

Planning Committee



SOUTH
KESTEVEN
DISTRICT
COUNCIL

Thursday, 5 December 2024 at 1.00 pm
Council Chamber - South Kesteven House,
St. Peter's Hill, Grantham. NG31 6PZ

Committee Members: Councillor Charmaine Morgan (Chairman)
Councillor Penny Milnes (Vice-Chairman)

Councillor David Bellamy, Councillor Harrish Bisnauthsing, Councillor Pam Byrd,
Councillor Helen Crawford, Councillor Patsy Ellis, Councillor Paul Fellows,
Councillor Tim Harrison, Councillor Gloria Johnson, Councillor Vanessa Smith,
Councillor Sarah Trotter and Councillor Paul Wood

Agenda

This meeting can be watched as a live stream, or at a later date, [via the SKDC Public-I Channel](#)

- 1. Register of attendance and apologies for absence**
- 2. Disclosure of interests**
Members are asked to disclose any interests in matters for consideration at the meeting
- 3. Minutes of the meeting held on 7 November 2024** (Pages 5 - 30)
Planning matters
To consider applications received for the grant of planning permission – reports prepared by the Case Officer.
The anticipated order of consideration is as shown on the agenda, but this may be subject to change, at the discretion of the Chairman of the Committee.
- 4. Corporate Plan 2024-27: Key Performance Indicators Report - Mid-Year (Q2) 2024/25** (Pages 31 - 36)
To present the Council's performance against the Corporate Plan 2024-27 Key Performance Indicators (KPIs) for quarter 2 2024/25.

5. **Application S23/2175** (Pages 37 - 60)
- Proposal:** Hybrid planning application for the erection of 175 dwellings with associated access, infrastructure, open space and landscaping (full application) and community facility (outline)
- Location:** Land at Low Road, Barrowby
- Recommendation:** To authorise the Assistant Director – Planning to GRANT planning permission, subject to conditions and the completion of a Section 106 Agreement
6. **Application S24/1881** (Pages 61 - 67)
- Proposal:** Installation a solar photovoltaic system and associated works on the existing flat roof
- Location:** The Picture House, Council Offices, St Catherines Road, Grantham, NG31 6TT
- Recommendation:** To authorise the Assistant Director – Planning to GRANT prior approval
7. **Application S24/1655** (Pages 69 - 79)
- Proposal:** Remove single storey existing porch and store. Construct new single storey porch and extend kitchen to side (west) elevation of property to form access, kitchen and shower room facilities
- Location:** 4 School Lane, Uffington, Lincolnshire, PE9 4SU
- Recommendation:** To authorise the Assistant Director – Planning to GRANT planning permission, subject to conditions.
8. **Application S23/0055** (Pages 81 - 199)
- Proposal:** Outline planning application for the erection of up to 1,350 residential units (Use Class C2 and C3); a two-form entry primary school (Use Class F1); local centre (Use Classes E, F2 and public house, wine bar or drinking establishment; drinking establishment with expanded food provision; and hot food takeaway for the sale of hot food where consumption is mostly off premises); road between Ryhall Road and Little Casterton Road; removal of existing noise bund; associated green infrastructure including provision of public open space, landscaping, formal and informal play areas; utilities (including drainage); and associated access, including potential realignment of part of Ryhall Road, ancillary works and structures (All matters reserved)
- Location:** Land to the north of Stamford
- Recommendation:** To authorise the Assistant Director – Planning and Growth to refer the application to the

Secretary of State with a resolution to GRANT planning permission, subject to conditions, and the completion of a Section 106 Agreement and Joint Infrastructure Planning Agreement; and

In the event that the Secretary of State does not call-in the application, the Assistant Director – Planning and Growth is authorised to GRANT planning permission, subject to conditions, and the completion of a Section 106 Agreement and Joint Infrastructure Planning Agreement

9. Application S22/0502

(Pages 201 - 278)

- Proposal:** Outline application for residential development (up to 650 dwellings), a local centre (up to 3,000 sq. metres of gross floorspace for uses within Class E (a-g), and F2(a) and F2(b)), open space including country park, access, link road between Old Green North Road and Little Casterton Road, drainage and landscaping (Access only) (Rutland County Council Ref: 2022/0227/MAO)
- Location:** Land at Quarry Farm, Old Great North Road, Little Casterton, Rutland
- Recommendation:** That the Committee endorse the draft revised response to Rutland County Council and delegate authority to the Assistant Director – Planning & Growth, in consultation with the Portfolio Holder, to issue the final response.

