

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

Key Issues

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

Technical Documents Submitted with the Application

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

REPORT

Executive Summary

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

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

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

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

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

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

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

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

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

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

Application Category

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

Reason for Referral to Committee

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

The Proposal

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

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

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

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

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

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

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

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

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

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

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

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

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

The Application Site and its Surroundings

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

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

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

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

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

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

Relevant Site History

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

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

Policy Considerations

South Kesteven Core Strategy

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

Southern Quadrant Masterplan SPD

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

National Planning Policy Framework

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

Representations from Consultees

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

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

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

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

Environment Agency:

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

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

Natural England:

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

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

Highways Agency:

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

LCC Highways (Highway Authority):

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

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

English Heritage:

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

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

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

SKDC Economic Development:

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

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

SKDC Conservation:

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

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

SKDC Environmental Protection:

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

SKDC Arboricultural Consultant:

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

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

Heritage Lincolnshire:

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

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

Network Rail:

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

Anglian Water:

No comments on the proposals.

LCC Footpaths:

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

LCC Strategic Planning:

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

Upper Witham Internal Drainage Board:

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

Lincolnshire Wildlife Trust:

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

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

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

The Ramblers Association:

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

Lincolnshire Fieldpaths Association:

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

Grantham Civic Society:

No comments received.

Ministry of Defence:

No safeguarding objections.

Londonthorpe and Harrowby Parish Council:

No comments received.

Old Somerby Parish Council:

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

Little Ponton and Stroxton Parish Meeting:

No comments received.

Representations Received as a Result of Publicity

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

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

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

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

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

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

Officer Evaluation

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

Principle of Development

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

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

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

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

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

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

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

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

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

Impact on traffic generation and highway safety

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

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

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

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

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

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

Impact on Public Right of Way

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

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

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

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

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

Impact on road drainage and water environment

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

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

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

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

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

Design and Appearance

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

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

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

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

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

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

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

Impact on landscape and visual amenity

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

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

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

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

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

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

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

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

The landscape character impacts would vary across the site:

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

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

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

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

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

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

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

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

Impact on heritage assets

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Impact on nature conservation

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

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

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

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

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

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

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

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

Indicative proposals for new planting include:

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

With regard to protected species:

