

Respondent Name	Reference Number	SPG Section	Representation Summary & Changes Sought	Officer Response	Recommendation
Respondent A	SADB/01	Section 5: Access Arrangements	Owner of property on Station Road. Impact of development will be significant and potentially detrimental to amenity of property and others. Concerned about roads around Station being opened up; road in front of property not public highway and no through road restricting use; opening up will increase congestion, noise and pollution; should create pedestrian only zone or 20mph restriction	The Development Brief retains Station Approach as a no-through route, with the exception of buses, the relocation of station car parking to a site to the south of the station accessed from Station Road East and limited parking for the development on Site 1 accessed from Station Approach. The creation of a bus loop past the station has recently been implemented with the introduction of the new town bus services.	In section on access arrangements add reference to need for proposed access arrangements being kept under review as scheme is further developed and mix of land uses, parking provision and sustainable travel provision are confirmed and implications for trip generation and impact on junction capacity assessed.
				In light of comments made in some representations regarding access arrangements and the wider traffic implications arising from this development, options for traffic routing and management have been reassessed. These include the creation of a 'through route' linking Station Approach and Station Road East and dual access to the proposed multi storey car park. Based on current information, these options are broadly neutral in traffic terms, in the case of through routing provide little relief to the wider road network and may also affect the ability to create improved linkages from the station, through the development, to the Town Centre which is a primary objective of the development. However, it is recognised that as proposals for the overall redevelopment emerge issues including the control/limitation of parking provision associated with individual development plots; level of sustainable travel provision for the development; and detailed assessment of impact on adjacent junctions and road network will impact on traffic management and access arrangements.	
				In light of this it is considered that it would be appropriate to indicate in the Brief that these issues will be kept under review as development proposals come forward and may necessitate a changed approach to traffic routing and access. Proposals for this would be subject to consultation as part of the submission of any future planning application.	

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			Concern over impact on amenity of local residents from people loitering in area late at night; impact of any floodlighting; noise from deliveries; operation of machinery. Concern over impact from build programme if this is prolonged, question what compensation will be paid or alternative accommodation made available.	The issues raised will need to be considered and addressed as part of the detailed design stage and assessed as part the submission of any future planning application	No changes required.
		Section 4: Site Specific Description	Untrue to state that several of cottages are vacant, was only short period when this was case for one cottage. Is this being deliberately understated to imply impact of development will be minimal.	Reference to vacancy of cottages can only reflect the point in time that the brief was drafted. As this may change over time and is not a relevant factor in retaining the cottages, it is considered that it may be more appropriate to delete this reference.	Delete reference to vacant cottages.
Respondent B	SADB/02		Concern that buildings will totally block view from property, shutting out natural light. Will also have detrimental effect on value of property. Basic needs and rights ignored.	Comments regarding light to property noted. This will need to be considered and addressed as part of the detailed design stage and assessed as part the submission of any future planning application	No changes required.
Network Rail	SADB/03		Keen to support overall proposals given benefits that will accrue to station and wider environment. Broadly supportive of suggested mix of uses.	Support noted.	No changes required.
			Need to provide not only replacement car park facilities but also increase in car parking for station users, consistent with general trend evident at all main stations on ECML. Brief currently only makes provision for status quo, not future growth. Would suggest multi storey car park should be designed for at least 1,000 spaces which could be achieved through an additional storey. Such building would not be out of place alongside railway, echoing in many respects larger former goods warehouses often seen in station complexes.	The Brief does not preclude additional capacity being provided at the multi storey car park for station users should this be evidenced as being required. However, the provision of on-site car parking to serve the development, needs to be balanced against the objective of moving towards a more sustainable travel provision and shift towards other modes of transport within Grantham as a whole.	No changes required.
			Alternative to building to south of multi storey car park might be additional surface car parking; would represent sensible medium term solution pending agreement for funding of multi storey. Additionally, telecommunications tower could only be relocated at significant expense and within certain parameters suggesting area be better left for surface car parking.		
			Remains question over funding for this facility: rail industry not in realistic position to fund, so element of third party funding would be essential for implementation.	It is intended that development of Site 2 will be led by the private sector.	No changes required.
			Suggested access arrangements acceptable in principle, although necessary to agree detail e.g. management of 'bus gate', preventing casual drop off/pick up points along Station Approach. Suggest adoption by Highway Authority as effective means of management and enforcement.	Comments noted and management issues will be incorporated into detailed scheme design.	No changes required.
			Proposals should incorporate access for maintenance purposes in certain locations.	Comments noted and maintenance arrangements will be addressed as part of detailed scheme design.	No changes required.

