

Planning Committee



SOUTH
KESTEVEN
DISTRICT
COUNCIL



Thursday, 2 March 2023 at 1.00 pm
Council Chamber - Council Offices,
St. Peter's Hill, Grantham. NG31 6PZ

Committee Members: Councillor David Bellamy (Chairman)
Councillor Penny Milnes (Vice-Chairman)

Councillor Harrish Bisnauthsing, Councillor John Cottier, Councillor Paul Fellows,
Councillor Julia Reid, Councillor Penny Robins, Councillor Ian Selby,
Councillor Judy Stevens, Councillor Ian Stokes, Councillor Mary Whittington,
Councillor Paul Wood and Vacancy (Alliance SK)

Agenda Supplement

4. Application S22/0683 (Pages 3 - 8)

Proposal: Demolition of existing buildings and erection of 41 unit retirement living facility, car parking spaces, access, landscaping and ancillary development

Location: Land off Priory Road, Stamford

Recommendation: To authorise the Assistant Director – Planning to GRANT planning permission, subject to conditions and completion of a Section 106 Agreement.

6. Application S22/1718 (Pages 9 - 14)

Proposal: Outline application for redevelopment of site for mixed use development comprising of Class C3(a) (Residential) and Class E(c)(ii) (Office) (Appearance, Layout and Scale for Approval)

Location: Ross Thain & Co LTD, Belton Street, Stamford

Recommendation: To authorise the Assistant Director to GRANT planning permission, subject to conditions and completion of a Section 106 Agreement.

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2 March 2023



Additional Information Report

This report sets out additional information in relation to planning applications for consideration at the Planning Committee on 2 March 2023 that was received after the Agenda was published.

S22/0683

Proposal: Demolition of existing buildings and erection of 41 unit retirement living facility, car parking spaces, access, landscaping and ancillary development.

Site Address: Land off Priory Road, Stamford

Summary of Information Received:

- Addition letters of public representation

Following publication of the Agenda, 2(no) further letters of public representation have been received; both of which have raised objections to the planning application. The representations received have raised the following material planning considerations:

- Concerns about the availability of healthcare to serve the development
- Concerns about highways capacity and safety at the Uffington Road roundabout
- The design of the building is not in keeping with the character of Stamford
- The proposed development would harm the setting of St. Leonard's Priory
- The proposals do not recognise the presence of the public right of way running along the western boundary.

Officer comments

It is Officer's assessment that the matters raised within the additional public representations have been discussed in detail within the initial Committee Report. However, in the interests of completeness, these matters are further addressed below:

1. The availability of healthcare to serve the development.

Lincolnshire Integrated Care Board have been consulted on the application and have confirmed that the development will impact on the capacity of local health services. As such, they have requested a Section 106 contribution of £24,774.75 towards expanding healthcare capacity within the local area.

This financial contribution is included within the draft heads of terms for the agreement, and is to be prioritised in the payment of contributions.

2. Highways capacity and safety in the surrounding area – namely the Uffington Road roundabout

Lincolnshire County Council (as Local Highways Authority) have been consulted on the application and have confirmed that the application would not give rise to any severe impacts on the local highways network in terms of capacity and or safety. As part of their comments, they have undertaken a review of the most recent available accident data, which confirms that there have been 2 slight incidents at the roundabout and, therefore, there is no pattern of highways safety concerns.

3. The design of the building is not in keeping with the character of Stamford

It is Officer's assessment that the scheme is appropriate for the site's context, including the heritage sensitives to the west, and the visual prominence of the site upon a main arterial route into Stamford from the north and east.

Conditions are proposed to require the submission of a revised boundary treatment, which should be more in keeping with the stone wall boundaries within the surrounding area. Subject to receipt of these details, the revised boundary treatment would further soften the impact of the development on the streetscene.

4. The proposed development would harm the setting of St. Leonard's Priory

Historic England and the Council's Conservation Consultee have been extensively involved in the assessment of the application proposals; and their involvement has resulted in amendments to the scheme being proposed. Both consultees have confirmed that they have no objections to the revised scheme, which is the subject of consideration, and that the proposals would not cause any harm to the setting or significance of St. Leonard's Priory.

5. The proposals do not appropriately reflect the alignment of the Public Right of Way along the western boundary of the site.