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

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

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

Impact on noise, vibration and air quality

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

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

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

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

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

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

Other planning matters

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

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

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

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

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

Section 106 Heads of Terms

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

Crime and Disorder

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

Human Rights Implications

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

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

SUMMARY OF REASONS FOR APPROVAL

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Note(s) to Applicant

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

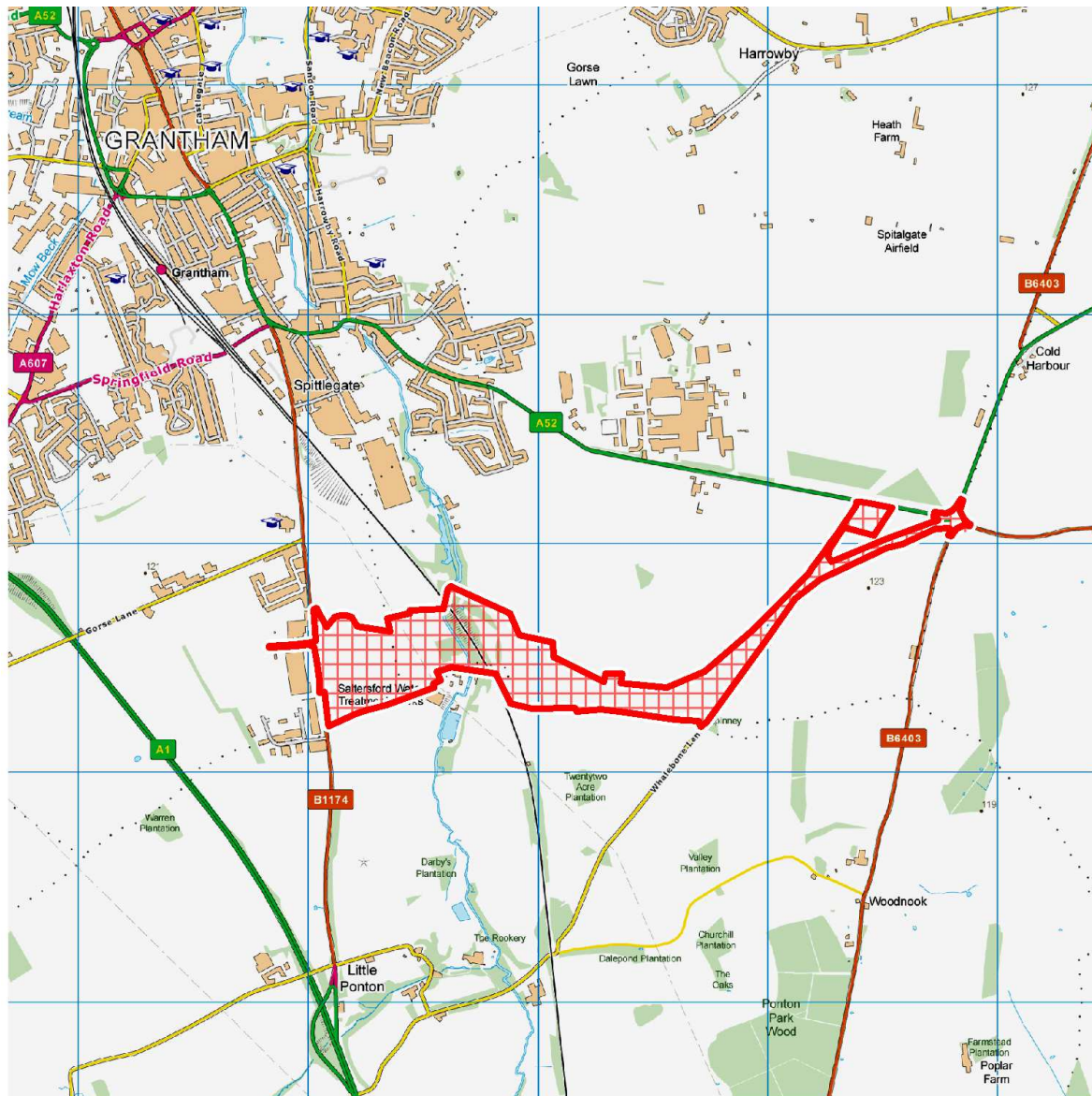
structures, retaining walls, underpasses, bridge wing walls, bridge abutments, safety features, parapets and embankments.

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

* * * * *

Site Location Plan

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



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APPENDICES

Representations from Consultees

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

Key Issues

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

Technical Documents Submitted with the Application

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

REPORT

Application Category

This application is categorised as a major application.

Reason for Referral to Committee

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

The Proposal

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

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

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

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

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

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

The application site and its surroundings

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

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

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

Site History

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

Representations Received

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

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

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

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

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

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

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

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

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

Community Archaeologist (Heritage Lincolnshire): No objections

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

Anglian Water: No comments

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

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

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

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

Representations as a result of publicity

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

Policy Considerations

National Planning Policy Framework (NPPF)

