abovementioned legislation requires that considerable importance and weight must be attached by the decision maker to the desirability of preserving the setting of heritage assets when balancing harm against public benefits.

9.5.3 Section 12 of the NPPF sets out the approach to conserving and enhancing the historic environment in decision making.

9.5.4 Paragraph 132 states that great weight should be given to the conservation of heritage assets and the more important the asset, the greater the weight should be. There are three policy tests in the NPPF relating to designated and non-designated heritage assets:

9.5.5 Paragraph 133 states:

Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss....

9.5.6 Paragraph 134 states:

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

9.5.7 Paragraph 135 states:

The effect of an application on the significant of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

9.5.8 in this context, proposals which would result in substantial harm to or total loss of significance of a designated heritage asset should be refused unless it can be demonstrated that it is necessary to achieve substantial public benefits that outweigh the harm. Where a proposal would lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal. Although substantial and less than substantial harm are a matter of judgement the PPG advises that substantial harm is a high test and is most likely to be applicable where a fundamental element of a heritage asset's special interest is seriously compromised.

9.5.9 CS policy EN1 also applies to the setting of heritage assets as it does to landscape character and visual amenity.

9.5.10 Policy SAP11 requires development proposals to demonstrate what impact, if any, proposals will have on the setting of Belton House and Park and that any adverse impacts are removed or mitigated. The Belton House Setting Study (2010) refers to the application site, stating that the area is:

“not sensitive to major development, unless it visually rises above the ridge lines and tree screens that contain the views. Major development that does rise above the ridge lines and distant tree screens in the significant views out of the park would be detrimental to these views.”

9.5.11 The Grantham Townscape Assessment recognises the ‘green rim’ around Grantham which provides an important panoramic viewpoint when entering Grantham as well as strategic views to key landmark buildings including St Wulfram’s church spire. The GTA identifies the contribution

of higher slopes to part of the site to the 'green rim' around Grantham as a key issue for new development to address.

9.5.12 There are no international or nationally designated sites or designated heritage assets within the application boundary. There are 21 designated heritage assets located outside the application site. There are 59 non-designated heritage assets located both within and outside the site. The majority of the non-designated heritage assets within the site are below ground archaeological remains.

9.5.13 The revised ES considered the likely significant environmental effects of the development on both designated and non-designated heritage assets. These are summarised in the table below.

	DESIGNATED HERITAGE ASSET	NON-DESIGNATED HERITAGE ASSET	ES ASSESSMENT AFTER MITIGATION	NPPF ASSESSMENT
WITHIN THE SITE				
32 non-designated heritage assets	None			
		Above ground heritage assets include Houghton Paper Mill, Spittlegate Heath Farm and a length of drystone wall.	Minor beneficial effect after archaeological investigation and preservation by record. Houghton Paper Mill will be retained.	No harm
		Below ground heritage assets include prehistoric, Romano-British, Saxon, medieval and post-medieval sites, artefacts and find spots.	Minor or moderate beneficial effects following archaeological investigations and preservation by record.	No harm
OUTSIDE THE SITE				
1 scheduled monument 18 listed buildings 2 conservation areas 2 registered parks and gardens	Scheduled Bowl Barrow		Minor beneficial effect to setting and significance.	No harm
	St Wulfram's Church (Grade I)		Moderate beneficial effect to setting.	No harm
	St John the Evangelist Church (Grade II)		Minor adverse visual effect	No harm
	St Vincent's House (Grade II)		Minor adverse visual effect.	No harm
	Beacon Cottage (Grade II)		Minor adverse effect.	Less than substantial harm
	Church of St Gulthac, Little Ponton(Grade I)		Minor adverse effect	Less than substantial harm
	Pigeoncote, Little Ponton (Grade II*)		Minor adverse visual effect	No harm
	Grange Farm, Little Ponton (Grade II)		Minor adverse visual effect	No harm

Little Ponton Hall (Grade II)		Minor adverse visual effect	No harm
Stable and coach house, Little Ponton (Grade II)		Minor adverse visual effect	No harm
Old Schoolhouse, Little Ponton (Grade II)		Negligible effect	No harm
Malthouse, Grantham (Grade II)		Negligible effect	No harm
Spittlegate Lodge (Grade II)		Negligible effect	No harm
Spittlegate Mill (Grade II)		Negligible effect	No harm
Former Lee and Grinling's Maltings, Grantham (Grade II)		Negligible effect	No harm
Officer's Mess, Prince William of Gloucester Barracks (Grade II)		Negligible effect	No harm
Stable Block, Cold Harbour Farm (Grade II)		Negligible effect	No harm
Belton House (Grade I) and Registered Park and Garden		Negligible visual impact.	No harm
Harlaxton Manor (Grade I) and Registered Park and Garden		Negligible visual impact.	No harm
Grantham Conservation Area		Minor beneficial effects to setting	No harm
St Anne's Conservation Area		Negligible effects to setting.	No harm
25 non-designated heritage assets	Above ground heritage assets include Little Ponton Hall park, Grantham Water Treatment works, the East Coast Main Line and others.	Negligible effects with minor adverse effects on the former Aveling Barford factory, the Prince William of Gloucester Barracks	Negligible harm
	Below ground heritage assets include prehistoric, Romano-British, Saxon, medieval and post-medieval sites, artefacts and find spots.	Negligible or minor beneficial effects following archaeological investigations and preservation by record to be carried out by LCC as part of GSRR mitigation.	Negligible harm

9.5.14 A variety of mitigation measures are proposed including archaeological investigations and subsequent interpretation and publication / dissemination, through strategic landscape planting to ensure a continued green appearance to the higher slopes of the site and along its boundaries,

through increased opportunities to view the town from the application site and through reducing building heights along the ridge as indicated in the Parameters Plan.

9.5.15 In relation to designated heritage assets, there will be some beneficial effects to the Scheduled Bowl Barrow, St Wulfram's Church and Grantham Conservation Area as a result of the development.

9.5.16 It should be noted that the setting for the Bowl Barrow (located 0.7km to the south of the site boundary) was considered in the assessment of the GSRR where approval was granted for a significant piece of new road infrastructure within the setting of the Scheduled Monument. Historic England are satisfied with the proposed archaeological investigations that will be carried out to assess the significance of an on-site archaeological feature that may provide information to assist in further understanding the significance of the Bowl Barrow. Strategic landscaping along the southern edge of the employment area will soften the visual impact of the edge of development.

9.5.17 For St Wulfram's Church (located 2.5km to the north of the site), the proposed strategic landscape planting will ensure a green background is retained in views towards the spire where new development on the site will form the backdrop. The amended DAS includes provision for strategic views towards St Wulfram's spire from publicly accessible points within the new development (playing fields and a channelled street view along Bridge End Grove) and from the A52 Somerby Hill. In line with Historic England's advice, we have sought and received additional information about the significance of the church to understand the impact that the intrusion of modern development into views of its spire will have on its significance. This has contributed to the identification of the additional channelled street view within the DAS.

9.5.18 For St John the Evangelist's Church, in a similar way, the proposed strategic landscape planting will ensure a green background is retained in views towards the tower where new development on the site will form the backdrop.

9.5.19 In relation to Grantham Conservation Area, the completion of the GSRR, to which the development will contribute, will remove HGV traffic from the Conservation Area thus helping to improve its character. The impact on the setting of the Conservation Area will be mitigated through the proposed strategic landscape planting resulting in minor beneficial effects to the Conservation Area.

9.5.20 The parameters plans include built-in mitigation to avoid an adverse impact on Belton House, having regard to the advice in the setting study, in that building heights will be restricted along the ridge line of the site. There is no objection from the National Trust, in relation to Belton House and Registered Park and Garden, subject to detailed considerations of scale and appearance at Reserved Matters stage.

9.5.21 There will be a minor adverse impact on Beacon Cottage and St Gulthac's Church only as set out in the table above which it is considered will result in less than substantial harm to those designated heritage assets. In applying the test of Paragraph 134 of the NPPF in respect of less than substantial harm to the significance of a designated heritage asset, it is considered that there are substantial public benefits to the proposal (as set out in summary at paragraph 14.3 of this report) which outweigh the less than substantial harm to this asset.

9.5.22 In relation to undesignated heritage assets, buried archaeological assets will be permanently damaged or destroyed during the construction phase. A planning condition to require further evaluation by geophysical investigation, analysis and publication to determine the presence, extent, character and condition of potential or known buried remains will be secured. Further investigations in the form of detailed area excavation, strip, map and sample and archaeological monitoring and recording will be carried out the commencement of development of each key phase. There will be moderate beneficial effect arising from the archaeological investigation and interpretation works that will be carried out for below ground remains on site. Historic England are

satisfied that the impacts on buried archaeological remains are acceptable subject to further mitigation as described in the ES.

9.5.23 The undesignated buildings at Spittlegate Heath Farm and a dry stone wall will be removed leading to a minor beneficial impact after archaeological recording and interpretation. Outside the site, the impact on undesignated heritage assets is negligible although there will be a minor adverse impact on the setting of the Prince William of Gloucester Barracks. The historic landscape, primarily its rural character as reflected in the conclusions on landscaping, will be adversely affected by the proposals. Elements will remain within the design and layout of the development, for example, field boundaries and woodland which will ensure that historic characteristics are still discernible.

9.5.24 In applying the test of paragraph 135 of the NPPF, it is considered that there will be negligible harm to non-designated heritage assets as a result of the proposals.

9.5.25 The proposals will not comply with the detailed criteria of CS policy EN1 in respect of the impact on Beacon Cottage, St Gulthac's Church and non-designated heritage assets but they will comply with the relevant paragraphs of Section 12 of the NPPF, CS policy EN1 and policy SAP11 in respect of other heritage assets as set out in the table above.

9.6 Landscape

9.6.1 Policy EN1: Protection and Enhancement of the Character of the District – requires 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. This policy is consistent with the NPPF (Section 11) which among other things requires that valued landscapes should be protected and enhanced.

9.6.2 The landscape of the area is varied and typically urban fringe dominated by existing housing, industrial and commercial development, overhead high voltage pylons, farmland, major transport corridors, the River Witham valley and other uses. The plateau, valley and scarp slopes form distinctive local landscape characteristics that stretch around Grantham and contribute to the sense of place of both the site and Grantham. There are no statutory landscape designations that cover the site. With the Landscape Character Assessment (2007) for the District, the western half of the site (river valley) falls within the Grantham Scarps and Valleys landscape character area while the eastern half of the site (plateau) lies within the Kesteven Uplands. Overall the site is of low / medium landscape value.

9.6.3 The revised ES includes a comprehensive landscape and visual assessment (LVIA) to assess the impacts of the development on the landscape of the area. This includes a series of photo viewpoints and photomontages. It concludes that there would be significant impacts on the landscape character of the Grantham Scarps and Valleys landscape character area and the landscape character of the site and its immediate context. This is mainly due to the encroachment of development on the higher slopes around Grantham. In addition, there would be significant visual impacts from a number of residential properties around the site, that is, at the edge of the Saltersford Road estate, Cheveley Park, the existing farms, properties on Somerby Hill, Daily Mail cottage and from the public right of way.

9.6.4 By way of mitigation, the scheme includes an extensive landscape and green infrastructure provision which has been devised to provide a strong 'green' structure to the development. Strategic landscape areas will be provided during the early part of Phase 1 to ensure it has time to mature in order to be effective. It will be important to ensure that the subsequent design, implementation and management of the green infrastructure is carried out carefully to ensure the effects of the development are minimised and opportunities for enhancement are maximised. For example, a landscape buffer is proposed around the existing Saltersford Road estate. The proposed detailed layout, scale and mass of new buildings will be controlled through a design code and regulatory masterplan which will ensure that development of individual buildings and

parcels of land submitted through reserved matters applications complies with the ES and the DAS.

9.6.5 The parameters plans include built-in mitigation by way of setting out areas on the higher slopes where lower building heights should be maintained and 'greenways' of strategic landscape planting. Also, they include limits to changes in ground levels to ensure development reflects the contours of the site which will help to assimilate new development into the landscape.

9.6.6 After mitigation, there will still be a minor / moderate adverse impact on the Grantham Scarps and Valleys landscape character area, the character of the site and its immediate context and visual impacts on residential properties and the public right of way which are considered to be a significant effect. These are significant impacts, however, and will need to be taken into account in the overall assessment of the proposals.

9.6.7 SKDC's landscape consultant agreed that the revised ES provides an appropriate assessment of the likely significant landscape and visual effects. Our consultant considers that the impact on the Grantham Scarps and Valleys landscape character area will be major / moderate adverse but agrees with the other significant impacts. It is not unusual for landscape specialists to reach different conclusions on subjective assessments of landscape assessment. In this case they both identify a significant adverse impact with the difference being in the overall level of impact of minor / moderate (revised ES) compared to major / moderate (SKDC consultant). This arises from their appraisal of the extent to which development on the upper slopes would affect the wider landscape character area. In determining the application, it is considered that the more significant impact should be taken into account in reaching an overall planning balance. This is undertaken at paragraph 14.3 of this report.

9.6.8 Taking the above into account, in this respect the development is not considered to be in accordance with the NPPF Section 11: Conserving and enhancing the natural environment and CS policy EN1, as it would have an adverse impact on the Grantham Scarps and Valleys landscape character area, the local landscape and will have adverse visual impacts on certain receptors.

9.7 Ecology

9.7.1 CS policy EN1 requires development to contribute towards the conservation, enhancement or restoration of biodiversity and ecological networks throughout the landscape. The NPPF (Section 11) advises that the planning system should contribute to and enhance the natural and local environment by: minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Under Section 40 of the Natural Environment and Rural Communities Act (2006), every local authority has a statutory duty, in exercising its functions, to have regard, so far as it is consistent with the proper exercise of those functions, to have regard to the purpose of conserving biodiversity.

9.7.2 An extensive range of ecological surveys have been carried out on the site since 2007 (with the most recent being in 2016) for the following species and habitats: badgers, winter birds, breeding birds, reptiles, white-clawed crayfish, bats, trees and ponds. There are no statutory sites of national or international importance within or close to the site. The Woodnook Valley SSSI is 650m away and connected by a public footpath. Four sites within non-statutory designation (Sites of Nature Conservation Interest SNCIs or Local Wildlife Sites LWSs) are located within or partially within the site boundary with a further seven located adjacent to the site boundaries.

- Woodnook SSSI – there may be increased localised disturbance to the SSSI through the increased use of the public footpath, however, green infrastructure within the site will provide walking routes for residents

- Local wildlife sites – the proposed riverside walk will extend through the Grantham BR SNCI, however, access to the wildlife area is limited due to the steep topography of the area.
- Calcareous grassland – partial loss to allow for creation of access roads across Whalebone Lane LWS will be mitigated through replacement grassland in green infrastructure
- Hedgerows and trees – the majority of trees (including woodland) and hedgerows will be retained with replacement hedgerow and tree planting to be provided within the ‘greenways’
- Bats – no bats or roosts have been identified in trees, buildings or railway viaduct with existing trees to be removed of low roost potential. Proposed green infrastructure together with the provision of at least 40 bat boxes will provide better bat foraging habitat than arable fields. The design of external lighting along the riverside walk will need to be carefully designed to avoid impact on bat species.
- Great Crested Newts – no evidence of this species.
- Badgers – partial loss of foraging habitat will be mitigated through new green infrastructure. Badger friendly underpasses should be incorporated into the design of main access roads where these cross green infrastructure corridors.
- Brown Hare – there is likely loss of this species through the loss of arable fields, however, there is continued availability of similar habitat in local area.
- Reptiles – low numbers of grass snake present. Proposed green infrastructure will provide for more suitable habitat.
- Birds – the site supports a breeding bird and wintering bird assemblage of local nature conservation value. The large scale loss of arable habitat has potential to displace some species most dependent on this habitat, however, there will be continued availability of similar habitat in the local area, the green infrastructure will provide improved habitat for woodland edge / scrub and urban edge species and at least 40 nest boxes will be provided.
- Water Vole and Otter – no evidence of water vole or otter.
- White Clawed Crayfish –evidence of this species in the River Witham but no impact on riverbank structure or in-stream is likely as a result of the proposed new pedestrian bridge

9.7.3 The outline proposals seek to avoid, reduce or mitigate where possible any predicted adverse effects arising from the development both during construction and operation. The majority of on-site features of ecological interest lie along the River Witham corridor which is proposed to be retained as a riverside park within the overall area of green infrastructure. The proposed Construction Environmental Management Plan (CEMP) will ensure that any construction related impacts are mitigated through best practice site management protocols. With all protected species, the relevant license will be required from Natural England before works affecting these species or their habitats is undertaken.

9.7.4 A key feature of the approach to ecological mitigation is the early provision of grassland, woodland, scrub and marginal planting early within the construction stage of Phase 1 to ensure continued provision of wildlife habitats. This is set out in the Phasing programme and Landscape and Environmental Management Plan (LEMP) and Masterplan that accompany the application. New and retained habitats encompassed within the green infrastructure are proposed to be more diverse and species rich than the arable habitats that currently dominate the majority of the site.

