

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

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

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

THE RECOMMENDED CONDITIONS THEN FOLLOW FROM PAGE 4.

TIER 1 – OVERARCHING CONDITIONS	
Condition	Purpose
TIME LIMITS	Mandatory requirement to establish commencement
PARAMETER PLANS	To ensure that future submissions and the development are undertaken in accordance with the application documents.
QUANTUM OF DEVELOPMENT	To ensure that the total amount of development is in accordance with the Environmental Statement.
COMPLIANCE CONDITION	To ensure that future submissions are in substantial conformity with the agreed details for the development.

TIER 2 – SITE WIDE CONDITIONS – MUST COMPLY WITH TIER 1	
Condition	Purpose
SITE WIDE STRATEGIC FRAMEWORK	To establish the final ‘vision’ for the site and set the framework for RMs and other codes/briefs/guides
DELIVERY STRATEGY	To establish the site wide delivery strategy for infrastructure, mitigation and the development
STRATEGIC LANDSCAPING	To allow flexibility for advance planting to be implemented which can mature whilst other elements of the development come forward
EXEMPT ENABLING WORKS STRATEGY	To allow flexibility and to enable some limited works to take place to enable efficient delivery

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

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

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

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

Condition	Purpose
RESIDENTIAL DESIGN CODE	To provide the regulatory framework for residential development in each phase
Phase specific – ie fresh document for each phase	

Condition	Purpose
GREEN INFRASTRUCTURE AND BIODIVERSITY GUIDE	To guide the GI and Biodiversity solutions within each phase, to ensure a consistent approach and delivery of mitigation. To inform future detailed submissions
Phase specific – ie fresh document for each phase	
Condition	Purpose
SUDS STRATEGY	To provide the SuDS strategy for each phase and identify solutions, to ensure a consistent approach and delivery. To inform future detailed submissions
Phase specific – ie fresh document for each phase	
Condition	Purpose
PLAY STRATEGY	To provide the Play strategy for each phase and identify solutions, to ensure a consistent approach and delivery. To inform future detailed submissions
Phase specific – ie fresh document for each phase	

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

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

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

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

RECOMMENDED CONDITIONS

TIER 1 CONDITIONS

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

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

TIER 2 CONDITIONS

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

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

- Movement corridors (including strategic and principal primary, secondary roads, public transport corridors, pedestrian and cycle routes, greenways);
 - Key strategic infrastructure (including SuDs, strategic attenuation areas, strategic swales, flood mitigation, significant utility provision,);
 - Strategic Green Infrastructure corridors and structures (including public open spaces both formal and informal, ecological and habitat areas);
 - Key Place-making features (including character areas, focal points, gateway features and important frontages);
- *Further detail on the aforementioned requirements are set out in the informative section at the end of this decision*

and

2. An overall Masterplan which links the above frameworks and the parameter plans

The Strategic Framework document shall include the following elements:

- a) Identification of how Spitalgate Heath will address the key Garden City Principles as defined by the Town & County Planning Association and the expectations for quality set out in the NPPF (para 72c) and as set out in the informative section at the end of this decision;
- b) The Site-wide street hierarchy, including street types and street materials and the principles of adopting highway infrastructure for the principle routes;
- c) The definition of character areas and/or neighbourhoods that will be created across the development and how these are distinctive;
- d) The use of key gateways, key streets, neighbourhood centre and focal points to create a strong sense of place and identity;
- e) The approach to the provision of Green Infrastructure and Sustainable Urban Drainage Systems design at a Site-wide level;
- f) The hierarchy and design approach to green open spaces and the public realm, including treatment along and boundaries with the Grantham Southern Relief Road, existing main roads and the East Coast Main Line;
- g) Identification of any environmental mitigation measures specified in the Environmental Statement – as informed by the draft Environmental Masterplan (3295-L-48 rev C)
- g) Details of arrangements for periodic reviews of the Strategic Framework

Subsequent submissions for Reserved Matters in connection with the development shall be made in substantial accordance with the Site-wide Strategic Framework.