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

South Kesteven Core Strategy

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

Officer Evaluation

Scale / Layout

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

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

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

Overlooking / loss of privacy

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

Loss of light / overshadowing

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

Traffic Generation / Parking

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

Drainage

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

Ecology

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

Open Space Provision

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

Section 106 Heads of Term

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

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

Crime and Disorder Implications

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

Human Rights Implications

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

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

Conclusion

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

SUMMARY OF REASON(S) FOR APPROVAL

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

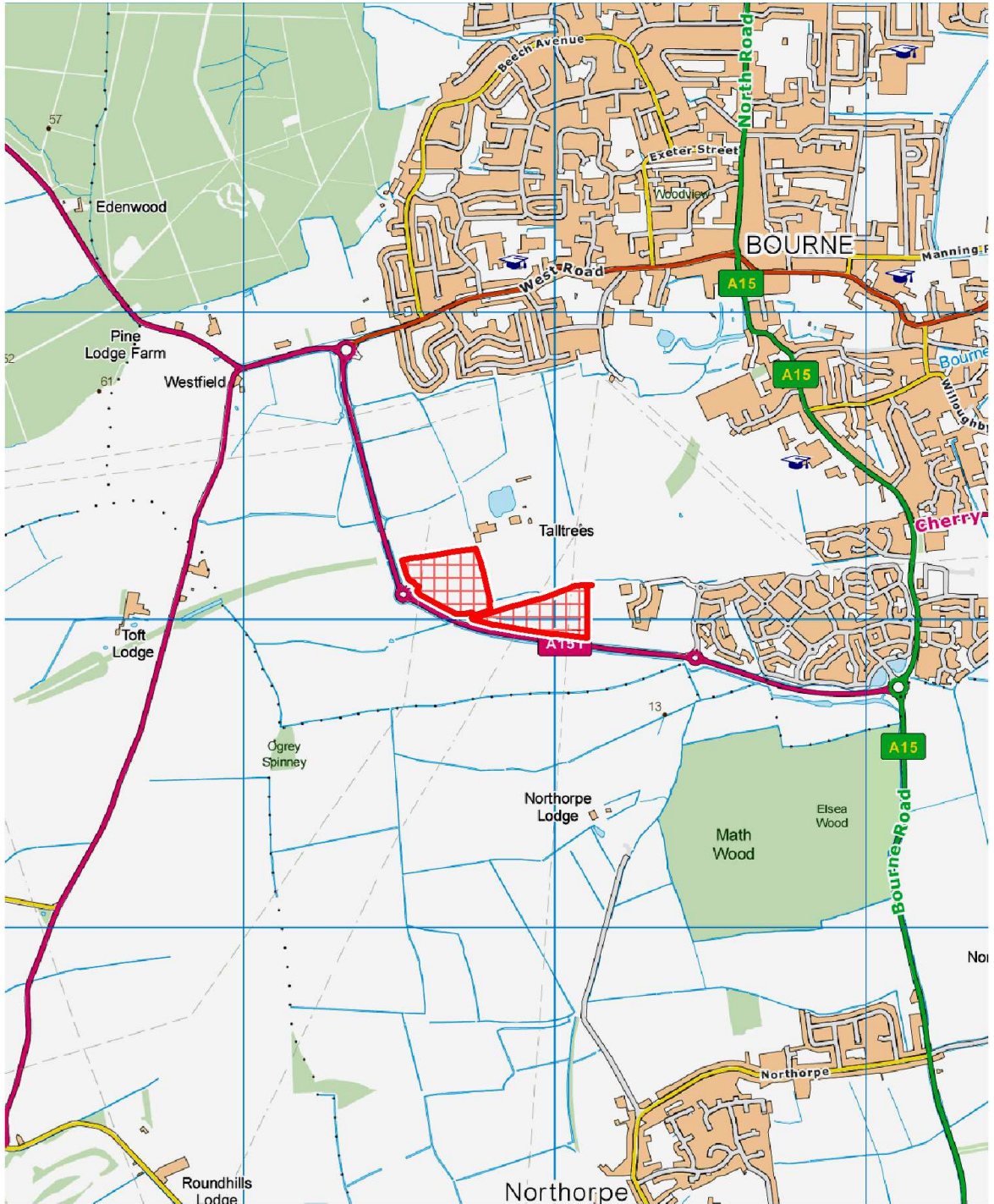
J1 Rev C
J2 Rev B
K1-1 Rev B
K1-2 Rev B
K2-1 Rev C
K2-2 Rev C
L1 Rev C
L2 Rev C
M1-1 Rev C
M1-2 Rev C
M2-1 Rev C
M2-2 Rev C
M3-1 Rev A
M3-2 Rev A
V1 Rev B
V2 Rev B
W1 Rev B
W2 Rev B
Z1 Rev A
Z2 Rev A
E3110/3 Rev B
E3110/4 Rev A
E3110/6
E3110/7
E3110/8
E3110/9