9.7.5 There is no objection from Natural England with regard to the Woodnook SSSI. The Council’s independent consultant finds the assessments to be robust and the mitigation measures to be satisfactory.

9.7.6 Taking the above into account the proposal is in this respect in accordance with the NPPF (Core Planning Principles and Section 11: Conserving and enhancing the natural environment) and CS policy EN1.

9.8 Water environment

9.8.1 The NPPF (Section 10) and CS policy EN2 seek to direct residential development to areas with the least probability of flooding and implementation of Sustainable Drainage System (SuDS)

drainage where possible to minimise surface water runoff. The site is in EA flood zone 1 and therefore not in a high flood risk zone.

9.8.2 The River Witham is the only watercourse running through the site. The entire site lies within Flood Zone 1 which means the site is at low risk of flooding. Downstream of the site in Grantham, there are very small areas of Flood Zone 3 along the river; however, a significant corridor of Flood Zone 2 runs through the town and further downstream the Witham Floodplain extends widely across farmland. The main groundwater aquifer lies within the major limestone layer beneath much of the site. It is at considerable depth and is relatively stable therefore the risk of groundwater flooding within the site is negligible. There is a possibility of groundwater issue off site. There are no known significant areas of surface water flooding within the site.

9.8.3 The water quality of the River Witham is consistently good in terms of general water quality. Part of the site in close proximity to the River Witham lies over an Inner Zone 1 Source Protection Zone (SPZ) around abstraction points alongside the River Witham: these are operated by Anglian Water to provide raw water for the water treatment works if its main source, from Rutland Water, is unavailable. It is understood to draw water chiefly from the river rather than the limestone layer. The Saltersford Water Treatment Works provides the water supply for Grantham and the surrounding region, supplied mainly from Rutland Water.

9.8.4 There is very limited drainage on the site at present due to its arable use so a new system will be designed and constructed to serve the new development.

9.8.5 The revised ES assesses the likely significant environmental effects of the proposed development in respect of flood-risk, foul and surface water sewerage, water quality and water supply. The impacts of development during the construction stage would have a minor environmental impact and could be mitigated through the CEMP to prevent pollution together with careful planning of the drainage system construction sequence to prevent an increase in surface water run-off. The ES is accompanied by a Flood Risk Assessment, Drainage Strategy and Water Framework Directive Assessment.

9.8.6 In order to limit fluvial flood risk to the adjacent built up area, the new site drainage will primarily use infiltration drainage to dispose of run-off within site limits. Only where this is not practicable will drainage require to direct discharge to the River Witham. Flow rates will be controlled to greenfield-equivalent run-off rates as agreed with the EA and Upper Witham IDB. The proposed drainage system uses both infiltration and attenuation principles. Infiltration techniques will be practical over much of the site except in the lower reaches of the valley where ground conditions are likely to be less permeable. The SPZ renders infiltration impractical thus attenuation measures will also be used in this area. The maximum permitted discharge rates from the site will be controlled through planning conditions and technical approvals for the infrastructure design from the adopting and regulating bodies.

9.8.7 No mitigation is required to groundwater since the water table lies at considerable depth below the surface and the foundations of buildings will not extend this far.

9.8.8 In order to mitigate for pluvial flood risk, the masterplan concept seeks to direct the movement of excess surface water towards the nearest drainage feature or, in the event of severe storms beyond the drainage design standards, towards controlled flow-paths through the development to points where water can be safely allowed to discharge to the river. The phasing of development will be particularly important to ensure that the sequence of construction on the slopes progresses downhill where practicable.

9.8.9 The trunk foul sewerage is considered to have sufficient capacity to accommodate flows from the development, subject to connections being made at locations identified by Anglian Water. New pumping stations and off-site transfer pipelines will be required. A new on-site sewer system will be provided to collect foul water flows and convey them to the appropriate points for transfer off-site. The Marston Waste Water treatment works is considered to have sufficient capacity for the development though cumulative developments around Grantham may eventually require

upgrading or extension. Anglian Water has works planned to address known problems at an intermediate pumping facility at Manthorpe which will also enable this facility to cope with the future development's needs. Delivery will be controlled by planning condition and adherence to design standards for the relevant adopting bodies.

9.8.10 As mentioned above, surface drainage arrangements will use both infiltration and attenuation to manage run-off generated by the development. The majority of the site is free draining and infiltration measures will be used as much as possible. A separate storm sewer system and associated SUDS features will be created to collect and manage the development run-off. The scale of the development, topography and ground conditions encourage a dispersed approach to surface drainage. This avoids the need for large communal features that could only be accommodated by major excavations which are not practicable. It is anticipated that SUDS ponds will be designed to be relatively dry for most of the year.

9.8.11 The proposed SUDS features will provide filtration and / or biological treatment of surface water run-off from all the paved areas to ensure that the majority of pollution from surface water run-off is removed before it reaches the River Witham or groundwater. The risk of polluted run-off in the event of a fire from the fire service's activities poses a risk to the river as large quantities of polluted water can be generated very quickly especially in relation to commercial premises. The drainage strategy includes provision to close the outfalls from the terminal SUDS features quickly or to stop up flows into communal infiltration features in the event of a fire as part of surface water run-off firefighting strategy.

9.8.12 In 2015, the Environment Agency consulted on the Grantham Urban Rivers and Wetlands Plan. The plan identifies a series of works in and alongside the whole extent of the River Witham as it runs through Grantham. The applicant has confirmed through the submitted Water Framework Assessment that the proposed development will not impede these proposals to improve the river characteristics and work towards overall Water Framework Directive objectives (to improve water quality from moderate to good standard). These include 1) diversion of the river past the weir and/or the weir's removal, 2) creating an off-line backwater pool in low-lying marshy ground north of Paper Mill Farm to provide a habitat resource for fish fry and other river fauna as well as providing an off-line refuge for fish during a flood, and 3) localised improvements to the river (creating riffles or pools and refuges) to improve river habitat quality for white-clawed crayfish and brown trout. These improvements are not required to mitigate the impacts of new development. They will be provided as part of the landscaping works as an additional benefit of the proposals.

9.8.13 Anglian Water have confirmed that the future water provision and improvements to the sewerage system within Grantham, as planned, are considered capable of dealing with the extra demand from the development. The amended ES, Water Framework Directive assessment and drainage proposals have overcome the objection from the EA. There are no objections from the Upper Witham IDB.

9.8.14 The potential impact on the water environment from the development is an important issue in the consideration of this application, however, the applicant has carried out a substantial amount of pre-determination investigations which have identified the key impacts and how they could be treated. Planning conditions and other regulatory consents / licenses will ensure that the detailed provisions for drainage will reduce the risk of flooding and water pollution and ensure that the supply of water and sewerage capacity are provided. In this respect the proposal is in accordance with the NPPF (Core Planning Principles and Section 10: Meeting the challenge of climate change, flooding and coastal change) and CS policy EN2.

9.9 Air Quality

9.9.1 The NPPF (Section 11) supports compliance with national limits for pollutants and states that planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan. The impact of the development on air quality is therefore a relevant material planning consideration.

9.9.2 The Council's current Air Quality Management Area (designated 2013) covers the main roads leading in to the town centre including Bridge End Road on the edge of the town centre. The Council has adopted an Air Quality Management Plan (2016) which sets out a range of measures to improve air quality in the AQMA. One of the identified measures is the implementation of the approved GSRR.

9.9.3 The revised ES includes the results of an air quality modelling exercise to identify the existing air quality environment in the surrounding area and to quantify the impact of the proposed development upon concentrations of key transport related pollutants and particulate matter and, if required, to advise on mitigation measures. It concludes that the magnitude of change to pollutant and particulate matter would be considered imperceptible at the majority of receptor locations. There would be overall positive impact on Grantham town centre air quality as a result of the GSRR due to the reduction in pollutant levels with the AQMA. During the construction of the development, mitigation will be required at the earthworks, construction and track-out phases which will comprise a CEMP to limit dust impact on existing adjacent properties.

9.9.4 The methodology and assessment of air quality impacts is considered to be robust by SKDC independent air quality consultants. In this respect the proposal is in accordance with NPPF Core Principles and Section 11.

9.10 Noise

9.10.1 CS policy EN1 requires new development to be assessed in relation to noise pollution. The NPPF (Section 11) advises that LPA's should avoid impacts from noise giving rise to significant adverse impacts on health and quality of life as a result of new development and that other impacts should be mitigated through the use of conditions.

9.10.2 The revised ES has established the noise environment at the development site and considered the potential noise impacts associated with the proposed development on the surrounding area. The existing noise sources include road traffic, the proposed GSRR, the East Coast Main Line and existing industrial and commercial premises. The ES is informed by extensive noise monitoring and modelling work.

9.10.3 It concludes that traffic noise is the dominant noise source across the study area with the highest levels being recorded at dwellings located along the A52 Somerby Hill. As a result of the GSRR and its effect of diverting traffic away from existing roads, it has been demonstrated that when the development is fully built out, noise levels will remain similar to existing traffic noise levels with no significant change being experienced by existing properties. Noise modelling and monitoring has been carried out for the ES in a robust manner, however; in the absence of a detailed layout, in order to inform the mitigation strategy, it will be necessary to undertake further noise monitoring both pre and post construction of the GSRR in order to accurately identify changes in noise levels, from those predicted as part of the modelling work to inform the ES, when the GSRR has been constructed and to identify specific mitigation measures necessary once the detailed layout of development parcels is known. This will be achieved through planning condition. An assessment of the existing industrial and commercial noise showed that sporadic noise events at the Invictas Works on Houghton Road, to the west of the site, have the potential to present some adverse impact during daytime hours. Overall these are unlikely to present a significant impact to the development proposals and can be appropriately mitigated in sensitive areas of the site. Mitigation against noise from the Invictas Works includes the orientation of the dwellings so bedrooms and other noise sensitive rooms do not look onto the industrial site, a suitable glazing and ventilation strategy and use of acoustic barriers. Noise from the East Coast Main Line is considered to have a minimal impact but consideration of mitigation is recommended at reserved matters stage. The noise assessment has considered multiple sources of noise and concluded that the site is appropriate for residential development.

9.10.4 Noise generated by the employment and local centre uses will require to be considered at the reserved matters stage in order to inform the detailed design of these proposals and a mitigation strategy, if required.

9.10.5 The methodology and assessment of noise impacts is considered to be robust by SKDC independent noise consultants. In this respect the proposal is in accordance with CS policy EN1, NPPF Core Principles and Section 11.

9.11 Socio-economic impacts

9.11.1 Paragraph 7 of the NPPF sets out three dimensions of sustainable development: economy, society and environment which are included within the objectives of the Core Strategy. Paragraph 14 of the NPPF sets out a presumption in favour of sustainable development.

9.11.2 The revised ES addresses these matters:

- **Population** – the development will result in an increase in population of 8,880 residents comprising an increase of 21.1% in the population of Grantham. The impacts of this increase in population in terms of community infrastructure are considered throughout this report.
- **Housing** – housing supply will increase by 3,700 new dwellings contributing a major beneficial effect in terms of the Council's objective for housing growth. The development will provide a broad range of house types to include terraces, semi-detached and detached properties to cater for a wide demographic thus enhancing the supply of housing in Grantham. The matter of affordable housing is dealt with elsewhere in this report.
- **Education** – the development will provide serviced sites for an all-through school and separate primary school with associated playing fields which will be provided in Phase 1. This requirement is compliant with CIL Regulation 122 in order to mitigate the impact of the proposed development.
- **Health** – the development will provide a serviced site for a GP health facility and financial contribution in order to mitigate the impact on the development on existing health centres, notably the Harrowby Lane and St Peter's Hill surgeries. This requirement is compliant with CIL Regulation 122 in order to mitigate the impact of the proposed development.
- **Libraries and Museums** – LCC has a statutory duty to provide a library service. There is an existing library and museum in Grantham, however, no definite project to enhance the facilities in the manner suggested in the consultation response exists to warrant the contribution suggested. As a result, the requirement cannot be justified against the tests for S106 contributions under CIL Regulation 122.
- **Public Open Space** – the development will provide for informal / natural Greenspace (28.01ha) in the residential part of the site, which is in excess of the policy requirement of 17.6ha, and other open space (7.04ha) in accordance with the Council's Open Space standards. This will include the Riverside Park (10.39ha). In addition the proposals will include the upgrade of the existing play area at Bridge End Grove, the provision of 5 new equipped play areas (1.12ha) and allotments (2ha). The open space provision will be integrated within the green infrastructure in accordance with government guidance to provide multi-use areas.

The proposals will include provision for a footway / cycleway along the A52 Somerby Hill, an extension to the Grantham riverside walkway and an extensive network of footpaths within the site linking into both existing public rights of ways and the new footpaths created alongside the GSRR.

A planning condition will be attached to control the triggers for the provision of public open space, strategic landscaping areas, cycleways, footpaths and other such on-site elements of green infrastructure based on the provisions of the submitted Phasing Plan. Notwithstanding the provisions of the Phasing Plan, it is considered that the Riverside Park

and associated footpaths / cycleways shall be provided in its entirety within Phase 1 of the development. The arrangements for the management and maintenance of the open areas will be agreed by either s106 agreement or planning condition.

- **Sports Facilities** - the proposals will provide outdoor sports provision (8.8ha) through two areas of playing fields. One area will be provided as part of the all-through school and is located adjacent to the school buildings. The second area will be located adjacent to Kesteven Rugby Club on High Dyke. Both are shown on the Parameters Plan. There will be a shortfall of outdoor sports provision of 1.19ha. It is considered that a financial contribution towards improving the quality of existing outdoor sports provision or providing changing facilities on-site would be compliant with the CIL Regulations in order to mitigate the impact of the proposed development.

In addition, the standards require additional provision of sports halls, swimming pools, synthetic turf pitches and a community hall. Taking into account the existing level of provision of these types of facilities in Grantham (Mere's Leisure Centre, Kesteven Rugby club and Grantham Cricket club) there is a relatively good level of provision of indoor sports facilities in the local area. The schools will be subject to a dual-use agreement required by the s106 agreement to ensure that they are designed for community use.

Sport England are a non-statutory consultee on this application. Whilst their concerns regarding the lack of an up-to-date needs assessment are acknowledged, it is considered that the information available through the revised ES and the Council's Open Space Study (2009) are sufficient to assess the application.

- **Community Centre** – the development will provide a serviced site and contribution to the construction of a new community centre to serve the population at Spitalgate Heath. This requirement is compliant with CIL Regulation 122 in order to mitigate the impact of the proposed development.
- **Economic Impact** – it is anticipated that the development might provide a net figure of 3,059 new permanent jobs, including indirect jobs in the local area. There will be benefits to the town as a whole in that if the increased population undertakes the majority of its expenditure in the town it could bring a real net figure of £55,622,840 into the local economy, as estimated by the applicant in the ES, once the scheme is fully built out. This is a major beneficial effect of the development.

The socio-economic effects of the development will bring considerable benefits to Grantham through the provision of a significant amount of new housing, employment opportunities and community infrastructure in accordance with CS policy H2B and SP4 and the Planning Obligations SPD, helping to ensure that a sustainable development is created.

- **Public Transport** – the proposals will contribute towards providing bus services to the development site in compliance with CIL Regulation 122. As there is no definitive project to provide improvements to public transport facilities at Grantham Station, this request is not considered to be compliant with CIL Regulation 122.

9.12 Impact on residential amenity

9.12.1 The DAS includes a section to address the impact on existing residential properties on Bridge End Grove, Saltersford Road and Cheveley Park. Although this is an outline application with all matters reserved for future approval, the DAS provides an indication of how the area around existing houses will be designed.

9.12.2 The Parameters Plans show that the building heights will be restricted to 6m around the existing bungalows at Saltersford Road and to 9m along other properties on Bridge End Grove and Saltersford Road. Taking into account the landscaped bund and buffer strip of 25m that will surround the estate, there will be a substantial separation distance to the new houses of

approximately 40m to minimise the impact on visual and residential amenity. It is not intended that there will be any vehicular access from the site into the Saltersford Road estate, however, a pedestrian route will be provided.

- 9.12.3 The proposed new employment buildings will be at a lower ground level to the existing properties at Cheveley Park which together with landscaping, a restriction on building height to 11m shown on the Parameters Plans and the width of Spittlegate Level, will provide a substantial separation distance between the existing properties and new buildings and limit the impact on residential amenity.
- 9.12.4 The precise requirements for mitigation in relation to new lighting and noise from the proposed employment uses will be assessed at reserved matters stage once details of the buildings and uses are known. The impacts of construction will be controlled by planning condition requiring a CEMP to be submitted.
- 9.12.5 The NPPF (Section 7 – Requiring good design and Core Principles para 17) and CS policy EN1 seek to ensure a good standard of amenity for existing and future occupiers of developments.