	<p>REASON: To refine the vision for the development at a site-wide level, and to provide a consistent and cohesive overall framework which all future submissions must be in conformity with. In the interests of ensuring a high-quality and sustainable form of development, which accords with the principles established by the application and which can aspire to the delivery of a development based on the above garden city principles.</p>
<p>8 EXEMPT ENABLING WORKS STRATEGY</p>	<p>Following agreement of the Site-wide Strategic Framework, and in advance of the submission or agreement of all Reserved Matters within each particular Phase, an Exempt Enabling Works Strategy for that Phase, where relevant, can be submitted for approval in writing.</p> <p>The Exempt Enabling Works Strategy shall include a document setting out the works intended to be undertaken within each Phase in advance of the agreement of Reserved Matters and shall include a plan or plans outlining the extent of area to which the strategy relates and identifying those areas within which the works identified in the strategy shall be undertaken.</p> <p>Exempt Enabling Works shall be limited to:</p> <ul style="list-style-type: none"> • Works of demolition and consequential works • Works to stabilise land • Surveys including invasive works • Site clearance • Archaeological or ground investigations • Erection of fencing or hoardings • Erection of security measures or lighting • Erection of temporary buildings, structures or compounds directly linked to anticipated construction • Construction of temporary roadways • Laying of, removal or diversion of services • Remedial work in respect of contamination or other adverse ground conditions • Any other enabling works considered reasonably necessary to enable efficient commencement and delivery on site. Such works shall be described in detail within the strategy, including an explanation regarding the need for the works. <p>Any Exempt Enabling Works shall only be undertaken in accordance with the agreed Exempt Enabling Works Strategy.</p> <p>REASON: To encourage efficient commencement and delivery on the site, whilst also enabling the effects of any enabling works required to be fully considered and regulated.</p>
<p>9 STRATEGIC LANDSCAPING / PLANTING</p>	<p>Following agreement of the Site-wide Strategic Framework, and in advance of the submission or agreement of all Reserved Matters, a scheme for strategic landscaping / planting for the development, shall be submitted to and approved in writing by the Local Planning Authority.</p>

	<p>The scheme shall include a plan(s) showing the location and extent of the planting proposed, full planting proposals including specification, a timetable for implementation and details of management and maintenance during the construction and completion of the development pending handover/adoption for long-term maintenance.</p> <p>No more than 100 dwellings within the development shall be occupied until the strategic landscaping / planting has been laid out and planted in substantial accordance with the approved scheme. The strategic landscaping areas shall thereafter be retained and managed as part of the development.</p> <p>If within a period of ten years from the date of the planting of any tree or shrub or any tree or shrub planted in replacement for it is removed, or it is uprooted or destroyed or dies, another tree or shrub of the same species and size as that originally planted shall be planted as a replacement.</p> <p>REASON: In the interests of allowing advance planting to take place in advance of other stages of the development, to allow any planting time to embed into the landscape and mature and being of benefit to the visual amenities of the site whilst also and safeguarding and enhancing biodiversity. Advance planting would also aid in softening the impact of new built development, and aid the development in aspiring to garden city principles.</p>
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TIER 3 CONDITIONS

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

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

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

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

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

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

TIER 4 CONDITIONS

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

The Landscape Design Statement shall:

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

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

Soft Landscaping

a) Full details of planting plans and written specifications, including cultivation proposals for maintenance and management associated with plant and grass establishment, details of the mix, size, distribution, density and levels of all trees/hedges/shrubs to be planted and the proposed time of planting. The planting plan shall use botanic names to avoid misinterpretation. The plans should include a full schedule of plants.

b) 1:200 plans (or at a scale otherwise agreed) with cross-sections of mounding, ponds, ditches and swales and proposed treatment of the edges and perimeters of the Site.

c) The landscape treatment of roads (primary, secondary, tertiary and green) including verges through the development.

d) A specification for the establishment of trees within hard landscaped areas including details of space standards (distances from buildings etc.) and tree pit details.

e) The planting and establishment of structural landscaping to be provided in advance of all or specified parts of the Site as appropriate.

f) Full details of any proposed alterations to existing watercourses/drainage channels, or creation of new watercourses or water-features.

g) Details and specification of proposed earth modelling, mounding, re-grading and/or embankment areas or changes of level to be carried out including, topsoil storage and re-use to BS 3882: 2007 or equivalent standard, proposed levels and contours to be formed, retaining structures and sections through construction to show make-up.

h) Details of the location, extent and nature of existing hedgerows to be retained, and measures for their enhancement including the provision of supplemental planting.

Hard Landscaping

i) Full details of all proposed methods of boundary treatment including details of all gates, fences, walls and other means of enclosure.

j) Full details, including cross-sections, of all bridges and culverts.

k) 1:500 plans of utility routes along with details of type and typical specification.