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

* * * * *

Site Location Plan

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



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

Key Issues

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

Technical Documents Submitted with the Application

- Design and Access Statement

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

REPORT

Application category

The application is categorised as a minor application.

Reason for referral to Committee

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

The proposal

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

The application site and its surroundings

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

Relevant history

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

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

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

Policy Considerations

National Planning Policy Framework

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

South Kesteven Core Strategy 2010

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

Representations received

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

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

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

The Environment Agency: does not object to the application.

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

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

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

Representations as a result of publicity

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

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

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

Officer evaluation

The proposal

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

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

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

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

Character and Appearance of the Area

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

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

Access

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

Trees

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

Flood Risk

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

Residential Amenity

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

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

Conclusion

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

It is commended that permission is granted.

Section 106 Heads of Terms

A section 106 is not required for this application.

Crime and Disorder

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

Human Right Implications

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

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

SUMMARY OF REASON(S) FOR APPROVAL

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

Recommendation:

Grant permission subject to conditions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

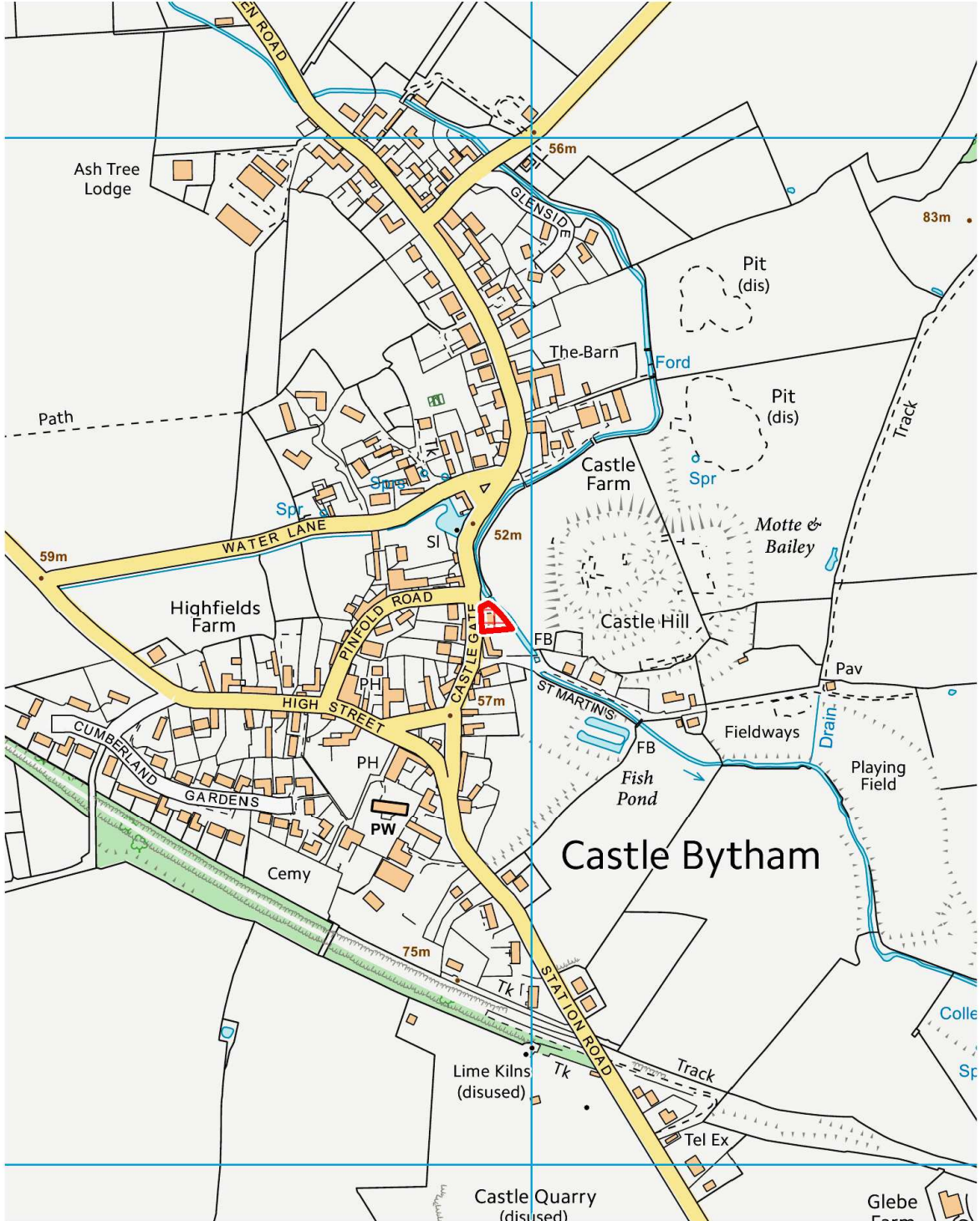
Note(s) to Applicant

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

* * * * *

Site Location Plan

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



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

Key Issues

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

Technical Documents Submitted with the Application

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

REPORT

Application category

The application is categorised as an other application.

Reason for referral to Committee

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

The proposal

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

The application site and its surroundings

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

Relevant History

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

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

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

Policy Considerations

National Planning Policy Framework

Section 1: Delivering sustainable development

Section 6: Delivering a wide choice of high quality homes

Section 7: Requiring good design

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

Section 11: Conserving and enhancing the natural environment

Section 12: Conserving and enhancing the historic environment

South Kesteven Core Strategy 2010

Policy SP1 – Spatial Strategy

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

Policy EN2 - Reducing the Risk of Flooding

Policy EN4 – Sustainable Construction and Design

Policy H1 – Residential Development

Representations received

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

Castle Bytham Parish Council: make no representation on the application

Lincolnshire Heritage: does not object to the application.

Environmental Protection: make no observations on the application.