9.13 Design, Fire Safety and Crime Prevention

- 9.13.1 Good design is fundamental to the aims and objectives of the planning system at both national and local policy levels. NPPF Section 7: Requiring good design (paras 56- 58, 60-61, 63-66) – requires new development to be of high quality design which is appropriate for the character of the area and the way it functions and makes use of all available opportunities to enhance it. Whilst local distinctiveness is encouraged, planning decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative. Development which promotes high levels of sustainability should not be refused due to concerns about incompatibility with the existing surroundings if it can be mitigated by good design. It is emphasised that good design goes beyond the visual appearance of individual buildings and includes among other things, connections between people and places, and integration with the historic, built and natural environment. NPPF section 8 requires major developments to provide high quality open space. CS policy EN1 is also concerned with ensuring new developments are of appropriate design to ensure a sense of place is achieved.
- 9.13.2 The development is proposed in outline form only, however, the Illustrative Masterplan and the DAS show the intentions of the applicant to provide a high quality development. It includes a commitment to undertake further Design Codes (which will be secured by condition) to ensure first, that the streets, green infrastructure and SUDS across the whole site and secondly, that the areas of built development within each phase are design coded to provide a high quality outcome.
- 9.13.3 The views of the Fire Service and the Police Crime Prevention officer will be incorporated into the next stages of design. A planning condition is attached to ensure that sufficient fire hydrants are provided within the development and that a fire fighting water run-off strategy is provided for the employment land development in order to meet the requirements of the Fire Service.
- 9.13.4 A financial contribution towards CCTV cameras cannot be justified at this time as the precise type of commercial uses in the local centre and level of crime is not known.

10.0 Section 106 Contributions

- 10.1 The adopted Planning Obligations SPD sets out the Council's approach to the provision of necessary mitigation and infrastructure required to be provided by a new development in accordance with the Community Infrastructure Regulations 2010 and the relevant tests for planning obligations.

10.2 In assessing the contributions required by the SPD, as described elsewhere within the report, the Council has assessed whether the requested contributions meet the tests of CIL Regulation 122.

10.3 The applicant has undertaken a viability review of the proposals in accordance with a viability appraisal model agreed with the Local Planning Authority. It includes the provision for the costs of an easement over Network Rail land. This demonstrated that significant financial contributions and provision of on-site mitigation would be achievable; however, not all mitigation measures could be provided whilst ensuring the development remains viable based on the development costs and likely land values used within the appraisal.

10.4 The Council has carried out a prioritisation exercise to establish which mitigation contributions are most important to achieving the overall aims of the development plan. The exercise placed the most importance on achieving the construction of the GSRR Phase 3; therefore, there are some s106 topic areas where maximum / full contributions will not be provided in full initially. These include:

- **Affordable Housing:** CS Policy H3 requires developments of 11 or more dwellings to provide a target of 35% affordable housing. If it can be demonstrated that viability would be affected a reduced percentage may be acceptable. It is recommended that an appropriate flexible approach is taken to the exact percentage of affordable homes to be provided via the s106 agreement given the need to prioritise contributions to the GSRR. It is anticipated that the s106 will allow for affordable housing to be delivered in a flexible manner either on site, by cash contribution or, at SKDC's preference, land within the site. The level of affordable housing provision is likely to be less than the target set by CS policy H3 and a significant proportion is contingent on overage.
- **Education:** The Planning Obligations SPD requires a financial contribution to be made in addition to the provision of a serviced site for school facilities. LCC have confirmed that a serviced site is acceptable in itself with no financial contribution since they will fund the school through other means.

10.5 The conclusion of the prioritisation exercise for mitigation and infrastructure provision is set out in the table below:

S106 Topic	What is required?
GSRR	Financial contribution
Affordable Housing	Financial contribution. Delivery may be on site, by cash contribution or, at SKDC's preference, land within the site.
Education	Provision of serviced and suitable sites for i) primary school and ii) all-through school together
Open Space	On-site provision of 35 ha as required to an agreed specification. To include agreed on-site outdoor sports provision. Management, maintenance and public access to be provided to an agreed high level specification including a financial contribution if to be adopted by SKDC.
Community Centre	On-site provision of community centre to an agreed high level specification. Management, maintenance and public access to be provided to an agreed high level specification. Option for Owner to provide free serviced land to SKDC with financial contribution to construct if agreed with SKDC.
Indoor Sports Facilities	Financial contribution to make up on-site provision shortfall.

Travel Plan	Financial contribution towards capital and revenue cost of bus provision. Further package of travel plan measures as required by LCC to include a travel plan bond in case modal shift targets not met.
Health Facilities	On-site provision of serviced land for GP surgery and financial contribution.
Waste Fire Hydrants	Financial contribution to provision of fire hydrants
Employment and Training	Initiatives to be provided.
SUDS	Management and maintenance arrangements to be provided to an agreed specification
Local Centre	Delivery strategy for bringing local centre forward.
Viability Review	VR process to be followed with information supplied and agreed / determined.
Monitoring S106 payments	Financial contribution.

10.6 The s106 agreement will include provision for a future viability review at intervals during the lifespan of the development to assess whether the viability of the development has changed over time having regard to changes in costs, house prices and other factors. The review will determine whether additional contributions, known as overage, may be forthcoming should the viability of the scheme improve over time. Payments will be collected and monitored by the Council, being released in accordance with a Memorandum of Understanding between the Council, LCC and NHS England.

10.7 It is considered that these requirements will provide mitigation for the impacts of the development and to be policy compliant. Also, they would be compliant with the statutory tests of CIL Regulation 122. In this respect, the proposal would accord with South Kesteven Core Strategy Policies SP1, H1, SP3 and H3, the South Kesteven Planning Obligations SPD and the NPPF (paras 203 – 206).

10.8 Further financial appraisal work is currently being undertaken to establish the exact figures for the financial contributions for each topic area. Full details of these figures will be provided at a future meeting of the Committee to enable consideration of these matters in more detail.

11.0 Other matters

- **Loss of Agricultural Land** - NPPF paragraph 112 advises local planning authorities to take into account the economic and other benefits of the best and most versatile agricultural land. This type of agricultural land is defined as Grade 1, 2 and 3a under the Agricultural Land Classification system. Within the application site, the majority of agricultural land is classed as Grade 3 with a relatively small area of Grade 2 land. Detailed on-site investigation of this land suggestion that the Grade 2 soils are more appropriately classifies as Grade 3b which is acceptable to Natural England.
- **Other matters raised by local residents** – the matters raised by local residents have been assessed in detail in the main body of the report although it is recognised that a different conclusion may have been reached on some of the likely impacts of development. Many of their concerns will be mitigated through planning conditions or through the detailed design of each phase of development. Existing issues regarding flooding and drainage are not considered to be reasons for refusal as the applicant can only be expected to address matters that arise from the development, not pre-existing problems.

12.0 Crime and Disorder

12.1 The proposed development raises no significant crime and disorder implications.

13.0 Human Rights Implications

13.1 Article 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.

14.0 Conclusion

14.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

14.2 As would be expected with a major scheme, there are a number of individual planning policies that apply to the proposed development. It is considered that when considering the development plan **as a whole**, subject to the satisfactory resolution of planning conditions and the s106 agreement the proposals would be in compliance with the Development Plan. In forming this view, it is recognised that there is conflict with the detailed criteria of CS policy EN1 in respect of landscape and heritage criteria.

14.3 In these circumstances, and subject to the satisfactory resolution of planning conditions and the s106 agreement, paragraph 14 of the NPPF advises that proposals that accord with the development plan should be approved without delay unless material considerations indicate otherwise. These have been fully assessed within this report and officers conclude that, subject to the satisfactory resolution of planning conditions and the s106 agreement, there would be no other material considerations which indicate that planning permission should not be granted.

14.4 There would be many environmental, social and economic benefits of the proposal, including:

- Sustainable location on edge of Grantham
- Area is identified for growth in Core Strategy
- Substantial investment in GSRR
- A significant boost to deliverable local housing to meet local need
- New employment opportunities
- Annual extra spend in the local economy of £55 million
- Outdoor sports provision
- New all-through and primary schools
- On-site health facilities and community centre
- Local centre including variety of commercial uses
- High quality open space including riverside park and walkway
- Significant biodiversity retention and enhancement
- High quality of design which respects the context

14.5 The revised ES and accompanying studies have demonstrated that the majority of environmental and traffic impacts of the development can be adequately mitigated. The proposed mitigation measures will be controlled through planning conditions or the s106 agreement. The proposals under consideration have addressed all the issues identified in the Southern Quadrant Masterplan SPD, however, it is recognised that a development of this scale will have some impacts that cannot be fully mitigated. There is only one environmental effect that will still result in a significant adverse impact after mitigation - the impact on the Grantham Scarps and Valleys landscape character area, the local landscape and visual impacts on certain key receptors

identified earlier in the report. In this respect, the proposals do not fully comply with the landscape criteria of CS policy EN1.

- 14.6 Taking all of the above into account and subject to the satisfactory resolution of planning conditions and the s106 agreement, the development is considered to be a sustainable form of development which is appropriate for its context and is in accordance with Policies EN1 (except landscape and heritage criteria), EN2, SP1, H1, H2B, H3, SP3 and SP4 of the South Kesteven Core Strategy and the NPPF (Sections 4, 6, 7, 8, 10, 11 and 12).
- 14.7 In view of the scale and complexity of the application, the suggested planning conditions have been set out in draft form with an indication of the subject matter and what the condition seeks to control. It is recommended that Members consider the principle of development; the transport and environmental matters; and the topics to be included within the s106 agreement as set out in this report. Both the s106 agreement and planning conditions will be developed further upon which full details of the amount for each financial contribution (taking account of the cost of the easement over Network Rail land) and the wording of each planning condition will be brought back for determination by the Committee.

15.0 RECOMMENDATION: that the application be approved in principle, subject to the details of the planning conditions and the Section 106 agreement being reported back to and approved by this committee and subject to prior completion of the Section 106 Agreement.

DRAFT CONDITIONS FOR CONSIDERATION BY DEVELOPMENT MANAGEMENT COMMITTEE

The structure of the conditions reflects the phasing proposals put forward by the Applicant. These comprise three phases (including elements of residential, employment, green infrastructure and other uses). Within each Phase, parcels of land for development or infrastructure will be known as Reserved Matters areas.

The conditions are proposed in DRAFT only in order that they may be cross-referenced and developed in conjunction with the s106 agreement. To assist Members, an indication is provided of why the condition is required. The wording and number of conditions may change, however, a final list of conditions will be brought back to the Development Management Committee alongside the s106 for approval.

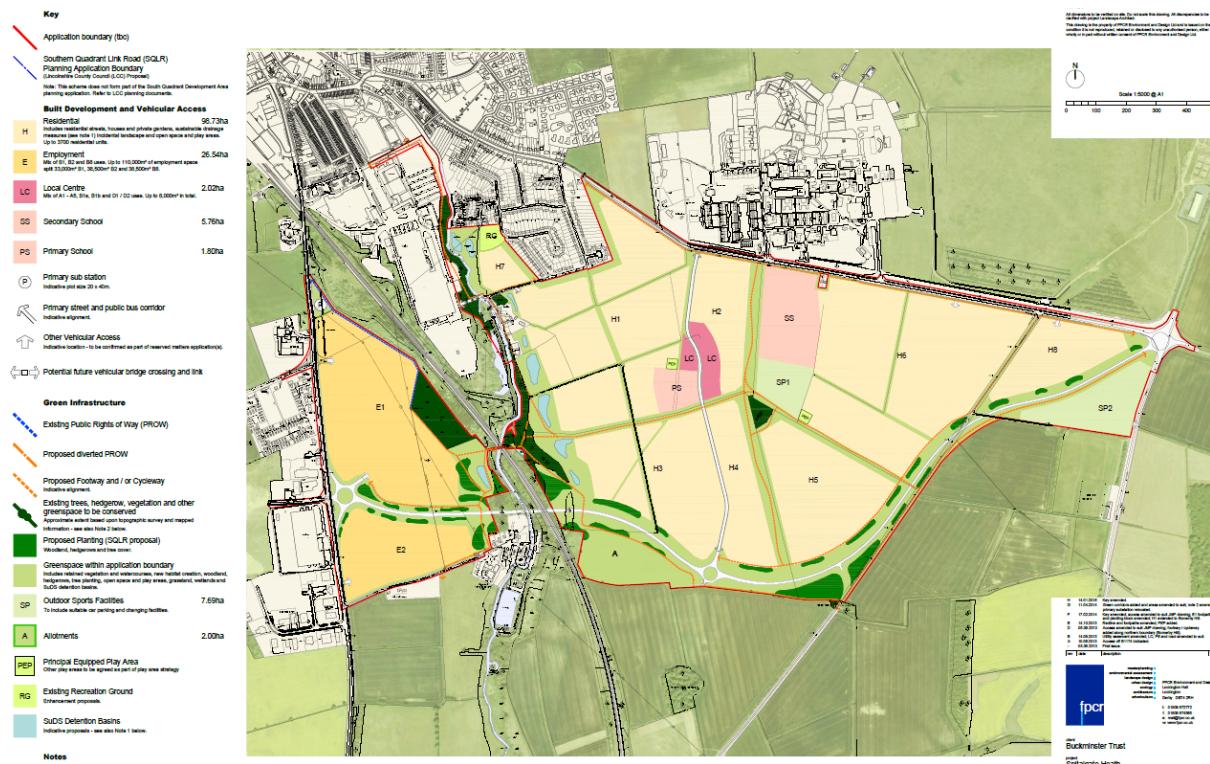
TIME LIMITS	Required by
Details of reserved matters to be submitted to and approved by LPA before any development in that part of the site is commenced i. Layout ii. Scale iii. Appearance iv. Access v. Landscaping	Mandatory
Details of Reserved Matters for the first reserved matters area to be submitted no later than 3 years of from the date of this permission and all subsequent reserved matters applications shall be submitted no later than xx years from the date of this permission and such development to which those reserved matters relate shall be begun no later than the expiration of 2 years from the final approval of those reserved matters.	Mandatory
APPROVED PLANS	
The development, including applications for reserved matters, shall be carried out in accordance with the following approved plans and documents: Parameters Plan 1 of 2 (3295-L-21 RevG) Parameters Plan 2 of 2 (3295-L-22 RevE) Design and Access Statement (March 2017) Save only for minor variations where such variations do not deviate from this permission nor have any additional or materially different likely significant environmental effects to those assess in the Environmental Statement accompanying this application.	EIA Regs
The maximum amount of development shall be in accordance with limits set in the approved Development Specification (received 18 February 2016).	LPA
SITE WIDE MATTERS TO BE SUBMITTED PRIOR TO SUBMISSION OF RESERVED MATTERS	
Site wide strategies for:	
No development shall commence and no reserved matters details shall be submitted for approval pursuant to Condition xx until the following site wide strategies have been submitted to and approved in writing by the local planning authority. These strategies shall be in accordance with the relevant information submitted with the outline planning application. These strategies will establish broad site wide principles, objectives, parameter and targets:	
a. Streets, Green Infrastructure and SUDs Design Code and Regulating Plan (Masterplan)	DAS
b. Landscape and Environmental Management Plan (details of mitigation / enhancement measures – calcareous grassland, hedgerows, bat boxes, lighting and surfacing footpaths, badger mitigation, bird nest boxes, bird nest habitats, water vole re-survey, white-clawed crayfish habitat enhancement – and management) and Environmental Masterplan	ES Mitigation
c. Water Management Strategy (Surface and foul water drainage) (HP33	LCC Highways and Anglian

LCC)	Water
d. Ground level changes and soil management	SKDC and NE
e. Sequencing programme for implementation of strategic landscaping proposals; public open space; footways / cycleways; road infrastructure; foul and surface water drainage; and services.	ES Mitigation
f. Management and Maintenance arrangements for Green Infrastructure and Ecological mitigation measures	SKDC
g. Adoption Strategy for transport network and recreational path network	SKDC
PHASE WIDE MATTERS TO BE SUBMITTED PRIOR TO SUBMISSION OF RESERVED MATTERS	
Prior to the submission of the first Reserved Matter within a phase, the following shall be submitted to and approved by the local planning authority in relation to the phase, where required:	To ensure appropriate infrastructure is provided
a) Design Code and Regulating Plan (masterplan) for each Key Phase and Local Centre including statement of conformity with ES, Parameters Plans and D&A Statement. Mechanism for review. b) Indicative sequencing plan to set out how reserved matters applications within each phase may be brought forward c) Indicative number of dwellings proposed for each reserved matters application d) Archaeological Written Scheme of Investigation and building recording e) Proposals for roads, bridges, accesses, footpaths and cycleways f) Proposals for strategic landscaping and earth bunds in relation to areas of Green Infrastructure g) Details and delivery programme for: <ul style="list-style-type: none"> i. Highway Infrastructure including roads, bridges, accesses, footpaths and cycleways (to replace para 3.3 in Phasing Plan) ii. Primary services and drainage infrastructure include SUDS and water management infrastructure iii. Green infrastructure iv. Ecological mitigation v. Local equipped areas for play 	
The development shall be carried out in accordance with the approved plans. Where any occupation triggers are approved in relation to the delivery of any facilities or green infrastructure on the phase then in relation to each such trigger there are to be no occupations above it until the relevant facility or item of green infrastructure has been provided.	
Reserved Matters advanced outside of phase sequence in exceptional circumstances: such as highway infrastructure, advance works, employment uses, community uses and green infrastructure.	SKDC
SUBMISSION WITH RESERVED MATTERS APPLICATIONS	
Reserved matters applications relating to built development for approval of details required under Condition 1 shall be accompanied by the following additional details: <ul style="list-style-type: none"> • Existing and proposed site levels and finished floor levels • Statement of conformity with the Environmental Statement • Statement of the conformity with the approved site-wide Streets, Green Infrastructure and SUDs Design Code and Regulating Plan; LEMP and Water Management Strategy • Statement of conformity with the Key Phase Delivery Programme and Key Phase Design Code and Regulating Plan • Detailed foul and surface water drainage scheme 	ES Mitigation