10. Any other business, which the Chairman, by reason of special circumstances, decides is urgent

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Minutes

Planning Committee

Thursday, 7 November 2024, 1.00 pm

Council Chamber, South Kesteven
House, St. Peter's Hill, Grantham, NG31
6PZ



SOUTH
KESTEVEN
DISTRICT
COUNCIL

Committee Members present

Councillor Charmaine Morgan (Chairman)
Councillor David Bellamy
Councillor Pam Byrd
Councillor Helen Crawford
Councillor Patsy Ellis
Councillor Paul Fellows
Councillor Tim Harrison
Councillor Gloria Johnson
Councillor Vanessa Smith
Councillor Sarah Trotter
Councillor Paul Wood

Cabinet Members present

Councillor Richard Cleaver (Cabinet Member for Property and Public Engagement)
Councillor Phil Dilks (Cabinet Member for Planning)

Other Members present

Councillor Gareth Knight
Councillor Matthew Bailey

Officers

Emma Whittaker (Assistant Director for Planning & Growth)
Phil Jordan (Development Management & Enforcement Manager)
Adam Murray (Principal Development Management Planner)
Kevin Cartwright (Senior Planning Officer)
Venezia Ross-Gilmore (Senior Planning Officer)
Amy Pryde (Democratic Services Officer)

69. Register of attendance and apologies for absence

Apologies for absence were received from Councillors Penny Milnes and Harrish Bisnauthsing.

Councillor Max Sawyer substituted for Councillor Harrish Bisnauthsing.

70. Disclosure of interests

The Chairman made the following statement:

'With regards to item 5 of the Agenda (S24/1180 - Car Park, Stamford) and Agenda item 10 (S24/1620 - Tree works to TPO tree St Wulfram's, Grantham), I make a declaration on behalf of all members that whilst it is acknowledged that the applicant is the Council, this will not affect how members of the planning committee determine the application. All members have been trained and will determine the application in accordance with their planning training and with an open mind. Any member who does not feel they are open minded to determine the application today should make a declaration to that effect and not vote on the application.'

71. Minutes of the meeting held on 17 October 2024

The minutes of the meeting held on 17 October 2024 were proposed, seconded and **AGREED** as a correct record.

72. Application S24/0986

Proposal: Demolition of existing building and construction of 3no. commercial units (Use Class B2/B8), associated car parking, servicing yard and landscaping

Location: Autumn Park Business Centre, Dysart Road, Grantham

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

Noting comments in the public speaking session by:

Applicant Oliver Eves (Planner, NJL Consulting)

Together with:

- Provisions within SKDC Local Plan 2011-2036, National Planning Policy Framework (NPPF) and Rutland and South Kesteven Design Guide SPD.
- Comments received from Environmental Protection Services (SKDC).
- Comments received from LCC Highways & SuDS Support.
- No comments received from Environment Agency.
- Comments received from Anglian Water.

During questions to Public Speakers, Members commented on:

- Clarification was sought as to why the Applicant had requested a breakdown of the Section 106 financial contribution.

The Applicant confirmed their client had requested a breakdown of the cited figure provided by Highways. The request was in order to identify the financial contribution would include upgrades to the existing pedestrian crossing facilities to modern standards. The Highway Authority confirmed that the contribution was in relation to improvements to 7no. crossing points at a cost of approximately £4300 each.

The Senior Planning Officer clarified that without a signed agreement of a Section 106 financial contribution, the scheme could not commence.

- Concern was raised on disturbance of construction during the demolition of the existing building and construction of commercial units.

It was clarified the intention was for minimal disturbance, however, construction managements plans would be submitted to Highways, following a decision made on the application

During questions to Officers and debate, Members commented on:

Members discussed the overall improvement of the area in relation to appearance, access and drainage.

- A query was raised whether the proposal included the use of solar panels or electric charging points.

The Senior Planning Officer noted there were not any solar panels proposed on the application, however, the site was a town centre location and cycle storage was proposed. It was highlighted there was no requirement under legislation for solar panels to be implemented.