Representations as a result of publicity

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

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

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

Officer evaluation

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

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

Section 106 Heads of Terms

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

Crime and Disorder

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

Human Right Implications

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

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

SUMMARY OF REASON(S) FOR APPROVAL

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

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

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

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

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

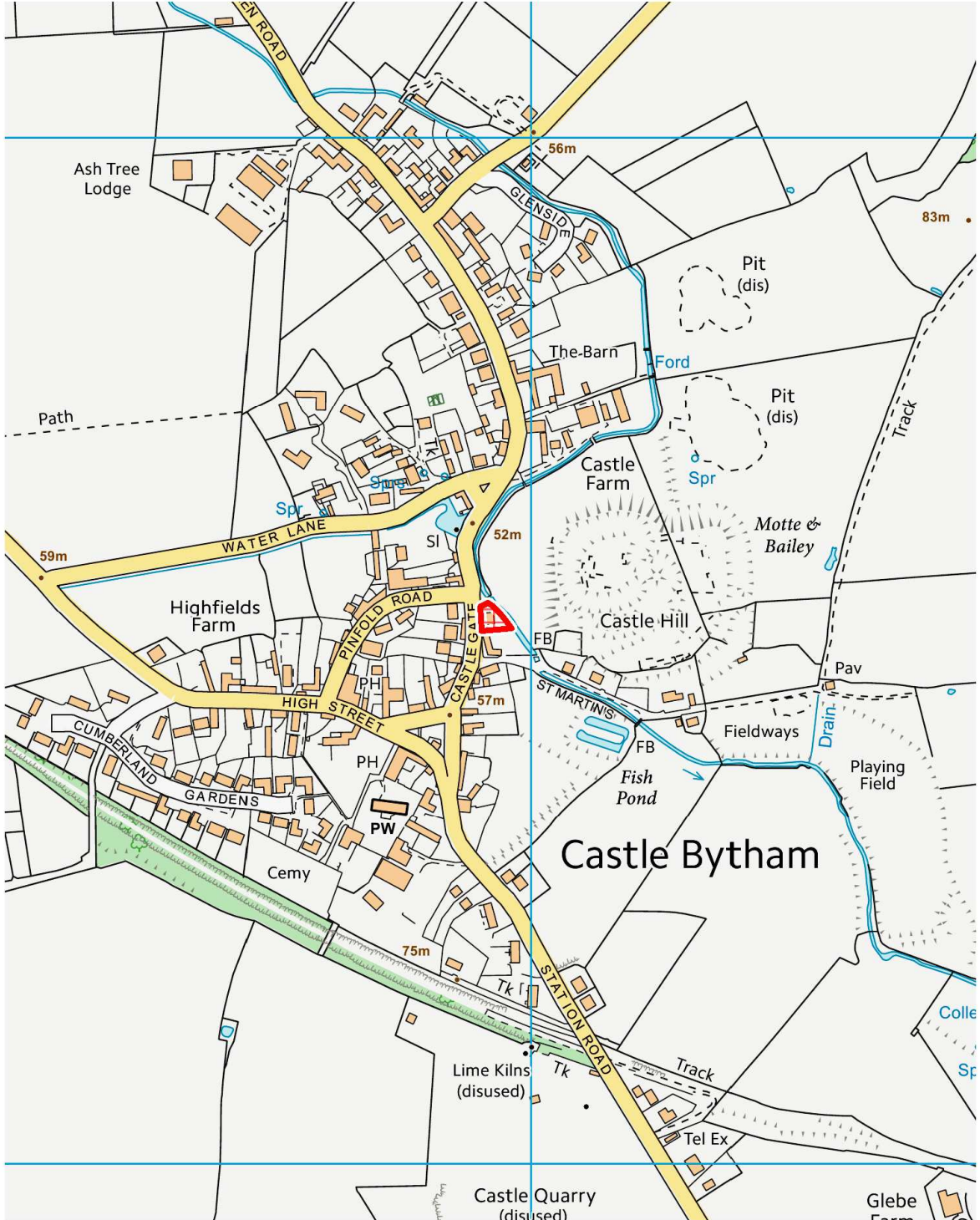
Note(s) to Applicant

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

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Site Location Plan

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



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

Key Issues

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

Technical Documents Submitted with the Application

- Site and Layout Plans

REPORT

Application Category

This application is categorised as a minor application.

Reason for Referral to Committee

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

The Proposal

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

The application site and its surroundings

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

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

Relevant Planning History

None.

Representations Received

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

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

Representations as a result of publicity

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

Planning Considerations

National Policy

NPPF – Section 7, Requiring good design.

South Kesteven Core Strategy

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

Key Issues

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

Impact on site and surroundings.

Highway Safety

Officer Evaluation

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

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

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

Crime and Disorder

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

Human Right Implications

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

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

Conclusion

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

Recommendation

That the development be approved subject to condition(s)