<ul style="list-style-type: none"> Detailed noise impact assessment and mitigation measures for residential development to ensure that noise levels for residential properties do not exceed those recommended in BS8233 (2014) for transportation noise Construction Environmental Management Plan Construction Traffic Management Plan Gross internal area of all buildings on the reserved matters area <p>The development shall be carried out in accordance with the approved details.</p>	
OTHER PRE-COMMENCEMENT CONDITIONS BY PHASE	
No development on Phase 1 until a marketing strategy for local centre and employment land has been provided	SKDC
No development on Residential Phase 1 until access A provided	LCC Highways
No development on Residential Phase 2 until either accesses B and C provided	LCC Highways
No development on Business Park Phase A until access D provided	LCC Highways
No development on Business Park Phase B until access E provided	LCC Highways
No development of Phase 2 or 3 until interim Transport Assessments and updated Travel Plans have been provided	LCC Highways
No development within a phase until full engineering, drainage, street lighting and constructional details of streets for adoption submitted	LCC Highways
No development shall take place on the serviced school site until an agreement has been submitted to and approved in writing by the local planning authority that sets out how the school and its facilities will be made available for community use during the day, evening, weekends and school holidays. The agreement shall detail the total floorspace and facilities to be made available for community use. The development shall be carried out in accordance with the approved agreement.	ES Mitigation
DURING CONSTRUCTION	
No infiltration drainage permitted in SPZ1 as per the drainage strategy	Env Agency
Requirement for contamination investigation in circumstances where no contamination has previously been identified	Env Agency
PRIOR TO OCCUPATION	
No more than 150 dwellings occupied until SQLR and KiNG 31 Link provided	LCC Highways
No more than 150 dwellings occupied until serviced site and playing fields for all-through school provided	LCC Education
No more than 991 dwellings occupied until the spine road shown on the Parameters Plan is provided (subject to review of capacity of Access A)	Highways Agency
No more than 77,000 sqm of Business Park north development occupied until SQLR and KiNG 31 Link provided	LCC Highways
No more than 33,000 sqm of Business Park south development occupied until SQLR and KiNG 31 Link provided	LCC Highways
No more than 2,999 dwellings occupied until Access A is upgraded (subject to review of capacity of Access A)	LCC Highways
No more than 2,434 dwellings shall be occupied until pedestrian crossing on A52 Somerby Hill and Harrowby Road provided (subject to review of traffic generation)	LCC Highways
HP23 No dwelling or building occupied until roads and/or footways provided	LCC Highways
No more than 1200 dwellings, all-through school and local centre occupied until highway improvements to A1/A52 Barrowby Road junction have been implemented	Highways Agency
No buildings on the Business Park occupied until a fire fighting water run-off strategy provided and approved in writing by local planning authority	Lincs Fire and Rescue
Not more than 100 dwellings occupied until the strategic landscaping areas have been laid out and planted in accordance with a landscaping scheme	ES mitigation
Standard condition for samples of materials to be submitted to and approved in writing by the local planning authority	SKDC
No occupation until noise mitigation measures are provided	ES Mitigation
Provision of fire hydrants within the site.	Lincs Fire and Rescue
Scheme for interpretation of archaeological findings	ES Mitigation

Specification for unadopted roads to be submitted to and agreed in writing by the local planning authority. The development shall be carried out in accordance with the approved details.	SKDC
Implementation of landscaping proposals in accordance with the approved details.	SKDC
No more than 100 dwellings until landscaping and bund to Saltersford Road area has been provided.	ES Mitigation
No more than 100 dwellings until cycle path and landscaping to A52 provided	ES Mitigation
No more than 600 dwelling occupied until riverside footpath / cycle path provided from Dysart Park to ECML crossing point	ES Mitigation
No more than 600 dwellings until hard and soft landscaping proposals for the Riverside Park have been submitted and approved in writing by the local planning authority.	ES mitigation
No more than 700 dwellings until principle equipped play area 1 provided	ES Mitigation
No more than 1,500 dwellings occupied until serviced site and playing fields for primary school provided	LCC Education
No more than 1000 dwellings occupied until allotments are provided	ES Mitigation
No more than xx dwellings until serviced site for heath centre provided	NHS
No more than 38,500 sqm employment land occupied until PROW diverted or before any development commenced on route of PROW	LCC Footpaths
No more than 1,700 dwellings to be occupied until principle equipped play area 2 provided	ES Mitigation
ONGOING CONDITIONS	
Within 6 months of development being occupied, a Travel Plan shall be submitted (business and residential) to and approved in writing by the local planning authority.	LCC Highways
Restriction of ground water run-off rate to Greenfield rate required by EA and IDB.	EA / IDB
Noise levels for residential properties shall not exceed those recommended in BS8233 (2014) for transportation noise. Reserved matters applications will be expected to assess noise levels from SQLR and take them into account in the layout and mitigation for residential properties.	ES Mitigation
Limit to size of single B1 office use to 1000 square metres net floor area	SKDC
Removal of PD rights for change of use to B1(a) and C3	SKDC
Removal of PD rights for change of use within D1 to remain as community use	SKDC
Requirement for a marketing plan for the local centre and employment uses.	SKDC
Conditions to control delivery, size and changes to retail uses	SKDC
Landscape replacement condition for standard 5 year period.	SKDC
Provision of 10% of dwellings to be Lifetime Homes	SKDC
Retention of hedgerows	ES mitigation
Development to be in accordance with ecological mitigation measures set out in LEMP.	ES mitigation
INFORMATIVES	
Positive and proactive working with applicant	LPA
Environmental Permit	Env Agency
Anglian Water note	Anglian Water
Road adoption	LCC Highways
Network Rail requirements	Network Rail
All environmental information taken into full consideration by LPA	SKDC
Footway dedication	LCC Highways
Private drives	LCC Highways
Contact Network Manager South for access works	LCC Highways
Contact LCC for road construction specification	LCC Highways

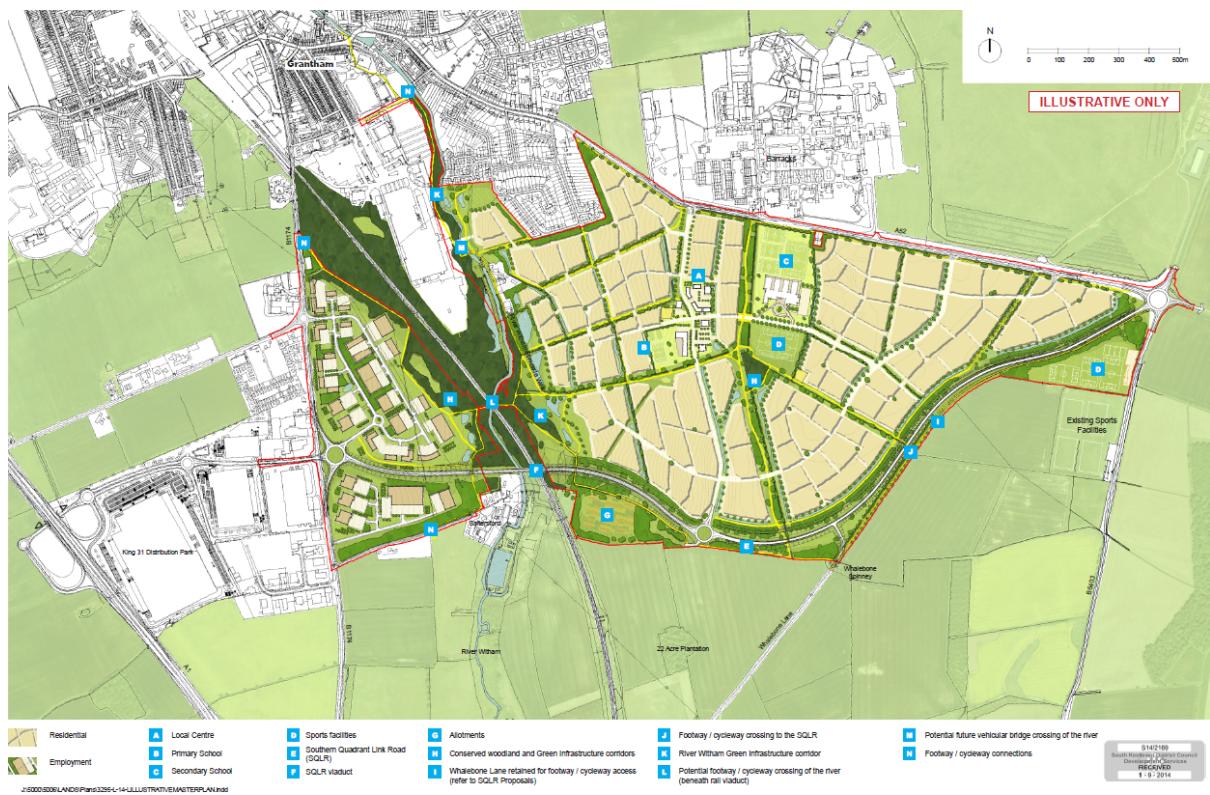
PARAMETERS PLAN 1/2



PARAMETERS PLAN 2/2



ILLUSTRATIVE MASTERPLAN



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Development Management Committee
18 July 2017

Additional Information

SB1 – S14/2169

Proposal: Application for outline planning permission to develop the site as a mixed use urban extension comprising: up to 3700 dwellings including sheltered housing for the elderly and extra care accommodation in Class C2. Up to 110,000 sq m of employment space within use classes B1, B2 and B8. B1 30%, B2 35%, B8 35%. Educational facilities including a primary school and a secondary school. A local centre up to 8,000sq m including use classes A1 shops, A2 financial and professional offices, A3 restaurant, A4 public house, A5 takeaway, B1 police room, D1 health centre and crèche, D2 community hall and gym. Associated open space, playing fields and changing rooms, childrens' play areas, allotments, woodlands, wildlife habitat areas and sustainable urban drainage system. Roads, footpaths, cycleways, car and cycle parking. Utility services including electricity substations and pumping stations. (ALL MATTERS RESERVED)

Summary of Information Received:

For clarification, paragraph 10.4 of the report should read:

“Education: The Planning Obligations SPD requires a financial contribution to be made in addition to the provision of a served site for school facilities. LCC have confirmed that a serviced site is acceptable in itself with no guaranteed financial contribution except through overage since they will forward fund the school through other means.”

The following paragraphs in the report: 9.5.21, 9.6.7 refer to paragraph 14.3 later in the report. This should read paragraph 14.4.

To assist Members with the terminology of Use Classes used within the description of the application:

Class A1: The retail sales of goods to the public: Shops, Retail Warehouses, Hairdressers, Undertakers, Travel and ticket agencies, Pet shops, Sandwich bars, Showrooms, Domestic hire shops, Dry cleaners, Internet cafes

Class A2: Financial services: Banks, Building societies, Bureau de change. Professional services: Estate agents, employment agencies. Other services: Betting shops, Pay day loan shops.

Class A3: Places where the primary purpose is the sale and consumption of food and light refreshment on the premises.

Class A4: Places where the primary purpose is the sale and consumption of alcoholic drinks on the premises. Public house, Wine bar or other Drinking establishment.

Class A5: Premises where the primary purpose is the sale of hot food for consumption off the premises.

Class B1: a) Offices, other than a use within Class A2 (financial services), b) Research and development of products of processes and c) Light industry

Class B2: Use for the carrying out of an industrial process other than one falling in Class B1

Class B8: Use for storage or distribution centre

Class D1: Clinics, Health Centres, Creches, Day nurseries, Day centres, Museums, Public libraries, Art galleries, Exhibition Halls, Law court, Non-residential education and training centres, Places of worship, Religious Instruction, Church Halls.

Class D2: Cinema, Concert hall, Bingo hall, Dance hall, Swimming bath, Skating rink, Gymnasium, Area of Indoor or outdoor sports or recreation, not involving motor vehicles or firearms.

Changes to Recommendation:

No change to recommendation.

MINUTES

DEVELOPMENT MANAGEMENT
COMMITTEE
TUESDAY, 18 JULY 2017



COMMITTEE MEMBERS PRESENT

Councillor Phil Dilks
Councillor Mike Exton
Councillor Michael King
Councillor Robert Reid
Councillor Nick Robins
Councillor Jacky Smith
Councillor Judy Stevens

Councillor Adam Stokes
Councillor Ian Stokes (Vice-Chairman)
Councillor Brian Sumner
Councillor Mrs Brenda Sumner
Councillor Frank Turner
Councillor Martin Wilkins (Chairman)
Councillor Rosemary H Woolley

OFFICERS

Executive Manager, Development & Growth (Paul Thomas)
Business Manager, Development & Implementation (Sylvia Bland)
Business Manager, Legal & Democratic Services (John Armstrong)
Principal Democracy Officer (Jo Toomey)

OTHER MEMBERS

Councillor Nick Craft
Councillor Charmaine Morgan

(In accordance with Article 9.1.9 of the Council's Constitution, Councillor Morgan spoke in connection with application S14/2169)

21. MEMBERSHIP

The Committee was notified that under Regulation 13 of the Local Government (Committees and Political Groups) Regulations 1990, notice had been received appointing: Councillor Woolley for Councillor Mrs Kaberry-Brown.

22. APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor Powell.

23. DISCLOSURE OF INTERESTS

No interests were disclosed.

24. MINUTES OF THE MEETING HELD ON 27 JUNE 2017

The minutes of the meeting held on 27 June 2017 were agreed as a correct record.

25. PLANNING MATTERS

A proposition was made, seconded and agreed to suspend the following Committee Procedure Rules related to public speaking at meetings of the Development Management Committee during discussion of planning application S14/2169:

9.1.9 a) (v) – Each person is allowed to speak for a maximum of 3 minutes and must be prepared to answer questions for information put by members *[relating specifically to the length of time for which members of the public may speak]*

9.1.9 a) (vii) – Number of objectors who can speak will be dependent on the time of the meeting. The Chairman shall ensure equity of opportunity between various parties

9.1.9 a) (ix) – Questions to individual speakers should not exceed 10 minutes in total

The Chairman stated that this was the first time that the Committee would see the outline application and that it provided an opportunity for Councillors and members of the public to raise their suggestions and concerns to help shape the draft conditions and detail of the application. The outline application, together with the conditions and Section 106 Agreement would be considered at a future meeting of the Committee. As the meeting did not form a part of the determination of the application, the Chairman stated that the next time it was presented to the Committee, members of the public would once again have the opportunity to speak and members of the Committee would not be prohibited from sitting on the application if they had not been present at this meeting.