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

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

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

TIER 5 CONDITIONS – TECHNICAL, ISSUE SPECIFIC AND OTHER

Employment Land

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

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

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

Highways and access

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

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

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

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

SCHOOL SITE

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

WATER ENVIRONMENT

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

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

GENERAL / OTHER

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

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

**INFORMATIVES
&
GLOSSARY**

The applicants and future developer's attention are drawn to the following statements which include a series of informative statements and glossary for key terms referred to elsewhere within the conditions.

Approach to conditions

Overview:

This decision applies a tiered approach to the outline application conditions, based upon a design cascade. This is set out as follows:

Top tier

The mandatory matters and those matters to be fixed by the outline consent including parameter plans, time limits, quantum of development, and relationship with the Environmental Statement. There is also a compliance condition to require that all RM submissions demonstrate compliance with all conditions. Extracted elements of the D&A are to be used to inform the various tiers below.

Second tier

The Strategic Framework; and Site-wide Delivery Strategy will provide the refined 'vision' for Spitalgate Heath. These conditions will address Site-wide, strategic and structuring issues and will therefore need to be submitted and approved ahead of any Reserved Matters. Alongside is a strategic landscaping and enabling exemption, which would allow some works to come forward in advance of RM submissions and detailed refinement.

Third tier

These are Phase-wide/specific conditions setting out design criteria for phase wide issues (such as Residential Design Codes). These provide the frameworks for development within the Phase which must be complied with. There is scope to merge the GI/SuDS/Play strategies into a single submission if required.

These strategies, codes and briefs need to be approved ahead of any Reserved Matters within each phase is approved. But RMs could be made alongside the submissions for the Phase-wide details.

Fourth tier

These are the submission of Reserved Matters Applications. This tier identifies additional requirements for submissions made for Reserved Matters in addition to the statutory requirements, and those matters outlined under tiers 1-3.

Fifth tier

These are the remaining technical or issue specific conditions, including conditions which would be directional (such as delivery of access points) which are required by consultees – eg Highways. These sit outside of the tiers above, but submissions will be required to ensure compliance with them. This is captured by the compliance condition under Tier 1.

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

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

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

or failure, no materials or plant are to be capable of falling within 3m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3m of overhead electrical equipment or supports. Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Asset Protection Project Manager prior to implementation.

Drainage

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

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

It is expected that the preparation and implementation of a surface water drainage strategy addressing the above points will be conditioned as part of any approval.

Excavations/Earthworks

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

Security of Mutual Boundary

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

Fencing

Because of the nature of the proposed developments we consider that there will be an increased risk of trespass onto the railway. The Developer must provide a suitable trespass proof fence adjacent to Network Rail's boundary (minimum approx. 1.8m high) at agreed locations and make provision for its future maintenance and renewal. Network Rail's existing fencing / wall must not be removed or damaged.

Method Statements/Fail Safe/Possessions

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

Two Metre Boundary

Consideration should be given to ensure that the construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land, and therefore all/any building should be situated at least 2 metres from Network Rail's boundary. This will allow construction and future maintenance to be carried out from the applicant's land, thus reducing the probability of provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.

Encroachment

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations

onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (**s55 British Transport Commission Act 1949**). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.

Noise/Soundproofing

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

Trees/Shrubs/Landscaping

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

Lighting

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

Access to Railway

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development. This includes the existing NR access off the B1174 south of the railway bridge.

Children's Play Areas/Open Spaces/Amenities

	<p>Children’s play areas, open spaces and amenity areas should be located away from the railway if possible. If a location is chosen near to the railway it must be protected by a secure fence along the boundary of one of the following kinds, concrete post and panel, iron railings, steel palisade or such other fence approved by the Local Planning Authority acting in consultation with the railway undertaker to a minimum height of 1.8 metres and the fence should not be able to be climbed.</p>
EIA Regulations	<p>In accordance with the requirements of the Town & Country Planning (Environmental Impact Assessment) regulations 2017, the information contained within the Environmental Statement (including appendices) dated March 2016 submitted in support of this planning application, has been taken into account in the assessment, consideration and determination of the application by the Local Planning Authority.</p>
Statement of Proactive Working	<p>In reaching the decision the Council has worked with the applicant in a positive and proactive manner by determining the application without undue delay. As such it is considered that the decision is in accordance with paras 186 - 187 of the National Planning Policy Framework.</p>