It was proposed, seconded and **AGREED** to authorise the Assistant Director – Planning & Growth to **GRANT** planning permission subject to conditions, and completion of a Section 106 Agreement:

Time Limit for Commencement

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

Reason: In order that the development is commenced in a timely manner, as set out in Section 91 of the Town and Country Planning Act 1990 (as amended).

Approved Plans

2 The development hereby permitted shall be carried out in accordance with planning application form, and with the following list of approved plans:

- i. Site Location Plan Dwg No. 18855 THPM XX 00
DR A 1000
- ii. Proposed Site Plan Dwg No. 18855 THPM XX 00
DR A 1011 Rev P05
- iii. Proposed Ground Floor Plan Dwg. No. 18855
THPM XX 00 DR A 1012 Rev P02
- iv. Proposed Elevation Plan Dwg. No. 18855 THPM
XX EL DR A 1013 Rev P04
- v. Proposed Roof Plan Dwg. No. 18855 THPM XX R1
DR A 1014 Rev P01

Unless otherwise required by another condition of this permission.

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

Pre-commencement

3 No development (including any demolition and/or site clearance/preparation works) shall be carried out until a Construction Environmental Management Plan has been submitted to the Local Planning Authority for approval in writing. The development shall, thereafter, be carried out in strict accordance with the details approved in response to this condition. The details shall provide the following:

- a) the parking of vehicles of site operatives and visitors;
- b) loading/unloading and storage of construction materials
- c) wheel cleaning facilities and road cleaning arrangements;
- d) measures to control the emission of dust and noise during construction;
- e) a scheme for recycling/disposing of waste resulting from site preparation and construction works;
- f) hours of construction work, site opening times, hours of deliveries and removal of materials; and
- i) routing of construction traffic

Reason: To minimise detrimental effects to the neighbouring amenities and the amenities of the area in general, having regard to Local Plan Policy DE1 and the National Planning Policy Framework.

4 The development hereby permitted shall not be occupied until the two existing accesses onto Dysart Road have been permanently closed in accordance with details to be submitted to and approved in writing by the local planning authority.

The development shall be undertaken in accordance with the approved details.

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

Prior to Occupation

5 Prior to the occupation of the units hereby permitted the boundary treatments as shown on Dwg no. 18855 THPM XX 00 DR A 1015 Rev P03 shall be constructed and retained as such thereafter.

Reason: To ensure a satisfactory form of development and in the interests of visual amenity.

6 Following first occupation of any part of the development hereby permitted, the vehicle parking and turning areas shall have been completed in accordance with Proposed Site Plan Dwg No. 18855 THPM XX 00 DR A 1011 P05 and shall not be used for any purpose other than for the parking, servicing and deliveries.

Reason: To ensure that adequate parking and servicing provision is provided and retained in order to minimise on street parking and to ensure that vehicles can enter and leave premises in a forward gear in the interests of highway safety.

7 Prior to the occupation of the units hereby permitted the hard surfacing and drainage shall be undertaken in accordance with SUDS Drainage Layout Dwg. No. SK01 and retained as such thereafter.

Reason: To ensure a satisfactory drainage for the site and in the interests of visual amenity.

8 Before the end of the first planting/seeding season following the occupation/first use of any part of the development hereby permitted, all soft landscape works shall have been carried out in accordance with the approved soft landscaping details Dwg No. 18855 SFH XX XX DR L 1001 Rev P01.

Reason: Soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policies DE1 of the adopted South Kesteven Local Plan

9 The external lighting on the site shall be installed and operate in accordance with the submitted Lighting Impact Assessment Report Document reference: SHD1413-SHD-HLG-DYSA-RP-EO-Lighting Assessment Report-R1 and shall be angled downwards.

Reason: To minimise light spill and to protect the amenity of neighbouring occupiers.

10 Before the development hereby permitted is first brought into use, the external materials of the approved units shall have been completed in accordance with the approved details.

Reason: To ensure that the development is appropriate for the character and appearance of the area, and in accordance with Policy DE1 and E4 of the adopted Local Plan

Ongoing Conditions

11 Within a period of five years from the first occupation of the final unit of the development hereby permitted, any trees or plants provided as part of the approved soft landscaping scheme, that die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced in the first planting season following any such loss with a specimen of the same size and species as was approved in condition above unless otherwise agreed by the Local Planning Authority.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs and in accordance with Policies DE1 of the adopted South Kesteven Local Plan.