(a) Application Ref: S14/2169

Description: Application for outline planning permission to develop the site as a mixed use urban extension comprising: up to 3700 dwellings including sheltered housing for the elderly and extra care accommodation in Class C2. Up to 110,000 sq m of employment space within use classes B1, B2 and B8. B1 30%, B2 35%, B8 35%. Educational facilities including a primary school and a secondary school. A local centre up to 8,000sq m including use classes A1 shops, A2 financial and professional offices, A3 restaurant, A4 public house, A5 takeaway, B1 police room, D1 health centre and creche, D2 community hall and gym. Associated open space, playing fields and changing rooms, childrens play areas, allotments, woodlands, wildlife habitat areas and sustainable urban drainage system. Roads, footpaths, cycleways, car and cycle parking. Utility services including electricity substations and pumping stations. (ALL MATTERS RESERVED)

Location: Land south of Grantham

Decision:

That the principle of the application for the development of the site is accepted subject to details of planning conditions and the Section 106 Agreement, together with the parameter plans and design and

access statement, being reported back to the committee for approval

Noting comments made during the public speaking session by:

District Councillor	Clr Charmaine Morgan
Londonthorpe & Harrowby Without PC	Peter Armstrong
Against	Jim Smith
	John Morgan
	Jane Lee (statement read by Clr Morgan)
	Martyn Wand
	Dale Wright
Applicant's Agent	Andrew Russell-Wilks
Applicant	Stephen Vickers

Together with:

- Comments from the SKDC Environmental Statement Assessment Consultant
- Comments from the SKDC Landscape Consultant
- No objection and comments from the Woodland Trust
- No objection and comments from Historic England
- No objection from Heritage Lincolnshire subject to appropriate mitigation
- No objection from the SKDC Conservation Officer
- No objection and comments from the National Trust
- Comments and no objection from the Environment Agency subject to appropriate conditions
- No objection from Anglian Water subject to conditions
- No objection from the Upper Witham Internal Drainage Board
- Comments and no objection from Lincolnshire County Council Highways subject to conditions and requirements to be incorporated within the Section 106 Agreement
- Comments from Highways England
- Comments from the traffic consultant commissioned by SKDC
- Comments from the SKDC Air Quality Consultant
- Comments from the SKDC Noise Consultant
- Comments from Natural England
- Comments from Lincolnshire Wildlife Trust
- No objection from the SKDC Ecology Consultant subject to appropriate mitigation measures
- No objection from NHS England subject to a contribution to mitigate the impact of the development on primary care facilities
- No objection from Lincolnshire County Council Education subject to provision within the Section 106 Agreement for a serviced site for an all-through school
- Comments from Sport England
- Comments of the SKDC Urban Design Consultant
- No objection from Lincolnshire County Council libraries and heritage subject to a financial contribution for libraries and heritage facilities
- Support and comments from Lincolnshire County Council Planning

Services

- No comments from Lincolnshire County Council Minerals Planning
- No objection from SKDC Neighbourhoods subject to a financial contribution for CCTV provision, maintenance and monitoring
- Comments from the SKDC Affordable Housing Officer regarding preferences for affordable housing provision to be delivered in conjunction with the development
- Comments regarding required mitigation measures from the Defence Infrastructure Organisation
- No objections in principle from Network Rail subject to a Section 106 contribution to improve facilities at Grantham station
- No objection and comments from Lincolnshire Police
- An objection and comments from Lincolnshire Fire and Rescue
- Comments from the Lincolnshire County Council Footpaths Officer
- Concerns raised by Londonthorpe and Harrowby Without Parish Council
- Comments from Old Somerby Parish Council
- Support and comments of Grantham Civic Society
- No objection from Peterborough City Council
- No objection from Newark and Sherwood District Council
- No objection from North Kesteven District Council
- No objection from Rutland County Council
- No objection from Melton Borough Council
- Community involvement events run by the applicant prior to the submission of the application
- 57 representations received as a result of public consultation
- Provisions within the National Planning Policy Framework and the South Kesteven Core Strategy and supplementary planning documents
- Site visit observations
- The additional information report issued to Members on 14 July 2017
- Comments made by members at the meeting

A proposal was made and later seconded that the principle of the application for the development of the site is accepted subject to details of planning conditions and the Section 106 Agreement, together with the parameter plans and design and access statement, being reported back to the committee for approval.

During the public speaking session and debate, the following concerns were highlighted and suggestions made for the applicant to consider:

- The proportion of affordable housing to be provided as part of the development and the availability of affordable housing provision on site
- Consideration of opportunities to preserve and relocate trees planted at Prince William of Gloucester Barracks when their deed of protection ends in 2022
- Whether the required serviced sites could include ground source heat pumps

- Consideration of opportunities to incorporate renewables into the development
- Consideration of opportunities to provide charging points for electronic vehicles
- Ensuring roads within the development are built to an adoptable standard
- Whether it was possible for the proposed width of bund separating Saltersford Grove and Spitalgate Heath to be further extended or the location of the recreation area to be moved to provide greater separation between the two
- In determining the application the Council should ensure that Londonthorpe and Harrowby Without Parish Council is involved
- The impact of an increased number of cars travelling from the garden village into the town centre on existing routes (particularly Gainsborough Corner junction and Harrowby Road) including increased congestion and safety
- ‘Lifetime Homes’ principles in the development
- The mix of housing types was under discussion as part of the Section 106 Agreement package
- Whether the community facility would be made available for everyone (including whether it offered an indoor sports facility)
- Whether provision had been made for places of worship
- Ensuring that garden village principles are incorporated within the application, including specifically gardens attached to properties, public gardens and houses lining the street
- Some concern over the proposed build rate of 125 units a year and the suggestion of having the site built out by multiple builders working in parallel to improve the build rate
- Whether there should be an increased commitment regarding the employment site in addition to the suggested communications strategy (e.g. erecting the first buildings)
- Any matters related to the development should be presented for committee approval rather than delegated to the Chairman and Vice-Chairman to sign-off
- Illustrations indicating house design, street design and community design as presented in the design and access statement received positive comments
- One of the major identified benefits of the project was the delivery of the southern relief road which would relieve the town centre of heavy goods vehicles
- Given the anticipated period over which the development would be built out (25-30 years) members asked whether it would be possible for each of the project’s phases to be presented to the committee prior to commencement

Members were grateful for the opportunity to discuss the proposed development prior to consideration and determination of the outline application for planning permission, approval of conditions and the Section 106 Agreement at a future meeting. They recognised that the size of the development was significant and the impact on the parish of Londonthorpe and Harrowby Without and the wider Grantham area needed careful consideration and sensitive handling.

The proposition was put to the vote and supported by a majority of the members present.

26. CLOSE OF MEETING

The meeting was closed at 20:29.

Spitalgate Heath – high level HOTs

These are the high-level HOTs which provide the principles for the S106 agreement.

The applicants are content for sufficient flexibility within the agreement so that the decision on how the public funds received through the S106 (via the tariff and overage) can be left to SKDC – provided that those funds are invested into projects related to Spitalgate Heath

Item	Tariff/ (fixed)	Overage (contingent) based on reviews ¹	Other contribution	Further detail/comment
		Split 51:49 (BE:SKDC/S106)		
Relief Road				
Relief Road	£19,500,000	£10,000,000 max		Pure payments – fixed and potential for contingent sums based on reviews.
Affordable Housing		£11,000,000 ²	10% minimum provision (370units) – on site	10% on site provision as a fixed minimum. To be split 60% Affordable Rented and 40% other affordable tenures. Definitions to reflect the revised NPPF. No provision of affordable within first 500 ³ units. The 10% (total 370units) to be spread across the remaining 3200 units.
Education		£24,300,000	Serviced sites.	Fully serviced sites for Primary and Secondary/Through School to be provided, to meet LCC reasonable requirements to be transferred to LCC at agreed triggers. Contingent sums payable to LCC towards additional provision – including costs of delivery on the school sites.
Open Space	£2,000,000			On site provision of 35ha to an agreed specification. Permanent management and maintenance arrangements of the open space and sustainable urban drainage features to be put in place to an agreed

¹ Principles of overage arrangement and review mechanism – To be a simple, robust, transparent approach, with regard to values and costs, and based upon Buckingham adopting the role of 'Master Developer'. Likely to be based upon reviews at approximately every 600units, an 'easy in and easy out' provision with flexibility for an extended 'review window' and ability to provide releases to not constrain delivery. There may also be a pre-commencement review, and an early stage review at 500units. Starting point for cost base to be as per GVA figures.

Any costs (including S106 contributions or infrastructure costs) that are reduced as a result of any form of public subsidy (eg HiF, Affordable Housing Fund, or Council provision of additional funding etc) - therefore leading to provision of overage - shall not be subject to the 51:49 split and shall see any additional value equivalent to the level of public subsidy protected and recycled for the use elsewhere by the public sector (eg recycling of HiF money, into increased affordable housing provision). All other overage arrangements are subject to the 51:49 split in favour of BE.

² Provisions to enable the Council to specify on-site delivery equivalent to any overaged amount for affordable housing and which could be supplemented through the provision of additional sums by the Council or other public funding, or receipt of financial contribution. Subject to footnote 4.

³ No on-site provision within first 500units based on Cash Flow

				high level specification (to be adopted by SKDC but could be handed to another body) - £2m accounted for in tariff towards management/maintenance in future. Buckminster to be responsible for maintenance and management prior to adoption/handover to SKDC.
Community Centre	£2,100,000			On-site provision of fully serviced site meeting SKDC reasonable requirements to be transferred to SKDC at agreed trigger and with £2.1m included in tariff for delivery.
Local Centre				Delivery strategy for bringing the local centre forward – now to be dealt with by condition (removed from S106).
Health	£1,600,000			Fully serviced site meeting SKDC reasonable requirements to be transferred to SKDC or their nominee at agreed trigger. Tariff contribution to cover delivery costs
Outdoor sports	£300,000			Part of tariff – Formerly a separate contribution.
Transport	£2,235,000			Part of tariff – Formerly a separate contribution. Provision of obligations to require the development to deliver against and monitored against the travel plan measures as required by LCC to include travel plan bond in case modal shift targets not met - Table 7.1 Travel Plan Measures and Contributions Summary – with the exception of the bus-subsidy which is covered by the tariff.
Fire Hydrants	£50,000			To be part of tariff. To be provided to LCC Fire & Rescue for provision within areas falling outside of the residential elements of the development – the residential elements to be expected to provide sufficient facilities as per conditions.
Employment/training				Initiatives to be provided and secured within the S106
Public access			£20,000	Contribution towards creation of a walkway from Dysart Park to the River Witham at Paper Mill Farm conditional on SKDC receiving grant funding for the same. Provisions to allow SKDC access to undertake works if funding achieved. If SKDC do not receive funding, applicant to deliver the walkway in lieu of making a contribution.

TOTAL	£27,785,000. The minimum to be paid assuming all houses are built	£45,300,000	£20,000	Total financial "contributions" of £27,805,000 (tariff & other + £45,300,000 (contingent) = £73,105,000⁴
Monitoring				Relevant provisions and obligations in relation to monitoring, including reasonable costs towards monitoring required and administration of the tariff. Costs and cap to be discussed and agreed as part of the development of the S106.
Viability Review Mechanism				Relevant provisions for the review mechanism – to look at values and costs, with overage provisions to reflect footnote 1. Councils reasonable costs in undertaking the review (including any professional fees incurred) to be met by the applicants.

⁴ In the event of a surplus in excess of the total contributions (£73,105,000), such surplus will be directed towards additional Affordable Housing up until a policy compliant level of affordable housing (equivalent to 30% of 1110 units) is achieved. Once a policy compliant level is achieved, any surplus would be retained by Buckminster provided that all other payments under the tariff and contingent sums have been paid.

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**APPENDIX 5 - RECOMMENDED CONDITIONS –
INCLUDING OVERVIEW OF CASCADE APPROACH**

THE RECOMMENDED CONDITIONS ARE ARRANGED INTO A SERIES OF 5 TIERS.

THIS APPROACH IS EXPLAINED IN DETAIL WITHIN THE BACKGROUND PAPER, BUT THEY ARE ARRANGED IN THIS WAY TO REFLECT THE DESIGN-CASCADE APPROACH. THE FOLLOWING PAGES IDENTIFY THE TIERS, AND SPECIFIC CONDITIONS WITHIN TIERS 1-4 ALONG WITH THE PURPOSE.

THE RECOMMENDED CONDITIONS THEN FOLLOW FROM PAGE 4.

TIER 1 – OVERARCHING CONDITIONS

Condition	Purpose
TIME LIMITS	Mandatory requirement to establish commencement
PARAMETER PLANS	To ensure that future submissions and the development are undertaken in accordance with the application documents.
QUANTUM OF DEVELOPMENT	To ensure that the total amount of development is in accordance with the Environmental Statement.
COMPLIANCE CONDITION	To ensure that future submissions are in substantial conformity with the agreed details for the development.

TIER 2 – SITE WIDE CONDITIONS – MUST COMPLY WITH TIER 1

Condition	Purpose
SITE WIDE STRATEGIC FRAMEWORK	To establish the final ‘vision’ for the site and set the framework for RMs and other codes/briefs/guides
DELIVERY STRATEGY	To establish the site wide delivery strategy for infrastructure, mitigation and the development
STRATEGIC LANDSCAPING	To allow flexibility for advance planting to be implemented which can mature whilst other elements of the development come forward
EXEMPT ENABLING WORKS STRATEGY	To allow flexibility and to enable some limited works to take place to enable efficient delivery

TIER 3 – PHASE SPECIFIC - CODES, BRIEFS, GUIDES, & STRATEGIES - MUST COMPLY WITH TIER 1 AND 2

Condition	Purpose
LOCAL CENTRE DESIGN BRIEF	To provide the concept for the local centre and guide future detailed submissions

Condition	Purpose
EMPLOYMENT LAND DESIGN BRIEF	To provide the concept for the employment land – in particular the frontages and addressing topography, and guide future detailed submissions

Condition	Purpose
SCHOOLS AND SPORTS FACILITIES DESIGN BRIEF	To provide the concept for the schools and sports facilities and guide future detailed submissions

Condition	Purpose
RESIDENTIAL DESIGN CODE	To provide the regulatory framework for residential development in each phase

Phase specific – ie fresh document for each phase

Condition	Purpose
GREEN INFRASTRUCTURE AND BIODIVERSITY GUIDE	To guide the GI and Biodiversity solutions within each phase, to ensure a consistent approach and delivery of mitigation. To inform future detailed submissions

Phase specific – ie fresh document for each phase

Condition	Purpose
SUDS STRATEGY	To provide the SuDS strategy for each phase and identify solutions, to ensure a consistent approach and delivery. To inform future detailed submissions

Phase specific – ie fresh document for each phase

Condition	Purpose
PLAY STRATEGY	To provide the Play strategy for each phase and identify solutions, to ensure a consistent approach and delivery. To inform future detailed submissions

Phase specific – ie fresh document for each phase

These 3 strategies could be amalgamated into a single document if necessary.

TIER 4 – RESERVED MATTERS SUBMISSIONS - MUST COMPLY WITH TIER 1, 2 AND 3 (AS RELATES TO THAT RESERVED MATTERS)	
Condition	Purpose
LANDSCAPING (RM SUBMISSIONS)	To establish the landscaping details which are required to accompany submissions involving 'Landscaping' as a Reserved Matter
BUILT DEVELOPMENT (RM SUBMISSIONS)	To establish the details which are required to accompany Reserved Matters submissions relating to Built Development
LANDSCAPING OF AREA ADJACENT TO SALTERSFORD ROAD	To establish the details which are required to accompany Reserved Matters submissions relating to the area adjacent to Saltersford Road
LANDSCAPING OF AREA ADJACENT TO A52	To establish the details which are required to accompany Reserved Matters submissions relating to the area adjacent to the A52
LANDSCAPING OF AREA ADJACENT TO DYSART PARK / ECML	To establish the details which are required to accompany Reserved Matters submissions relating to the area adjacent to Dysart Park and the East Coast Main Line

TIER 5 – TECHNICAL & OTHER CONDITIONS
All other conditions are either technical or issue specific and require submission of details or are directional in nature.

INFORMATIVES & GLOSSARY
The informative and glossary section provides advice and guidance relating to the conditions forming this decision. They also advise on specific requirements raised by statutory consultees

RECOMMENDED CONDITIONS

TIER 1 CONDITIONS

NO.	CONDITION	WORDING
1	RESERVED MATTERS	<p>No development shall take place within any part of the site until all Reserved Matters relating to that part of site have been submitted to and approved by the Local Planning Authority. The Reserved Matters are as follows:</p> <ul style="list-style-type: none"> i. Layout ii. Scale iii. Appearance iv. Access v. Landscaping <p>Reason: To enable the Local Planning Authority to control the development in detail and in order that the development is commenced in a timely manner, as set out in Section 92 of the Town and Country Planning Act 1990 (as amended).</p>
2	RESERVED MATTERS TIMING	<p>Details of Reserved Matters for the first Reserved Matters area shall be submitted no later than 3 years from the date of this permission.</p> <p>Any development within each part of the site to which those reserved matters relate shall be begun no later than the expiration of 2 years from the final approval of those reserved matters relating to that part of the site.</p> <p>All subsequent reserved matters applications shall be submitted no later than 28 years from the date of this permission.</p> <p>Reason: In order that the development is commenced in a timely manner, as set out in Section 92 of the Town and Country Planning Act 1990 (as amended).</p>
3	PARAMETER PLANS	<p>The development, including applications for reserved matters, shall be carried out in substantial accordance with the following approved plans and documents:</p> <p>Revised Environmental Statement Parameters Plan 1 of 2 (3295-L-21 Rev H) Parameters Plan 2 of 2 (3295-L-22 Rev E) Extracts of Revised Design and Access Statement</p> <p>save only for minor variations where such variations do not deviate from this permission nor have any additional or materially different likely significant environmental effects to those assessed in the Environmental Statement accompanying this application.</p> <p>Reason: To ensure that the overall development is in substantial accordance with the details provided with and assessed as part of this application, and in compliance with the Environmental Statement.</p>

4 MAXIMUM QUANTUM OF DEVELOPMENT	<p>The maximum amount of development shall be in accordance with limits set in the approved Development Specification (received 18 February 2016).</p>
	<p>Reason: To ensure that the overall quantum of development is in accordance with the details provided with and assessed as part of this application, and to comply with the Environmental Statement.</p>
5 COMPLIANCE	<p>Submissions for approval of Reserved Matters shall include a written statement which demonstrates how conformity is achieved and how the proposed development accords with the following:</p> <ul style="list-style-type: none"> • Strategic Framework • Delivery Strategy • Environmental Statement • Any Code, Brief, Guide or Strategy applicable to the area for which Reserved Matters is sought • Any other conditions forming part of this decision which are applicable to the area for which Reserved Matters is sought <p>The development shall be undertaken in substantial accordance with all agreed details, including Reserved Matters approvals.</p> <p>REASON: To ensure that all Reserved Matters submissions are made in substantial accordance with the approved details for the development</p>