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English Heritage	SADB/04	Design Principles	Brief should make clear new design should respond to local character. Listed buildings and nearby housing should not be seen as constraint but opportunity to retain and enhance character and connect to surrounding townscape. Existing unlisted buildings within and surrounding area may be of value and should be incorporated where possible.	It is accepted that whilst the Brief refers to a high quality design for the development it makes little reference to this responding to local character. The Grantham Townscape Character study currently being prepared will provide an analysis of the local character, including a materials palette, which will provide a useful reference point for the detailed design of schemes.	In Sections 3 and 5 add reference to Townscape Character study.
			The scale of buildings appears reasonable in terms of number of storeys, however, an indicative storey height of 4m would be out of scale with neighbouring areas, eroding sense of enclosure of the streets at the edge of the development. A non-continuous building line down the main route through Site 1, and other roads, is likely to create 'dead zones'. Not clear where main frontages of building will be and what will be public and private space.	Comments are noted. The building storey heights in the Brief are indicative only and will need to be carefully considered as part of a detailed design proposal in order to respond to and respect the surrounding area. The design of the scheme will seek to ensure that natural surveillance is provided to spaces and access routes.	No changes required.
			Block structure and square in front of Station seems odd and landmark building not necessary as Station acts as a landmark building. This part would be improved by creating direct access to Fletcher Street, increasing permeability and housing to east of Site 1.	Comments noted. The positioning of the building at the end of Fletcher Street is only indicative and the Brief acknowledges the potential to extend the traditional street pattern of adjoining residential area to improve connectivity and permeability.	No changes required.
			Proposed units along south side of Station Road East should create continuous, or near continuous, building line to help create townscape with appropriate sense of enclosure and active frontages to achieve integrated link with residential area to north.	Noted. The layouts included in the Brief are indicative only and an alternative approach may be acceptable.	No changes required.
			Existing views to landmark buildings e.g. St Wulfrum's Church should be preserved and enhanced. Car parking to rear of buildings should not dominate the street scene.	Comments noted.	No changes required.
		Relationship to surrounding area	Brief does not fully address relationship between site and surrounding area with little recognition of impacts on setting of conservation area to north. Constraint of Wharf Road and opportunity to improve connections through town centre should be dealt with. Wharf Road/Station Approach junction redevelopment should form part of Brief particularly reducing separation caused by traffic volumes and connecting development to Westgate which should be the main route to town centre.	Comments noted. This is a particularly complex junction and opportunities for addressing the issues referred to are being considered as part of the Grantham Movement Strategy. The Wharf Road Development Brief has been extended to include additional land along the Wharf Road frontage which will provide greater opportunities for improving pedestrian connections across Wharf Road and into the town centre.	In section on public realm refer to Wharf Road Development Brief and linkages between the two in terms of pedestrian movement across Wharf Road.
Anglian Water	SADB/05	Section 4 and 5	Land allocated for development will require engineering strategy to be determined by Anglian Water for provision of necessary water and sewerage services. Developers may be required to contribute towards cost of infrastructure and phase development accordingly. Surface water attenuation is required and should be provided for in development.	Comments noted.	No changes required.

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		Section 4: Fig 11a	Information illustrated in figure is based on data recorded at time provided and positions are approximate also does not show service pipes, private sewers and drains. Survey should be commissioned prior to undertaking development to confirm positions etc. Change Sought: Disclaimer added to Fig 11a to cover points raised	For avoidance of doubt it is considered that reference should be made to the limitations of the data as described.	Add disclaimer to Fig 11a.
		Section 5: Proposed Land Uses	Light industrial, office and hotel uses may give rise to trade effluent and discharge to public sewer will require Anglian Water's consent and determination if flows can be accommodated will be assessed at time application for consent is submitted.	Comments noted.	No changes required.
		Appendix 3	Support requirement for development to meet Code for Sustainable Homes standards and promotion of use of storm water harvesting and rainwater harvesting technologies as part of building design. Also support reference to use of sustainable urban drainage.	Support noted.	No changes required.
Lincolnshire County Council	SADB/06		Extensions and alterations to Station Approach should be adopted as highway. Linking Station Approach to Station Road East should be pursued and adopted as highway. Section 106 contributions should be sought for the rebuilding/reconstruction of the box culvert beneath the East Coast mainline. Access for Site 1 should be from Station Approach.	Comments noted. See also response to SADB/01	See response to SADB/01
Mike Sibthorp Planning on behalf of Grantham Investments	SADB/07	Objectives	Considered objectives of the entire site are not clearly articulated and Development Brief will not secure their achievement. Not clear whether it is intended as promotional brief to set out aspirations for site or as development control brief to guide and shape future development proposals.	It is considered that the Development Brief clearly sets out the key planning and development principles for a mixed use development of the site.	No changes required.
			Proposed mix of uses is highly aspirational, unrealistic and unviable. Viability of proposed development has not been demonstrated.	The concerns that have been raised regarding the proposed mix of uses on the site and the viability of these are noted. However, these reflect the evidence base on which the Development Brief is based and was the subject of market testing by GVA Grimley as part of their contract in preparing the draft Development Brief. Nevertheless, it is accepted that in the current economic climate this needs to be kept under review. In general terms the Brief would not be 'set in stone' for ever and will need to be kept under review to ensure that it remains relevant.	In section on Implementation make reference to review of the Brief and in the section on proposed land uses to the impact changes in the prevailing economic conditions may have on the mix of uses.
			The brief is too prescriptive in terms of a specific development layout and mix / location of uses. A more comprehensive mix of uses, involving leisure elements could reasonably be considered, and some inherent flexibility in terms of design and mix of uses is required. An over-prescriptive design response, if based upon unsound and unviable objectives, will not secure the desired outcomes. The proposals for the southern portion of the site are wholly inappropriate. A broader range of uses should be considered, including more prominent high-profile use for rail frontage	The proposed mix of uses is based on evidence studies and market testing. However, if it were to be demonstrated that other uses would achieve the objectives of Development Brief and fit with the planning policy framework provided by the Core Strategy and emerging Grantham Area Action Plan then they would not be ruled out.	No changes required.