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

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

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

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

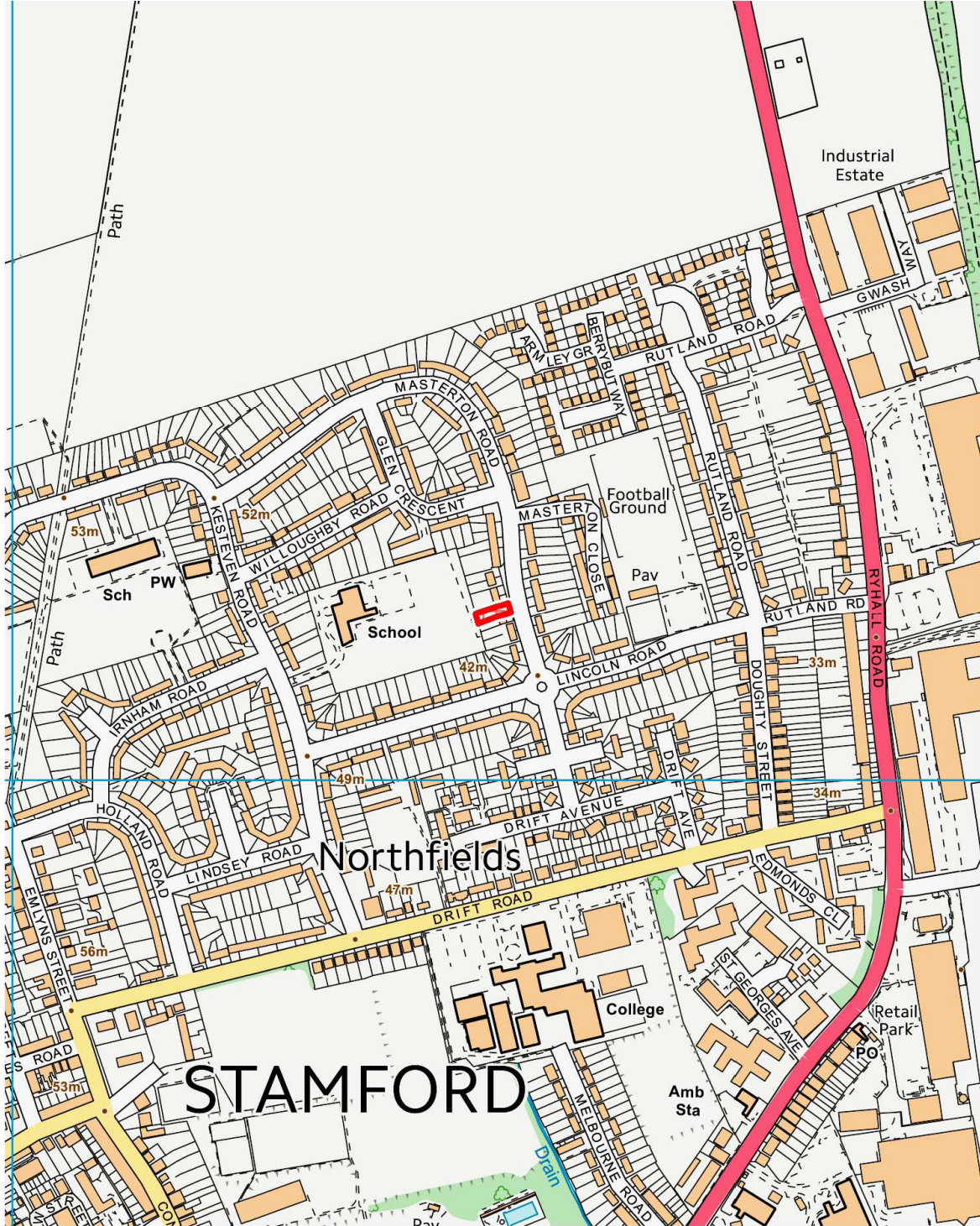
Note(s) to Applicant

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

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Site Location Plan

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



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

REPORT

Application category

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

Reason for referral to Committee

The applicant is an employee of South Kesteven District Council.

The proposal

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

The application site and its surroundings

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

Relevant site history

None.

Representations received

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

Representations received as a result of publicity

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

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

Policy Considerations

None.

Officer evaluation

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

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

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

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

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

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

Section 106 Heads of Terms

A section 106 is not required for this application.