TIER 2 CONDITIONS

NO.	CONDITION	WORDING
6 SITE-WIDE DELIVERY STRATEGY		<p>Prior to the submission of the first Reserved Matters Application submitted for the Site, a Site-wide Delivery Strategy, shall be submitted to and approved in writing by the local planning authority.</p> <p>The Delivery Strategy shall include an Implementation Plan, which accords to the relevant triggers in the Section 106 and identifies the extent and location of any Sub-phases; (including reference to the type and extent of development in each Phase and Sub-phase).</p> <p>The Delivery Strategy shall:</p> <ol style="list-style-type: none"> 1. Set out details of the proposed sequence of development across the Site (i.e. all land within the red line application area of the outline planning permission); and 2. Set out the trigger points for the delivery of associated infrastructure and facilities; and 3. State when each of the following will be delivered: <ol style="list-style-type: none"> (a) any environmental mitigation measures specified in the Environmental Statement– as informed by the draft Environmental Masterplan (3295-L-48 rev C) (b) major access infrastructure, including roads, footpaths and cycle ways

	<p>(c) public open space areas, including informal open spaces, recreation and sports areas, allotments, equipped play areas and ecological areas and habitats</p> <p>(d) all structural and Site-wide landscaping, earth bunds and any additional green infrastructure,</p> <p>(e) all strategic drainage infrastructure, lakes and SUDS infrastructure</p> <p>(f) main housing sites</p> <p>(g) Local Centre/s and the facilities therein</p> <p>(h) commercial and employment uses</p> <p>(i) community uses</p> <p>(j) health facilities</p> <p>(k) waste management and recycling facilities (permanent and temporary)</p> <p>(l) transport mitigation and public transport</p> <p>No development shall commence until the Delivery Strategy has been approved in writing by the local planning authority and thereafter each Reserved Matters Application for any Phase or part of a Phase. The development shall then be carried out in accordance with the Delivery Strategy as approved and updated.</p>
	<p>REASON: To ensure that the development is brought forward in a structured and appropriately phased way over the lifetime of the development, ensuring an appropriate mix of uses and infrastructure, to provide for required mitigation, and to ensure that the development is brought forward in a sustainable manner as envisaged by the application documentation.</p>
<p>7</p> <p>SITE-WIDE STRATEGIC FRAMEWORK</p>	<p>Prior to the submission of the first Reserved Matters Application submitted for the Site, a Site-wide Strategic Framework document shall be submitted to the Local Planning Authority. The Site-wide Strategic Framework document shall be approved in writing prior to the determination of any Reserved Matters applications.</p> <p>The Strategic Framework document shall be in accordance with:</p> <ul style="list-style-type: none"> • the Site-wide Delivery Strategy; • the approved parameter plans and Environmental Statement, and • the extracts of the Design and Access Statement, as referred to in Condition X (Parameter Plans) and submitted as part of the outline planning application. <p>The Strategic Framework document shall include:</p> <ol style="list-style-type: none"> 1. A number of key plans in order to define the following frameworks: <ul style="list-style-type: none"> • Phasing of the development (including the location and extent of all phases, sub-phases, and the features contained within) • Land use distribution and disposition (including heights and densities);

	<ul style="list-style-type: none"> • Movement corridors (including strategic and principal primary, secondary roads, public transport corridors, pedestrian and cycle routes, greenways); • Key strategic infrastructure (including SuDs, strategic attenuation areas, strategic swales, flood mitigation, significant utility provision,); • Strategic Green Infrastructure corridors and structures (including public open spaces both formal and informal, ecological and habitat areas); • Key Place-making features (including character areas, focal points, gateway features and important frontages); <p>*Further detail on the aforementioned requirements are set out in the informative section at the end of this decision*</p> <p>and</p> <p>2. An overall Masterplan which links the above frameworks and the parameter plans</p> <p>The Strategic Framework document shall include the following elements:</p> <ol style="list-style-type: none"> a) Identification of how Spitalgate Heath will address the key Garden City Principles as defined by the Town & County Planning Association and the expectations for quality set out in the NPPF (para 72c) and as set out in the informative section at the end of this decision; b) The Site-wide street hierarchy, including street types and street materials and the principles of adopting highway infrastructure for the principle routes; c) The definition of character areas and/or neighbourhoods that will be created across the development and how these are distinctive; d) The use of key gateways, key streets, neighbourhood centre and focal points to create a strong sense of place and identity; e) The approach to the provision of Green Infrastructure and Sustainable Urban Drainage Systems design at a Site-wide level; f) The hierarchy and design approach to green open spaces and the public realm, including treatment along and boundaries with the Grantham Southern Relief Road, existing main roads and the East Coast Main Line; g) Identification of any environmental mitigation measures specified in the Environmental Statement – as informed by the draft Environmental Masterplan (3295-L-48 rev C) g) Details of arrangements for periodic reviews of the Strategic Framework <p>Subsequent submissions for Reserved Matters in connection with the development shall be made in substantial accordance with the Site-wide Strategic Framework.</p>
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	<p>REASON: To refine the vision for the development at a site-wide level, and to provide a consistent and cohesive overall framework which all future submissions must be in conformity with. In the interests of ensuring a high-quality and sustainable form of development, which accords with the principles established by the application and which can aspire to the delivery of a development based on the above garden city principles.</p>
<p>8 EXEMPT ENABLING WORKS STRATEGY</p>	<p>Following agreement of the Site-wide Strategic Framework, and in advance of the submission or agreement of all Reserved Matters within each particular Phase, an Exempt Enabling Works Strategy for that Phase, where relevant, can be submitted for approval in writing.</p> <p>The Exempt Enabling Works Strategy shall include a document setting out the works intended to be undertaken within each Phase in advance of the agreement of Reserved Matters and shall include a plan or plans outlining the extent of area to which the strategy relates and identifying those areas within which the works identified in the strategy shall be undertaken.</p> <p>Exempt Enabling Works shall be limited to:</p> <ul style="list-style-type: none"> • Works of demolition and consequential works • Works to stabilise land • Surveys including invasive works • Site clearance • Archaeological or ground investigations • Erection of fencing or hoardings • Erection of security measures or lighting • Erection of temporary buildings, structures or compounds directly linked to anticipated construction • Construction of temporary roadways • Laying of, removal or diversion of services • Remedial work in respect of contamination or other adverse ground conditions • Any other enabling works considered reasonably necessary to enable efficient commencement and delivery on site. Such works shall be described in detail within the strategy, including an explanation regarding the need for the works. <p>Any Exempt Enabling Works shall only be undertaken in accordance with the agreed Exempt Enabling Works Strategy.</p>
	<p>REASON: To encourage efficient commencement and delivery on the site, whilst also enabling the effects of any enabling works required to be fully considered and regulated.</p>
<p>9 STRATEGIC LANDSCAPING / PLANTING</p>	<p>Following agreement of the Site-wide Strategic Framework, and in advance of the submission or agreement of all Reserved Matters, a scheme for strategic landscaping / planting for the development, shall be submitted to and approved in writing by the Local Planning Authority.</p>

	<p>The scheme shall include a plan(s) showing the location and extent of the planting proposed, full planting proposals including specification, a timetable for implementation and details of management and maintenance during the construction and completion of the development pending handover/adoption for long-term maintenance.</p> <p>No more than 100 dwellings within the development shall be occupied until the strategic landscaping / planting has been laid out and planted in substantial accordance with the approved scheme. The strategic landscaping areas shall thereafter be retained and managed as part of the development.</p> <p>If within a period of ten years from the date of the planting of any tree or shrub or any tree or shrub planted in replacement for it is removed, or it is uprooted or destroyed or dies, another tree or shrub of the same species and size as that originally planted shall be planted as a replacement.</p>
	<p>REASON: In the interests of allowing advance planting to take place in advance of other stages of the development, to allow any planting time to embed into the landscape and mature and being of benefit to the visual amenities of the site whilst also and safeguarding and enhancing biodiversity. Advance planting would also aid in softening the impact of new built development, and aid the development in aspiring to garden city principles.</p>

TIER 3 CONDITIONS

NO.	CONDITION	WORDING
10 RESIDENTIAL DESIGN CODE		<p>Prior to the determination of any application for the approval of Reserved Matters relating to Residential uses within the Phase to which the Reserved Matters submission relates, a Residential Design Code and associated Regulatory Plan(s) for that Phase shall be submitted to and approved in writing by the local planning authority.</p> <p>The Residential Design Code shall include the following:</p> <ul style="list-style-type: none"> a) A statement setting out how the Residential Design Code and Regulatory Plan conform to the documents within the Parameter Plans condition, Strategic Framework and Delivery Strategy b) Details relating to the effective use of topography and interface between buildings and changes in land-levels – including principles for retaining structures, cross-sections, and street-scenes c) The overall character and sense of place to be created – including detail of mix of units and density, to include the block principles

	<ul style="list-style-type: none"> d) The street hierarchy -including street types and street materials, connectivity and accessibility for all users including public transport on main routes, the principles of adopting highway infrastructure including routes likely to be adopted and those to be retained as within private control, and typical street cross sections; e) Key design principles for primary frontages, pedestrian access points, fronts and backs, addressing corners and perimeter of building definition; f) Key groupings and other key buildings including information about height, scale, form, level of enclosure, building materials and design features; g) Relationship between proposed/existing landscape and built form; h) Hard and soft landscaping and the approach to the character and treatment of the structural planting to the development areas (including advance structure planting and phasing of landscape/planting implementation); i) The approach to the treatment of any hedge, ditch, footpath corridors and retained trees and woodlands; j) The approach to Sustainable Urban Drainage Systems design and SUDS management/treatment train and how this is being applied to control both water volume and quality including the specification of a palette of sustainable drainage features to be used. k) The conceptual design and approach to green open spaces and the public realm to include hard and soft landscaping, materials, lighting, street furniture, signage, boundary treatments utilities and public art l) Details of waste and recycling provision for all building types and recycling points m) Measures to demonstrate how opportunities to maximise resource efficiency and climate change adaptation in the design of the development will be achieved through external, passive means, such as landscaping, orientation, massing and external building features, as well as integration of technology n) Details of measures to minimise opportunities for crime o) Details of the approach to vehicular parking and cycle parking p) Principles for the provision of infrastructure and utilities as part of building design - including location of pipes, flues, vents, meter boxes, fibres wires and cables q) Architectural features and palette of materials (including the colour and texture of external materials and facing finishes for roofing and walls of buildings and structures, including opportunities for using local sources and recycled construction materials) r) Details of periodic review of the Design Code and circumstances where a review shall be implemented
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	<p>Subsequent submissions for Reserved Matters relating to residential development within that Phase shall be made in substantial accordance with the Design Code and Regulatory Plan for that Phase.</p>
	<p>REASON: In the interest of securing high-quality or exemplary design, in a consistent and cohesive way, which creates residential development of a defined character. In the interests of sustainable development, which accords with the principles established by the application and which can aspire to the delivery of a development based on garden city principles.</p>
<p>11 LOCAL CENTRE DESIGN BRIEF</p>	<p>No development of more than 400 residential units within the site, and no development of the Local Centre, or of Principal Equipped Play Area 1 (as show on the parameter plan), shall take place until a Design Brief for the Local Centre and Principal Equipped Play Area 1 has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The Design Brief shall be accompanied by a Concept Plan(s) and shall be informed by and in conformity with the documents within the Parameter Plans condition, the Strategic Framework and Delivery Strategy and will set out specific guidance on:</p> <ul style="list-style-type: none"> • Mix and disposition of uses – Including how the maximum approved floorspace thresholds for community and commercial uses will be divided into units and distributed within the centre. • Design principles for the Equipped Play Area 1 – including use of space, connectivity, landscaping and safety. • Access and circulation for all users – including footpaths and cycleways • Provision of and addressing the public realm - including definition of public and private spaces, interfaces with the public realm, provision of equipment and other structures within publicly accessible areas • The approach to parking – including layout and design principles • Urban design principles including layout, landscape principles and architectural treatment. • Proposed implementation strategy for delivery of the Local Centre and Principle Equipped Play Area 1 <p>Subsequent submissions for Reserved Matters relating to the Local Centre and the Principal Equipped Play Area 1 shall be made in substantial accordance with the Design Brief.</p>
	<p>REASON: In the interest of creating a Local Centre which is of high-quality or exemplary design, in a consistent and cohesive way, with a defined character. In the interests of sustainable development, which accords with the principles established by the application and which can aspire to the delivery of a development based on garden city principles.</p>

<p>12 EMPLOYMENT LAND DESIGN BRIEF</p>	<p>No development of the Employment Land shall take place until a Design Brief for the Employment Land has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The Design Brief shall be accompanied by a Concept Plan(s) and shall be informed by and in conformity with the documents within the Parameter Plans condition, the Strategic Framework and Delivery Strategy and will set out specific guidance on:</p> <ul style="list-style-type: none"> • Mix and disposition of uses – Including how the maximum approved floorspace thresholds for commercial uses will be divided into units and distributed. • Design principles for frontages onto existing and proposed roads. • Integration of the development within the existing topography of the site and approach to management of changes in land-levels – including principles for retaining structures • Access and circulation for all users – including footpaths and cycleways • The approach to parking and deliveries – including layout and design principles • Urban design principles including layout, interfaces with the public realm, landscape principles and architectural treatment. <p>Subsequent submissions for Reserved Matters relating to the Employment Land shall be made in substantial accordance with the Design Brief.</p>
<p>13 SCHOOLS AND SPORTS FACILITIES DESIGN BRIEF</p>	<p>No development of the any of the School sites or Sporting Facilities within the site shall take place until a Design Brief for the Schools and Sporting Facilities has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The Design Brief shall be accompanied by a Concept Plan(s) and shall be informed by and in conformity with the Strategic Framework and Delivery Strategy and will set out specific guidance on:</p> <ul style="list-style-type: none"> • Mix and disposition of uses – Including how the maximum approved floorspace thresholds will be divided into units and distributed. • Design principles for frontages onto existing and proposed roads. • Integration of the development within the existing topography of the site and approach to management of

	<p>changes in land-levels – including principles for retaining structures</p> <ul style="list-style-type: none"> • Access and circulation for all users – including footpaths and cycleways • The approach to parking – including layout and design principles • Urban design principles including layout, interfaces with the public realm, landscape principles and architectural treatment. <p>Subsequent submissions for Reserved Matters relating to any School or Sporting Facilities shall be made in substantial accordance with the Design Brief.</p>
	<p>REASON: In the interest of securing high-quality or exemplary design, in a consistent and cohesive way. In the interests of sustainable development, which accords with the principles established by the application and which can aspire to the delivery of a development based on garden city principles.</p>
<p>14 GREEN INFRASTRUCTURE AND BIODIVERSITY GUIDE</p>	<p>Prior to the determination of any Reserved Matters within each Phase a Green Infrastructure and Biodiversity Guide for that Phase shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The Guide shall include:</p> <ul style="list-style-type: none"> • a statement of how the Guide complies with the approved documents within the Parameter Plans condition, Strategic Framework and Delivery Strategy, and the Environmental Statement • details of all protected species of development including up to date surveys and details of survey methodology; • full details of measures to ensure protection and suitable mitigation to all protected species and those habitats and species identified as being of importance to biodiversity, during construction and post development; • details of all ponds and water courses within that part of the development; • details of all trees and hedgerows to be removed and those to be retained together with principles for the protection of retained trees and hedgerows during development; • details of topography and principles for earth modelling, mounding, re-grading, retaining structures and/or embankment areas; • principles for planting and landscaping details and plans, including any structural planting; • details of public access to Green Infrastructure and how that is to be achieved; • principles for provision of structures within the Green Infrastructure (including hard landscaped areas, lighting,

	<p>floodlighting, bins, boundary treatments and street furniture);</p> <ul style="list-style-type: none"> • details of recreational facilities or equipment (such as green gyms, trim trails, benches, and signage) and allotments (location, size and access arrangements); • the timescale for the implementation of each aspect of the Green Infrastructure and Biodiversity Guide and maintenance measures for any measures that are implemented. <p>Subsequent submissions for Reserved Matters relating to that Phase shall be made in substantial accordance with the Green Infrastructure and Biodiversity Guide for that Phase.</p>
	<p>REASON: In the interest of securing a high-quality and integrated approach to Green Infrastructure and Biodiversity, in a consistent and cohesive way. In the interests of sustainable development, which accords with the principles established by the application and which can aspire to the delivery of a development based on garden city principles.</p>
<p>15 SUDS STRATEGY</p>	<p>Prior to the determination of any Reserved Matters within any Phase a Sustainable Drainage Systems (SuDs) Strategy for the provision of Sustainable Drainage Systems (SuDs) within that Phase shall be submitted to and approved in writing by the Local Planning Authority. The SuDS Strategy shall include:</p> <ul style="list-style-type: none"> • a statement of how the Strategy complies with the approved Strategic Framework and Delivery Strategy, and the Environmental Statement • a description and layout of each SuDs component and its relationship with other SuDs components – including design details and cross-sections; • details on how the SuDs Scheme will deal with exceedance and ensure the protection of downstream communities and the surrounding environment – including the East Coast Main Line; • principles relating to technical design and technical specifications for all SuDS features • details on how the SuDs management train and protection or enhancement of the natural environment will be achieved; • a timetable for the implementation of the SuDs Scheme; and • principles for interim management and maintenance of SuDS features, including the principles for adoption by any public body or statutory undertaker once completed, or any other arrangements to secure the effective operation of the SuDs Scheme throughout its lifetime. <p>Subsequent submissions for Reserved Matters relating to that Phase shall be made in substantial accordance with the SuDS Strategy for that Phase.</p>