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			The proposals for the northern portion of the site are considered to be unsatisfactory and highly dependent on hotel and office end-users	Both of these uses were supported by the market testing undertaken by GVA and also other evidence studies including the Lincolnshire Hotel Study and recent South Kesteven Employment Land Study. There has been recent interest from some hotel companies in the site and further work has been undertaken on the feasibility of an Innovation and Incubation Centre in this location.	No changes required.
			The planning gain requirements and rationales have not been clearly or adequately articulated within the Draft Brief. The viability impacts of any planning gain requirements have not been considered, especially when considered alongside the proposed strategic infrastructure tariff and other 'standard' planning gain requirements such as affordable housing.	As with any development proposal it is recognised that the requirement for planning gain requirements may impact on scheme viability and would be the subject of negotiation with the local planning authority. It should be noted that the Strategic Infrastructure Tariff referred to in the comments was deleted from the Core Strategy following examination.	No changes required.
			The justification for the phasing proposals for the plan are not robust or justified. It is considered that there is no absolute necessity for phasing to take place in the manner specified, and the potential exists to progress developments on more than one element of the site at a time.	The proposed phasing is based on land ownerships and a logical sequence of redevelopment. It does not rule out alternative phasing of development provided it can be demonstrated that this would not prejudice the overall development objectives or implementation of the remainder of the development proposals.	No changes required.
			There are no robust proposals for implementation of the development. Compulsory Purchase is an implied delivery option. Grantham Investments would vigorously resist any proposals to compulsorily acquire their land interests.	Use of compulsory purchase would be the last resort.	No changes required.
			The transport and car parking proposals contained within the document are inappropriate. The rationale for re-routeing bus services via the train station, whilst ostensibly sound has not been satisfactorily justified. Access to the train station will be worse than existing arrangements. The proposed multi-storey car parking is too remote to serve anything other than rails related car parking requirements. Operational car parking with the northern portion of the site will compromise ground floor frontages.	See response to SADB/01	See response to SADB/01
Respondent C (including 97 signature petition from	SADB/08		Object to development, development will increase amount of traffic in town which cannot be accommodated. Station car parking will not be used by commuters who already prefer to park for free on overcrowded side streets.	See response to SADB/01	See response to SADB/01