Crime and Disorder

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

Human Right Implications

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

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

Recommendation

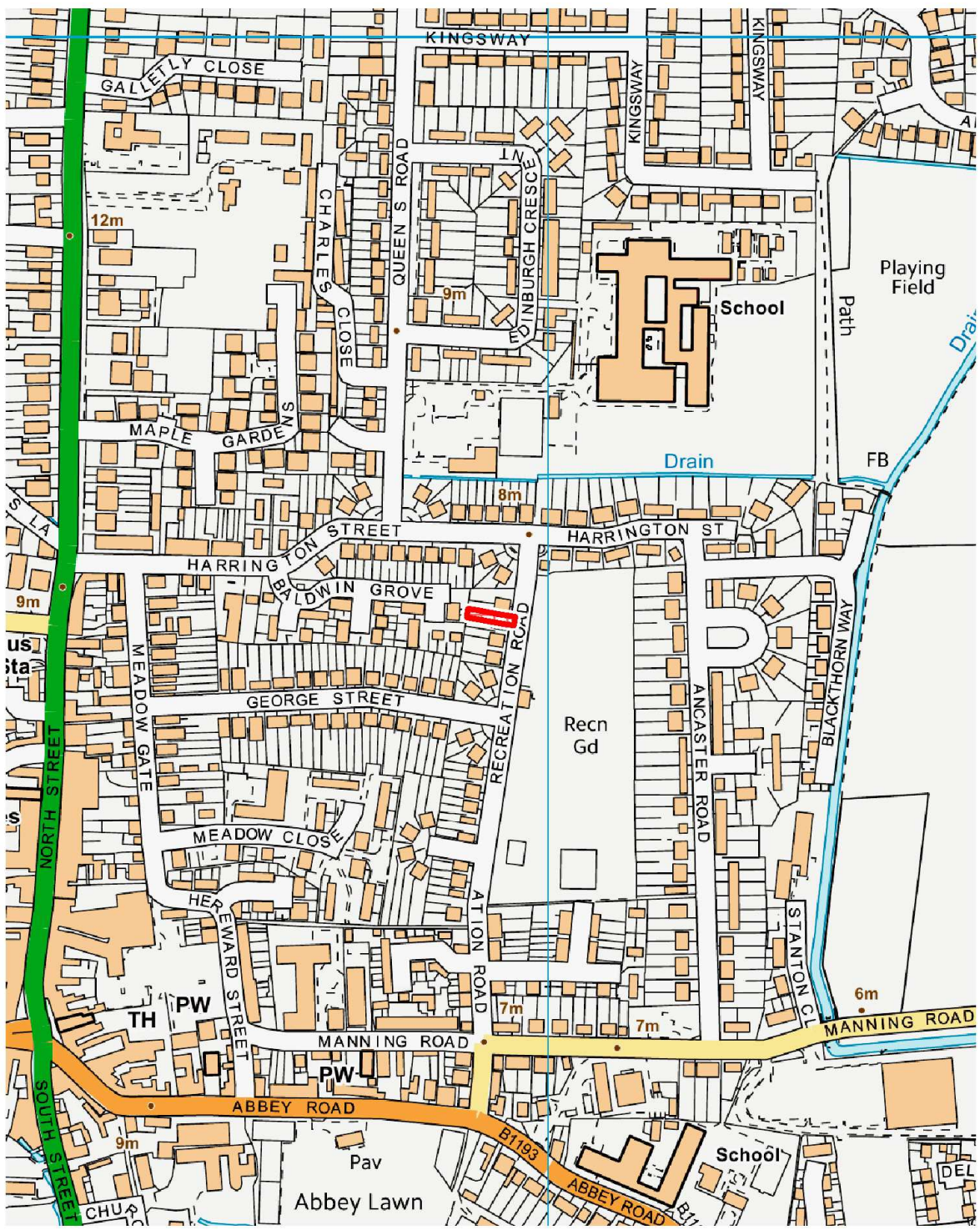
That Members note the decision that full planning permission is not required for the extension and would have, regardless, supported the development.

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

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Site Location Plan

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



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