	<p>REASON: In the interest of securing a high-quality and integrated approach to SuDS Provision within each phase, and to ensure that such infrastructure is provided for in a consistent and cohesive way. In the interests of sustainable development, which accords with the principles established by the application and which can aspire to the delivery of a development based on garden city principles.</p>
16 PLAY STRATEGY	<p>Prior to the determination of any application for the approval of Reserved Matters relating to residential development within the Phase to which the Reserved Matters submission relates, a Play Strategy for youth facilities and children's play provision within that Phase, shall be submitted to the Local Planning Authority for approval. The Play Strategy shall include the following details:</p> <ul style="list-style-type: none"> a) The size, type, and location all youth and play facilities , and provision of access to those facilities – including formal and informal spaces/areas b) Principles relating to the provision of equipment, surfacing, benches, means of enclosure, refuse bins, lighting and other similar associated infrastructure or paraphernalia c) How the Strategy is intended to evolve following the occupation of the Site to meet the needs of future local residents, young people and children, and measures for community engagement. d) A proposed phasing programme for the delivery of youth and play facilities, including completion of all facilities to an adoptable standard prior to completion of the Phase <p>Subsequent submissions for Reserved Matters relating to that Phase shall be made in substantial accordance with the Play Strategy for that Phase.</p>
	<p>REASON: In the interest of securing a high-quality and integrated approach to youth facilities and play provision across the development and within each phase, and to ensure that such facilities are provided for in a consistent and cohesive way and which can reflect the needs of the emerging community within the site. In the interests of sustainable development, which accords with the principles established by the application and which can aspire to the delivery of a development based on garden city principles.</p>

TIER 4 CONDITIONS

NO.	CONDITION	WORDING
17	LANDSCAPING (RM SUBMISSIONS)	Submissions for Reserved Matters relating to 'Landscaping' shall include detailed a Landscape Design Statement, landscape designs and specifications for the associated Reserved Matters site.

The Landscape Design Statement shall:

- Demonstrate how the landscaping details accord with the Strategic Framework, Delivery Strategy, the Environmental Statement, and any emerging or approved details contained within any Code, Brief, Guide or Strategy as required by other conditions forming part of this decision.
- Demonstrate how the landscape details would integrate with any existing landscape features that are to be retained, and would integrate with any landscape features previously delivered or to be delivered as part of the development.

The landscape designs and specifications shall include, but not be limited to, the following:

Soft Landscaping

- a) Full details of planting plans and written specifications, including cultivation proposals for maintenance and management associated with plant and grass establishment, details of the mix, size, distribution, density and levels of all trees/hedges/shrubs to be planted and the proposed time of planting. The planting plan shall use botanic names to avoid misinterpretation. The plans should include a full schedule of plants.
- b) 1:200 plans (or at a scale otherwise agreed) with cross-sections of mounding, ponds, ditches and swales and proposed treatment of the edges and perimeters of the Site.
- c) The landscape treatment of roads (primary, secondary, tertiary and green) including verges through the development.
- d) A specification for the establishment of trees within hard landscaped areas including details of space standards (distances from buildings etc.) and tree pit details.
- e) The planting and establishment of structural landscaping to be provided in advance of all or specified parts of the Site as appropriate.
- f) Full details of any proposed alterations to existing watercourses/drainage channels, or creation of new watercourses or water-features.
- g) Details and specification of proposed earth modelling, mounding, re-grading and/or embankment areas or changes of level to be carried out including, topsoil storage and re-use to BS 3882: 2007 or equivalent standard, proposed levels and contours to be formed, retaining structures and sections through construction to show make-up.
- h) Details of the location, extent and nature of existing hedgerows to be retained, and measures for their enhancement including the provision of supplemental planting.

Hard Landscaping

- i) Full details of all proposed methods of boundary treatment including details of all gates, fences, walls and other means of enclosure.
- j) Full details, including cross-sections, of all bridges and culverts.
- k) 1:500 plans of utility routes along with details of type and typical specification.

	<p>l) The location and specification of minor artefacts and structures, including furniture, refuse or other storage units, signs and lighting columns/brackets.</p> <p>m) 1:200 plans (or at a scale otherwise agreed) including cross sections, of roads, paths and cycleways.</p> <p>n) Details of all hard surfacing materials (size, type and colour)</p> <p>o) For those areas adjacent to the East Coast Main Line – details of the proposed methods of boundary treatment, to include a minimum 1.8m ‘trespass proof’ fence.</p> <p>p) Details of any external lighting proposed including the location and specification of such lighting</p> <p>The development shall be carried out in substantial accordance with the approved details.</p> <p>REASON: In the interest of securing high-quality or exemplary approach to the provision of landscaping within the site, and to ensure that it is provided for in a consistent and cohesive way, which contributes to the sense of place created. In the interests of sustainable development, which accords with the principles established by the application and which can aspire to the delivery of a development based on garden city principles.</p>
<p>18</p> <p>RM SUBMISSIONS FOR BUILT DEVELOPMENT</p>	<p>Submissions for Reserved Matters relating to built development within that part of the site, shall be accompanied by the following additional details:</p> <ul style="list-style-type: none"> • Existing and proposed site levels and finished floor levels • Gross internal and external area of all buildings on the reserved matters area • Detailed foul and surface water drainage scheme • Detailed noise impact assessment and mitigation measures for residential development to ensure that noise levels for residential properties are appropriate when taking into consideration the relationship with noise generating sources – including surrounding land-uses, road traffic and the East Coast Main Line. In relation to traffic noise, noise levels for residential properties shall not exceed those recommended in BS8233 (2014) for transportation noise. • Construction Environmental Management Plan • For those areas adjacent to the East Coast Main Line a Construction Method statement to provide detail of all measures to ensure the protection and safety of the asset during construction. • Construction Traffic Management Plan • Sustainability Statement setting out the standards for sustainability to be achieved by the development, and demonstrate the measures that will be incorporated to achieve these standards. • For Reserved Matters relating to residential development - A Housing Strategy/Statement and associated plan which identifies the number, mix of unit sizes and tenure (affordable, open-market etc) informed by the mix identified in the

	<p>Environmental Statement, and location of any dwellings proposed.</p> <ul style="list-style-type: none"> • For Reserved Matters relating to residential development - A strategy/statement setting out how at least 10% of the units proposed within that part of the site would meet 'Lifetime Homes' standards (or equivalent), or any relevant 'space' standards (national or local) as may be in place at the time. • An Archaeological Written Scheme of Investigation for that part of the site • Plans and an associated specification identifying the location and specification for fire hydrants and fire-fighting infrastructure • Details of any external lighting proposed including the location and specification of such lighting <p>The development shall be carried out in accordance with the approved details.</p>
	<p>REASON: In order to ensure that Reserved Matters submissions are accompanied by sufficient information to enable them to be fully assessed, and to ensure that they are in accordance with the aspirations for a high-quality development on the site and the requirements of the Environmental Statement, In the interests of sustainable development, which accords with the principles established by the application and which can aspire to the delivery of a development based on garden city principles.</p>
<p>19 RM'S INCLUDING LANDSCAPING ADJACENT TO SALTERSFORD ROAD</p>	<p>Any Reserved Matters submission adjacent to or covering the area of landscaping adjacent to Saltersford Road as identified on drawing 3295-L-21 Rev H, shall be accompanied by a detailed layout plan, planting specification, and associated drawings (including sections showing existing and proposed land levels, and drainage details) for the area. The details shall include a landscaped bund to be provided within this area and associated landscape specification for planting to be provided within that area.</p>
	<p>Reason: In order to ensure that an appropriate buffer is provided between the residential parcels and the existing properties in Saltersford Road, in order to allow sufficient space for landscaping, and to comply with the principles of sustainable development.</p>
<p>20 RM'S INCLUDING AREA ADJACENT TO A52</p>	<p>Any Reserved Matters submission adjacent to or covering the area adjacent to the A52 wherein a cycle path and landscaped area would be provided as identified on drawing 3295-L-21 Rev H, shall be accompanied by a detailed layout plan and associated drawings (including sections showing existing and proposed land levels, surfacing and drainage details) and landscaping specification for planting to be provided within that area shall be submitted to and approved in writing by the Local Planning Authority.</p>

	<p>Reason: In order to ensure that suitable cycle path provision and associated landscaping is provided, in order to provide a safe, useable and accessible form of development, and to comply with the principles of sustainable development.</p>
21 RM'S INCLUDING AREA ADJACENT TO DYSART PARK / ECML	<p>Prior to or concurrent with any Reserved Matters submission covering the area of the site between Dysart Park and the East Coast Main Line crossing point as identified on drawing 3295-L-21 Rev H, the following details for the landscaping area and footpath/cycle-way shall be submitted to and approved in writing by the Local Planning Authority:</p> <ul style="list-style-type: none"> • A detailed layout plan • Associated drawings - including sections showing existing and proposed land levels, routes, surfacing, key structures proposed, and drainage details • Details of any furniture, refuse bins, benches, statues or other similar structures to be provided along the route • Landscaping specification for planting to be provided within that area shall be submitted to and approved in writing by the Local Planning Authority.
	<p>Reason: In order to ensure that suitable cycle-way provision and associated landscaping is provided, in order to provide a safe, useable and accessible form of development, and to comply with the principles of sustainable development.</p>

TIER 5 CONDITIONS – TECHNICAL, ISSUE SPECIFIC AND OTHER

Employment Land

NO.	CONDITION	WORDING
22	EMPLOYMENT LAND MARKETING	<p>No above ground construction of any building within Phase 1 shall take place until a marketing and delivery strategy for the Employment Land (areas E1 and E2 as identified on 3295-L-21 Rev H) has been submitted to and approved in writing by the Local Planning Authority.</p> <p>A review shall be undertaken and updated strategy shall be submitted to and approved by the Local Planning Authority by the anniversary of five years from the date of approval of the first approval, and on every five years thereafter until the Employment Land has been delivered in full and all units have been occupied.</p> <p>Reason: To ensure that satisfactory measures are undertaken in order to secure the delivery of the employment land as integral parts of the development of the site as a whole, and to comply with the principles of sustainable development.</p>
23	EMPLOYMENT LAND FIRE FIGHTING	<p>No occupation of any buildings located within the Employment Land (areas E1 and E2 as identified on 3295-L-21 Rev H) shall occur until a fire-fighting run-off strategy has been submitted to and approved in writing by the Local Planning Authority.</p>

	Reason: To ensure that satisfactory measures are in place to provide satisfactory fire-fighting infrastructure and to ensure adequate drainage of any run-off caused as a consequence of fire-fighting at the site and to prevent wider environmental effects.
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Local Centre & Equipped Play Area 1

<u>NO.</u>	<u>CONDITION</u>	<u>WORDING</u>
24	LOCAL CENTRE MARKETING	<p>No above ground construction of any building within Phase 1 shall take place until a marketing and delivery strategy for the Local Centre has been submitted to and approved in writing by the Local Planning Authority.</p> <p>A review and updated strategy shall be submitted to and approved by the Local Planning Authority by the anniversary of five years from the date of approval of the first approval, and on every five years thereafter until the Local Centre has been delivered in full and all units have been occupied.</p>
		Reason: To ensure that satisfactory measures are undertaken to secure the delivery of the local centre as an integral part of the development of the site as a whole, and to comply with the principles of sustainable development.
25	LOCAL CENTRE COMMENCEMENT	<p>No more than 1000 residential units shall be occupied until development of the Local Centre has been commenced.</p>
		Reason: To secure the delivery of the local centre as an integral part of the development of the site as a whole, and to comply with the principles of sustainable development.
26	LOCAL CENTRE COMPLETION	<p>No more than 1200 residential units shall be occupied until development of the Local Centre has been completed and is available for use.</p>
		Reason: To secure the delivery of the local centre as an integral part of the development of the site as a whole, and to comply with the principles of sustainable development.
27	EQUIPPED PLAY AREA 1 COMPLETION	<p>No more than 700 residential units shall be occupied until development of the Equipped Play Area 1 has been completed and is available for use.</p>
		Reason: To secure the delivery of the Equipped Play Area 1 as an integral part of the development of the site as a whole, and to comply with the principles of sustainable development.

Highways and access

<u>NO.</u>	<u>CONDITION</u>	<u>WORDING</u>
28 PROVISION OF ACCESS A		<p>No dwelling within Residential Phase 1 shall be occupied until Access A (based upon the details presented within Appendix E of the Transport Assessment) has been provided in full and is available for use.</p> <p>Reason: To ensure that satisfactory highway/access arrangements are in place to serve the development, in the interests of highway safety and sustainable development.</p>
29 PROVISION OF ACCESS B AND C		<p>No dwelling within Residential Phase 2 shall be occupied until either Access B or C (based upon the details presented within Appendix E of the Transport Assessment) has been provided in full and is available for use.</p> <p>Both Access B and C (based upon the details presented within Appendix E of the Transport Assessment) shall be completed in full and be available for use prior to the occupation of the last residential unit within Phase 2.</p> <p>Reason: To ensure that satisfactory highway/access arrangements are in place to serve the development, in the interests of highway safety and sustainable development.</p>
30 PROVISION OF ACCESS D		<p>No unit within Employment Land Phase 1 shall be brought into use until Access D (based upon the details presented within Appendix E of the Transport Assessment) has been provided in full and is available for use.</p> <p>Reason: To ensure that satisfactory highway/access arrangements are in place to serve the development, in the interests of highway safety and sustainable development.</p>
31 PROVISION OF ACCESS E		<p>No unit within the Employment Land Phase 2 shall be brought into use until Access E (based upon the details presented within Appendix E of the Transport Assessment) has been provided in full and is available for use.</p> <p>Reason: To ensure that satisfactory highway/access arrangements are in place to serve the development, in the interests of highway safety and sustainable development.</p>
32 RESIDENTIAL RESTRICTION UNTIL GSRR DELIVERED		<p>No occupation of any residential unit on the site beyond the 150th unit shall occur until the Grantham Southern Relief Road (GSRR), extending between the A52 Somerby Hill roundabout and the proposed A1 junction (approved under S16/0796), has been fully constructed and is available for use by vehicular traffic.</p> <p>Reason: To ensure that there would be no significantly detrimental impact on the existing road network (in terms of capacity and congestion) and on highway safety.</p>
33 EMPLOYMENT RESTRICTION UNTIL GSRR		<p>No more than 77,000 sqm of employment floorspace within area E1 or 33,000sqm employment floorspace within area E2, shall be made available for use until the Grantham Southern Relief Road, extending between the A52 Somerby Hill roundabout and the</p>