As previously identified, the submitted site layout demonstrates that the alignment of the public right of way will be unaffected by the development proposals. As recommended by LCC Highways, a condition (Condition 21) is proposed to require the footpath to be upgraded with a crushed stone surface, prior to occupation of the development. Access to the allotments will also be maintained and dedicated parking provision for allotment users is proposed as part of the development.

Conclusions

Consequently, the recommendation remains as per the original Committee Report.

S22/1718

Proposal: Outline application for redevelopment of site for mixed use development comprising of Class C3(a) (Residential) and Class E(c)(ii) (Office) (Appearance, Layout and Scale for Approval)

Site Address: Ross Thain & Co LTD, Belton Street, Stamford

Summary of Information Received:

- Updated final comments from Lincolnshire County Council (Highways & SuDS)
- Results of Parking Capacity Survey completed on behalf of Applicant

Updated final comments from Lincolnshire County Council

No objection subject to conditions.

The site is located in a central urban area where services and facilities are within a reasonable distance to be accessed via sustainable travel options such as walking, cycling and public transport. Future residents / users of the development will not be reliant on the private car and therefore parking is not essential for the proposals.

Parking is proposed for Block A and it is internal to the site. Cycle storage is also proposed. Wharf Road Car Park is near to the site – therefore, users of the proposed offices will park here or at an alternative car park within the town centre. In addition to this, parking bays are to be installed along Gas Street and to accommodate this the footway will be moved further into the site – whilst providing additional parking it will also make the road feel wider. The parking bays will be for permit holders only and will include no waiting restrictions. The existing Traffic Regulation Order will be amended to include this. Double yellow lines have previously been installed along part of Gas Street.

In terms of ensuring appropriate access to the parking spaces provided for Belton Gardens properties – lining restrictions already apply to the whole of Belton Street. Any of these lines that are faded is a maintenance issues, and it is not something to be addressed through the planning process.

The planning application has been supported by a Transport Statement which considers the impact of the proposed development on the highway network. The detailed information concludes that no significant impact will occur on the existing local highway network.

The Lead Local Flood Authority have requested further detailed information when an application is made for reserved matters to determine that the proposals would not increase flood risk in the immediate vicinity of the site.

Existing Conditions

Parking restrictions already exist along Belton Street and Gas Street. Tenter Lane is too narrow to permit a parked car and to allow a further vehicle to pass. The surface on Tenter Lane is of poor condition.

Highway Safety

A one way system was suggested by the Applicant, but this is not necessary as the traffic flows are very low and the new development will not generate additional vehicle movements into Gas Street.

Highway Capacity

There is no precise definition of “severe” with regards to NPPF Paragraph 109, which advises that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe”. Planning Inspector’s decisions regarding severity are specific to the locations of each proposal, but have common considerations:

- The highway network is over-capacity, usually for a period extending beyond the peak hours
- The level of provision of alternative transport modes
- Whether the level of queueing on the network causes safety issues.

In view of these criteria, the Highways and Lead Local Flood Authority does not consider that this proposal would result in a severe impact with regard to the NPPF.

Flood Risk and Drainage

There is no surface water flood risk to the site. The Environment Agency have recommended that SuDS is not applied due to possible contamination risks. It is the intention for all surface water to be disposed of via the main sewer within Belton Street, as currently happens on the site from all hard-surfaced areas and roofs.

Off-Site Improvements

To relocate the footway further into the site to be able to accommodate the permit holders parking bay. The Traffic Regulation Order is to be amended and the footway / parking bay construction is to be done under a Section 278 Minor Works Agreement. A Land Dedication agreement will be required where the footway is to be installed on private land.

Section 106 Agreement

The Applicant should enter into a Section 106 Agreement to secure funding for Lincolnshire County Council to undertake a Traffic Regulation Order to install no waiting and permit holder parking restrictions on Gas Street. Funding of £15,000 is required towards the Active Travel Scheme, to include The Leisure Cycle Route around Stamford, Secure Cycle Storage within the Town Centre, signs & lines and cycle infrastructure.