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Tanvic Group Ltd.	SADB/09	Section 4 Site and Development Context - Site 1	Concerned about proposed development; this site is one of companies largest and most profitable sites. Proximity to town centre benefits customers who are able to undertake linked trips. Have been unable to identify comparable site to which to relocate, would be happy to discuss possibility of redevelopment of site whilst retaining part of site for continued operation of business.	The concerns regarding the redevelopment of this site and loss of business premises is considered to be a separate matter to whether the Development Brief should be adopted as SPG as there are separate means (and legislation) to resolve these. In addition negotiations with the landowner regarding relocation of their business has moved on considerably since the draft Brief was prepared and it is now anticipated that this matter can be resolved to the satisfaction of all parties without the need to resort to the use of compulsory purchase powers.	No changes required.
Grantham Civic Society	SADB/10		Preservation of existing listed buildings is welcomed. The scale of the hotel development and materials used should be sympathetic and not dominate surrounding developments.	Comments are noted. The building storey heights in the Brief are indicative only and will need to be carefully considered as part of a detailed design proposal in order to respond to and respect the surrounding area.	No changes required.
		Section 5: Access Arrangements	The intensity of development in this area will bring increased traffic to a busy road junction and low rail bridge (to the north of the site) whilst the crowded narrow residential streets to the east should also be acknowledged and a clear indication of how increased traffic flow and density given before development progresses.	See response to SADB/01	See response to SADB/01
			Concern over increase in traffic and impact that will have on current junctions. Adequate car parking provision should be made for both residential and commercial uses.	See response to SADB/01	See response to SADB/01
		Section 5: Design and Sustainability Standards	As this is likely to be the first of the town centre sites to be developed should act as 'flag ship'. Quality of design and materials will need to be exemplary to inspire interest nationally, create high occupancy levels and become gateway to historic core. Local authority should use powers to influence market condition mediocrity.	Comments are noted. The Brief clearly states that quality design and use of material should be integral to any development proposed for this area. The Townscape Study currently being prepared will provide additional guidance on use of materials appropriate to specific character areas of the town.	No changes required.
		Section 5: Design and Sustainability Standards	Sustainable technology and techniques should be championed; minimum requirements should not be an acceptable benchmark.	Comments are noted, however, there is a need to consider the potential impact requiring a sustainable development standard above national standards applicable at the time may have on development viability.	No changes required.

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Respondent D	SADB/11	Section 5: Access Arrangements	Access requirements for local residents is important. Need to ensure access to off street parking is not compromised either during or after building works. Roads are very narrow and this would have to be taken into consideration in relation to access by construction vehicles and by residents and users of new site following construction. Grantley and Queen Street should not be used for access by construction vehicles.	It is not the intention to remove any existing access rights to off street parking areas and construction traffic can be prohibited from using unsuitable access roads.	No changes required.
		Section 5: Indicative Building Heights	Concerned that height of buildings of 3 or 4 storey to rear of property would cause overlooking and light to property would be greatly reduced. 2 storey residential buildings would be more in keeping with existing building heights.	Concerns are noted. The building storey heights in the Brief are indicative only and will need to be carefully considered as part of a detailed design proposal in order to respond to and respect the surrounding area.	No changes required.
		Section 5: Proposed Land Uses	Object to development of retail units which is inappropriate in predominately residential area. Concerned that might be occupied by users opening late in evening causing noise and disturbance. Similar concerns regarding creation of public spaces and multi storey car park which may become gathering places late at night leading to anti-social behaviour.	Intended that there would be only limited amount of retail floorspace created to provide supporting convenience retail for station users and office workers. Scheme should be designed to provide natural surveillance of public areas.	No changes required.
		General	Concerned about level of noise and disruption building work would bring to area and quality of life for residents, which may go on for many years if prolonged building period.	A certain amount of noise and disruption during the development's construction cannot be avoided.	No changes required.
<b>Other Amendments Required</b>					
		Section 2: Status	Section needs to be updated to reflect adoption of Core Strategy.		Update reference to Core Strategy.
			Reference is made to the East Midlands Regional Strategy, which was revoked on 6th July 2010.		Delete reference to East Midlands Regional Strategy.
		Section 3: National Policy	Section on National strategies and policies refers to the draft PPS4 and PPS6. The final version of PPS4 was published in December 2009 thereby replacing PPS6.		Update reference to PPS4 and PPS6.
		Section 3: Regional Policy	Section on Regional strategies refers to the Regional Spatial Strategy and Economic Strategy, which on the 1st April became the Regional Strategy. The Regional Strategy was subsequently revoked on the 6th July 2010.		Delete reference to Regional Strategy.
		Section 3: Sub-Regional and Local Policy	Reference is made to the Joint Strategic Housing Land Availability Assessment (SHLAA) published in 2008. This was updated in November 2009.		Update section to refer to latest SHLAA.
			Reference is made to saved policies in the South Kesteven Local Plan and policies in the Submission version of the Core Strategy. These sections need to be updated to reflect changes following adoption of the Core Strategy.		Update sections on South Kesteven Local Plan and Core Strategy.
			Reference is made to the Retail Needs Study 2006 but information on retail capacity etc. has been updated with a the Retail Needs and Town Centre Study completed in March 2010.		Update section to reflect most up to date information from Retail Needs Study 2010.
		Section 5: Access Arrangements	Reference is made to provision of bus service past Station, which has recently been implemented.		Update reference to bus facilities and services,

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		Section 4: Site Specific Description	Since the Brief was drafted National Express, who were the train operator for East Coast Main Line, have relinquished their franchise back to the Government.		Update reference to train operator.