	<p>proposed A1 junction (approved under S16/0796), has been fully constructed and is available for use by vehicular traffic.</p>
	<p>Reason: To ensure that there would be no significantly detrimental impact on the existing road network (in terms of capacity and congestion) and on highway safety.</p>
34 RESIDENTIAL RESTRICTION UNTIL SPINE ROAD	<p>No occupation of any residential unit beyond the 991st unit shall occur until the Primary street (linking the site to the A52 Somerby Hill and the Grantham Southern Relief Road, as identified on drawing 3295-L-21 Rev H has been fully constructed and is available for use by vehicular traffic.</p>
	<p>Reason: In order to ensure that satisfactory highway provision is made to service the site, in the interests of highway safety and sustainable development.</p>
35 ACCESS A UPGRADE	<p>No occupation of any residential unit beyond the 3,000th unit shall occur until Access A shown on (based upon the details presented within Appendix E of the Transport Assessment) has been upgraded to provide sufficient capacity to serve the development.</p>
	<p>Reason: To ensure that access A onto the A52 has sufficient capacity to serve the development, and in the interests of highway safety.</p>
36 PEDESTRIAN CROSSING ON A52	<p>No occupation of any residential unit beyond the 2,435th dwelling shall occur until a pedestrian crossing on A52 Somerby Hill and Harrowby Road provided in accordance with the recommendations of the Transport Assessment and is made available for use by pedestrians.</p>
	<p>Reason: In order to ensure that there would be no significantly detrimental impact on highway safety, and to ensure that satisfactory pedestrian crossing facilities are provided.</p>
37 A1 / A52 IMPROVEMENTS	<p>No more than 1200 dwellings, nor the all-through school or the local centre shall be occupied or brought into use, until the highway improvements to the A1/A52 Barrowby Road junction shown on drawing MID3266-M-002 Rev A (as contained in the Transport Assessment) has been implemented and is available for use by vehicular traffic.</p>
	<p>Reason: In order to ensure that there would be no significantly detrimental impact on the existing road network (in terms of capacity and congestion) and on highway safety.</p>
38 ROADS TO ADOPTABLE STANDARDS	<p>All roads within the development hereby permitted must be constructed to an engineering standard equivalent to that of adoptable highways.</p>
	<p>Reasons: To ensure that all roads are constructed to an appropriate</p>

	standard, in the interests of highway safety and also to comply with the principles of sustainable development.
39 PROW DIVERSION	<p>No development shall take place on the route of Grantham Footpath No.13, nor shall more than 38,500 sqm of employment land be constructed, until the Footpath No.13 has been diverted (including completion of all associated works) in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure that a suitable diversion of the public footpath is provided, in the interests of connectivity, and to comply with the principles of sustainable development.</p>
40 TRAVEL PLAN IMPLEMENTATION	<p>From the date of commencement of development, the measures and actions outlined within the Framework Travel Plan (ES Volume 3: Framework Travel Plan – issue no 6) for the residential development, shall be implemented in full accordance with the approved document.</p> <p>Prior to occupation of the 1st residential unit on site, a 'Residential Welcome Pack' – including those details set out in the 'Residential Welcome Pack' informative, shall be submitted to and agreed in writing. The 'Residential Welcome Pack' shall be made available for occupants of all residential properties prior to the first occupation of each residential unit.</p> <p>The measures contained therein shall thereafter continue to be implemented, and monitored, in accordance with the requirements of the document during construction and for a period of not less than 5 years following completion of the development.</p> <p>In the event that the modal shift targets (envisioned by the Framework Travel Plan) are not met by the end of year 5, a scheme of additional mitigation measures shall be submitted to and agreed in writing. Those measures shall include those identified within the Monitoring & Review section of the Framework Travel Plan.</p> <p>Reason: To encourage modal shift, and to encourage alternative, sustainable forms of travel in the interests of sustainable development</p>
41 TRAVEL PLAN IMPLEMENTATION	<p>From the date of commencement of development, the measures and actions outlined within the Framework Travel Plan (ES Volume 3: Framework Travel Plan – issue no 6) for the proposed business park shall be implemented in full accordance with the approved document.</p> <p>The measures contained therein shall thereafter continue to be implemented, and monitored, in accordance with the requirements</p>

	<p>of the document during construction and for a period of not less than 5 years following completion of the development.</p> <p>In the event that the modal shift targets (envisioned by the Framework Travel Plan) are not met by the end of year 5, a scheme of additional mitigation measures shall be submitted to and agreed in writing. Those measures shall include those identified within the Monitoring & Review section of the Framework Travel Plan.</p> <p>Reason: To encourage modal shift, and to encourage alternative, sustainable forms of travel in the interests of sustainable development</p>
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SCHOOL SITE

NO.	CONDITION	WORDING
42	COMMUNITY USE AGREEMENT	<p>No occupation or first use of any school site or education facility, shall take place until a Community Use Agreement has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The Community Use Agreement shall cover both buildings and external areas such as pitches, and include:</p> <ul style="list-style-type: none"> • Details of the total floorspace and type of facilities to be made available for community use. • Details of the times that the facilities will be made available for community use. • Details of the access and booking arrangements and for the management of the facilities to be made available for community use. <p>Thereafter the development shall be carried out and operated in accordance with the approved agreement.</p> <p>Reason: In order to ensure that sufficient community use is provided by the school and its facilities, in order to ensure sufficient social and community infrastructure provision and to comply with the mitigation proposed within the Environmental Statement.</p>

WATER ENVIRONMENT

NO.	CONDITION	WORDING
43	SOURCE PROTECTION ZONE	<p>No drainage systems for the infiltration of surface water drainage into the ground within the Source Protection Zone 1 is permitted other than with the written approval of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.</p> <p>Reason: To protect groundwater intended for potable supply.</p>

44 CONTAMINATION STRATEGY	<p>If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted a remediation strategy detailing how this unsuspected contamination shall be dealt with and has obtained written approval of the Local Planning Authority.</p> <p>The development shall be carried out following the completion of the approved remediation strategy.</p>
	<p>Reason: To ensure that any unforeseen contamination encountered during development is dealt with in an appropriate manner.</p>

GENERAL / OTHER

NO.	CONDITION	WORDING
45	ARCHAEOLOGY REPORTING	Prior to the completion of the 1200 th dwelling in each phase of development, a scheme for the interpretation and dissemination to the public of findings from the archaeological investigations that have taken place during the phase, along with a timetable for the communication of the findings, shall be submitted to and approved in writing by the local planning authority.
	/ INTERPRETATION	The proposals contained in the scheme shall be implemented in accordance with the agreed details.
		Reason: To ensure that any archaeological findings are appropriately disseminated to the wider public, and in the interest of providing appropriate historical mitigation.
46	NOISE MITIGATION	No dwelling in any phase shall be occupied until any agreed noise mitigation measures for dwellings within that phase have been implemented / installed in full.
	MEASURES	Reason: In the interest of the amenities of future residential occupants and to ensure that living conditions would not be prejudiced by noise from traffic, surrounding uses, and other forms of noise.
47	FIRE-FIGHTING	No building in any phase shall be occupied or brought into use until all fire hydrants and fire-fighting infrastructure within that part of the site have been provided in full, and those hydrants/infrastructure shall be retained thereafter.
	INFRASTRUCTURE	Reason: To ensure that fire hydrants and fire-fighting infrastructure is provided, in the interests of safety and sustainable development.
48	ALLOTMENT PROVISION	No occupation of any residential unit beyond the 1000 th unit to be occupied on site shall occur until the Allotments have been provided in full in accordance with the agreed details and are made available for use.

	Reason: To ensure that satisfactory allotment provision is delivered in a timely and appropriate fashion, and to comply with the principles of sustainable development.
49 EQUIPPED PLAY AREA 2 PROVISION	No occupation of any residential unit beyond the 1700 th unit to be occupied on site shall occur until the Principle Equipped Play Area 2 has been provided in full in accordance with the agreed details and has been made available for use.
	Reason: To ensure that satisfactory play facilities are delivered in a timely and appropriate fashion, and to comply with the principles of sustainable development.
50 BUND/LANDSCAPING TO SALTERSFORD ROAD PROVISION	No occupation of any residential unit beyond the 100 th unit to be occupied on site shall occur until all works (including any required planting) relating the landscaped area adjacent to Saltersford Road has been provided in full in accordance with the agreed details.
	Reason: To ensure that an appropriate buffer is provided between the residential parcels and the existing properties in Saltersford Road, in order to allow sufficient space for landscaping, and to comply with the principles of sustainable development.
51 LANDSCAPING AND CYCLE- WAY ADJACENT TO A52 PROVISION	No occupation of any residential unit beyond the 100 th unit to be occupied on site shall occur until all works (including any required planting) and provision of cycle-paths/footways relating the landscaped area adjacent to the A52 has been provided in full in accordance with the agreed details.
	Reason: To ensure that suitable cycle path provision and associated landscaping is provided, in order to provide a safe, useable and accessible form of development, and to comply with the principles of sustainable development.
52 LANDSCAPING AND CYCLE- WAY ADJACENT TO DYSART PARK AND ECML PROVISION	No occupation of any residential unit beyond the 600 th unit to be occupied on site shall occur until all works (including any required planting) and provision of cycle-paths/footways relating to the area between Dysart Park and the East Coast Main Line crossing point has been provided in full in accordance with the agreed details.
	Reason: To ensure that suitable cycle path provision and associated landscaping is provided, in order to provide a safe, useable and accessible form of development, and to comply with the principles of sustainable development.

INFORMATIVES & GLOSSARY	
	<p>The applicants and future developer's attention are drawn to the following statements which include a series of informative statements and glossary for key terms referred to elsewhere within the conditions.</p>
<p>Approach to conditions</p>	<p>Overview: This decision applies a tiered approach to the outline application conditions, based upon a design cascade. This is set out as follows:</p> <p>Top tier The mandatory matters and those matters to be fixed by the outline consent including parameter plans, time limits, quantum of development, and relationship with the Environmental Statement. There is also a compliance condition to require that all RM submissions demonstrate compliance with all conditions. Extracted elements of the D&A are to be used to inform the various tiers below.</p> <p>Second tier The Strategic Framework; and Site-wide Delivery Strategy will provide the refined 'vision' for Spitalgate Heath. These conditions will address Site-wide, strategic and structuring issues and will therefore need to be submitted and approved ahead of any Reserved Matters. Alongside is a strategic landscaping and enabling exemption, which would allow some works to come forward in advance of RM submissions and detailed refinement.</p> <p>Third tier These are Phase-wide/specific conditions setting out design criteria for phase wide issues (such as Residential Design Codes). These provide the frameworks for development within the Phase which must be complied with. There is scope to merge the GI/SuDS/Play strategies into a single submission if required.</p> <p>These strategies, codes and briefs need to be approved ahead of any Reserved Matters within each phase is approved. But RMs could be made alongside the submissions for the Phase-wide details.</p> <p>Fourth tier These are the submission of Reserved Matters Applications. This tier identifies additional requirements for submissions made for Reserved Matters in addition to the statutory requirements, and those matters outlined under tiers 1-3.</p> <p>Fifth tier These are the remaining technical or issue specific conditions, including conditions which would be directional (such as delivery of access points) which are required by consultees – eg Highways. These sit outside of the tiers above, but submissions will be required to ensure compliance with them. This is captured by the compliance condition under Tier 1.</p>

	<p>The requirements of all conditions sit alongside other aspects of the decision such as the S106 agreement.</p>
Components for Strategic Frameworks	<p>The following are considered to represent key components of plans for each framework which are required as part of the Site-Wide Strategic Framework.</p> <p>Green Infrastructure Framework</p> <ul style="list-style-type: none"> • Areas of ecological importance/enhancement/new habitat creation • Watercourses/features/areas where sustainable drainage might be provided • Structural landscape Site features to be retained/strengthened (hedgerows, woodland, boundary walls etc) • Landscape sensitivity/quality zones • Existing and proposed routes and connections (plugging into surroundings) • Legibility – key vistas to landmarks etc • Edges/areas for integration • Location and form of proposed open spaces (ability to deal with constraints and cues from contextual analysis/application of standards) <p>Movement Framework</p> <ul style="list-style-type: none"> • Existing and proposed Site vehicular access points • Proposed <i>primary</i> and <i>secondary</i> vehicular routes (character) • Key existing and proposed pedestrian/cycle routes and linkages • Destinations/facilities to link to • Barriers to overcome • Areas for integration <p>Placemaking Framework</p> <ul style="list-style-type: none"> • Areas of strong/weak townscape • Local facilities and landmarks to link to (physically and visually) • Key views/vistas into/out of the Site to enhance • Existing and proposed focal points/community hubs • Existing/proposed gateways • Important frontages • Proposed character/density areas <p>Land Use Framework</p> <ul style="list-style-type: none"> • Developable areas • Proposed location/s for residential development/densities • Proposed location/s for employment development/type • Proposed location/s for Local Centre • Proposed location for primary school • Proposed location/s for recreational areas
Garden City / Settlement Principles	<p>The following Garden City principles are to be used to inform the development of the Strategic Framework documents as relevant.</p>

	<p>These principles are as defined by the Town and Country Planning Association and set the expectations for design quality as referred to in paragraph 72 (c) of the National Planning Policy Framework, July 2018:</p> <ul style="list-style-type: none"> • Land value capture for the benefit of the community. • Strong vision, leadership and community engagement. • Community ownership of land and long-term stewardship of assets. • Mixed-tenure homes and housing types that are genuinely affordable. • A wide range of local jobs in the Garden Village within easy commuting distance of homes. • Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food. • Development that enhances the natural environment, providing a comprehensive green infrastructure network and low carbon and energy-positive technology to ensure climate resilience. • Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods. • Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.
Environment Agency - Environmental Permit	<p>Due to the site being positioned within proximity to a Main River, this requires permissions from the Environment Agency in the form of an Environmental Permit. Please contact our Partnership and Strategic Overview Team in Lincoln on 020302 56965 or email psolincs@environment-agency.gov.uk to discuss your proposals. The team will be able to advise if an Environmental Permit is likely to be granted and if an application fee is applicable. Please be aware that it can take up to two months to determine the application from receipt of payment, therefore prompt discussions are advised.</p>
Anglian Water	<p>An application to discharge trade effluent must be made to Anglian Water and must have been obtained before any discharge of trade effluent can be made to the public sewer.</p> <p>Anglian Water recommends that petrol / oil interceptors be fitted in all car parking / washing / repair facilities. Failure to enforce the effective use of such facilities could result in pollution of the local watercourse and may constitute an offence.</p> <p>Anglian Water also recommends the installation of a properly maintained fat traps on all catering establishments. Failure to do so may result in this and other properties suffering blocked drains, sewage flooding and consequential environmental and amenity impact and may</p>

	also constitute an offence under section 111 of the Water Industry Act 1991.
LCC Highways Footways -	Where a footway is to be constructed on private land, that land must be dedicated to the Highway Authority as public highway.
LCC Highways - Access	The permitted development requires the formation of a new/amended vehicular access. Applicants should note the provisions of Section 184 of the Highways Act 1980. The works should be constructed to the satisfaction of the Highway Authority in accordance with the Authority's specification that is current at the time of construction. For further information, please telephone 01522 782070
LCC Highways Construction	<p>All roads within the development hereby permitted must be constructed to an engineering standard equivalent to that of adoptable highways.</p> <p>Those roads that are to be put forward for adoption as public highways must be constructed in accordance with the Lincolnshire County Council Development Road Specification that is current at the time of construction and the developer will be required to enter into a legal agreement with the Highway Authority under Section 38 of the Highways Act 1980.</p> <p>Those roads that are not to be voluntarily put forward for adoption as public highways, may be subject to action by the Highway Authority under Section 219 (the Advance Payments code) of the Highways Act 1980.</p>
Residential Welcome Pack	<p>The Residential Welcome Pack shall include those measures established within the Framework Travel Plan, and shall include details of the following:</p> <ul style="list-style-type: none"> • Details as identified within the Travel Measures within the Framework Travel Plan • Mapping of routes – including footpaths and cycleways • Bus Service information and location of bus stops • Vouchers for cycle reflective wear or other similar equipment, or taster bus tickets
Network Rail	<p><u>Cranes and plant</u></p> <p>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</p>

	<p>or failure, no materials or plant are to be capable of falling within 3m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3m of overhead electrical equipment or supports. 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.</p> <p><u>Drainage</u></p> <p>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:</p> <ol style="list-style-type: none"> 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. This should also address the possible increase in scour action at the base of the viaduct piers over the River Witham, if applicable. 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. <p>It is expected that the preparation and implementation of a surface water drainage strategy addressing the above points will be conditioned as part of any approval.</p> <p><u>Excavations/Earthworks</u></p> <p>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. 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.</p>
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	<p><u>Security of Mutual Boundary</u></p> <p>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.</p> <p><u>Fencing</u></p> <p>Because of the nature of the proposed developments we consider that there will be an increased risk of trespass onto the railway. The Developer must provide a suitable trespass proof fence adjacent to Network Rail's boundary (minimum approx. 1.8m high) at agreed locations and make provision for its future maintenance and renewal. Network Rail's existing fencing / wall must not be removed or damaged.</p> <p><u>Method Statements/Fail Safe/Possessions</u></p> <p>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. This should include an outline of the proposed method of construction, risk assessment in relation to the railway and construction traffic management plan. 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 Network Rail approval.</p> <p><u>Two Metre Boundary</u></p> <p>Consideration should be given to ensure that the construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land, and therefore all/any building should be situated at least 2 metres from Network Rail's boundary. This will allow construction and future maintenance to be carried out from the applicant's land, thus reducing the probability of provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.</p> <p><u>Encroachment</u></p> <p>The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations</p>
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onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (**s55 British Transport Commission Act 1949**). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.

Noise/Soundproofing

The Developer should be aware that any development for residential use adjacent to an operational railway may result in neighbour issues arising. Consequently every endeavour should be made by the developer to provide adequate soundproofing for each dwelling. Please note that in a worst case scenario there could be trains running 24 hours a day and the soundproofing should take this into account.

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. 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. This includes the existing NR access off the B1174 south of the railway bridge.

Children's Play Areas/Open Spaces/Amenities

	Children's play areas, open spaces and amenity areas should be located away from the railway if possible. If a location is chosen near to the railway it must be protected by a secure fence along the boundary of one of the following kinds, concrete post and panel, iron railings, steel palisade or such other fence approved by the Local Planning Authority acting in consultation with the railway undertaker to a minimum height of 1.8 metres and the fence should not be able to be climbed.
EIA Regulations	In accordance with the requirements of the Town & Country Planning (Environmental Impact Assessment) regulations 2017, the information contained within the Environmental Statement (including appendices) dated March 2016 submitted in support of this planning application, has been taken into account in the assessment, consideration and determination of the application by the Local Planning Authority.
Statement of Proactive Working	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 paras 186 - 187 of the National Planning Policy Framework.