Parking Capacity Survey Results

The Applicant has submitted an updated Parking Report (Edwards & Edwards Consultancy), which has included the results of a parking capacity survey. This survey has assessed the level of spare capacity in the Wharf Road Car Park across a range of times of the day and / or week and also the assess the current level of on street parking around the site, in order to analyse the ability of the existing parking provision to accommodate any additional demand generated by the proposed scheme. The updated report identifies the following key conclusions:

- (1) All areas of the survey were conducted concurrently over 6 (almost) consecutive days. The dates were chosen to reflect a typical working week. The number of spaces / parked vehicles was surveyed every two hours commencing at 8am and concluding at 6pm
- (2) There is some variation in the number of vehicles using the Wharf Road car park from day to day, there is a clear trend in parking demand during weekdays as follows:

Redevelopment at Belton Street & Gas Street Stamford			
PARKING SURVEY			
DAY: WEEKDAY AVERAGE			
Wharf Rd Car Park - Total Capacity 224 (excl. Disabled and motorbike)			
Time	No. of available spaces recorded	% Full	Notes
08:00	186	17%	
10:00	108	52%	
12:00	60	73%	
14:00	63	72%	
16:00	127	43%	
18:00	174	23%	

- (3) *Generally, on weekdays, there is little use of the car park in the evenings and overnight, with usage generally not exceeding 30% during the morning. Demand for parking spaces typically increases sharply between 0800 and 1000, which may be attributable to individuals parking for work and / or early shoppers. However, at no point in the survey did demand for the car park exceed 63% at this time, and was generally nearer to 50%.*
- (4) *The demand for residential parking is considered to be greatest in the evenings and overnight on weekdays, and overnight at weekends. The survey demonstrates that there is ample capacity in the Wharf Road car park at these times for any residential parking demand that might be generated by the development.*
- (5) *In respect of the office development, with employment opportunities for up to 46 FTE employees, there is scope for up to 46 vehicles to need to park to access the office space. Taking this worst case scenario, the only times when this would have filled the car park to capacity during the survey period would have been 1200 on Tuesdays and Fridays. However, the cattle market car park was found to have had more than enough capacity to accept the cars that would have been displaced. As such, it is considered that the combined capacity of the Cattle Market and Wharf Road Car parks would be sufficient to accommodate the development proposals.*

Officer Evaluation / Comments

The submitted parking survey has assessed the level of occupancy of the public car parks within the nearby area – namely the Wharf Road Car Park and Cattle Market Car Park – to ascertain whether there is sufficient capacity within this car parks to accommodate any additional vehicles generated by the proposed development. As indicated above, the results of this survey have concluded that there is sufficient spare combined capacity, across these car parks to accommodate the additional vehicular parking which may be generated by the proposed scheme. As such, there would not be any requirement for vehicles to park on the adopted highway i.e. Belton Street, Gas Street and / or Tenter Lane to access the site.

In addition, it is also appreciated that the application proposals fall to be assessed in the context of the existing situation at the site; which includes evidence of frequent uncontrolled parking of large vehicles associated with the operations of the existing commercial and light industrial businesses. In this regard, the removal of these vehicles from the adopted highways, as a result of the replacement of these businesses with the proposed office and residential uses, would provide a degree of betterment in respect of highways safety.

The formal final comments received from Lincolnshire County Council (Highways and SuDS) are consistent with the further dialogue that took place between the Case Officer and LCC, which was reported through the initial Addendum to the Committee Report. The formal comments confirm that the Local Highways Authority have no objections to the proposals, subject to conditions and Section 106 contributions. These matters are addressed within the initial Addendum, and therefore, there are no changes to the recommendation in that respect. 2 (no) additional Note(s) to Applicant have been requested by LCC and these will be included in the Decision Notice (as follows) in the event that the resolution is to approve the application.

- “1. *Where a footway is to be constructed on private land, that land must dedicated to the Highway Authority as public highway”.*
- “2. *The highway improvement works referred to in the above conditions are required to be carried out by means of a legal agreement between the landowner and the County Council, as the Local Highway Authority*

For further guidance, please visit:

www.lincolnshire.gov.uk/highways-planning/works-existing-highway

Conclusion

Taking the above into account, it is Officers' assessment that the application scheme provides an appropriate level of parking for the proposed development, and there is sufficient parking capacity within the immediate

vicinity of the site to accommodate any parking requirements for the proposed office uses and / or any additional parking required to serve the residential units. As such, the application proposals would not give rise to any unacceptable impacts on highways safety.

Consequently, the recommendation remains as per the Addendum Report, subject to the imposition of the additional Note(s) to Applicant referenced above.