11 Should the developer during excavation and construction works of the said development site find any area of the site where it is suspected that the land is contaminated then all works must stop, and the local planning authority notified immediately. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared in accordance with current good practice and legislation and submitted to and approved by the Local Planning Authority, and the approved remediation shall thereafter be implemented. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: Previous activities associated with this site may have caused, or had the potential to cause, land contamination and to ensure that the proposed site investigations and remediation will not cause pollution in the interests of the amenities of the future residents and users of the development; and in accordance with Policies EN4 of the adopted South Kesteven Local Plan and national guidance contained in the NPPF paragraphs 178 and 179.

12 Deliveries to the units hereby permitted shall be the hours of 09.30 - 15.00 and 16.00-18.00 Monday to Saturday and not on Sundays or bank holidays.

Reason: To ensure a satisfactory form of development and in the interests of reasonable residential amenity.

13 Prior to the first occupation of each individual unit hereby approved a delivery management plan for that unit shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory form of development and in the interests of the amenity of neighbouring occupiers.

(Councillor Vanessa Smith joined the meeting at 13:23).

73. Application S24/1180

Proposal: Construction of an extension to the existing car park, comprised of 146 parking bays, including 11 accessible bays and 8 EV charging parking bays

Location: Car Park, Station Road, Stamford, Lincolnshire PE9 2JL

Recommendation: To authorise the Assistant Director – Planning to GRANT planning permission, subject to conditions

Noting comments in the public speaking session by:

SKDC Cabinet Member for Property and Public Engagement
Councillor Richard Cleaver

Together with:

- Provisions within SKDC Local Plan 2011-2036, Stamford Neighbourhood Plan, Design Guidelines for Rutland and South Kesteven and National Planning Policy Framework.
- Comments received from SKDC Conservation.
- Comments received from Environment Agency.
- Comments received from Lincolnshire County Council.
- No comments received from The Gardens Trust.
- Comments received from Stamford Town Council.
- Comments received from Heritage Lincolnshire.
- Comments received from Environmental Protection.

During questions to Public Speakers, Members commented on:

- One Member queried why Stamford Town Council wished to delay the decision until a full survey had taken place.

The Cabinet Member for Property and Public Engagement was unaware of the reasoning behind Stamford Town Council's objections.

During questions to Officers and debate, Members commented on:

- A query was raised on whether Stamford Town Council's objections should be considered and taken into account or not.

The Assistant Director of Planning and Growth advised that the Committee had enough information from Officers to make a decision.

It was proposed, seconded and **AGREED** to authorise the Assistant Director – Planning & Growth to **GRANT** planning permission, subject to conditions:

Time Limit for Commencement

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

Reason: In order that the development is commenced in a timely manner, as set out in Section 91 of the Town and Country Planning Act 1990 (as amended).

Approved Plans

- 2) The development hereby permitted shall be carried out in accordance with the following list of approved plans:
 - 1) Site Location Plan (received 10/07/24)
 - 2) Car Park General Arrangement, drawing ref. 12741-WMS-ZZ-XX-D-39501-S8-P4 (received 10/07/24)
 - 3) Levels Layout, drawing ref. 12741-WMS-ZZ-XX-D-39003-S8-P2 (received 10/07/24)
 - 4) Drainage Layout, drawing ref. 12741-WMS-ZZ-XX-D-39201-SB-P2 (received 10/07/24)
 - 5) Kerbs and Surfacing Layout, drawing ref. 12741-WMS-ZZ-XX-D-39503-S8-P2 (received 10/07/24)
 - 6) Proposed Car Park Lighting Plan, drawing ref. 1274/NPL/LTG/001 (received 10/07/24)

Unless otherwise required by another condition of this permission.

Before the Development is Commenced

- 3) Before the development hereby permitted is commenced, a written scheme of archaeological investigation shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the archaeological investigations shall be carried out in accordance with the approved scheme of investigation.

Reason: In order to provide a reasonable opportunity to record the history of the site and in accordance with Policy EN6 of the adopted South Kesteven Local Plan.

During the Building Works

- 4) To minimise noise impacts on the existing residential dwellings, 'construction work' shall only be carried out between the hours of 7:30 am to 6:00 pm Monday to Friday and 9:00 am to 1:00 pm on a Saturday. Construction work shall not be carried out on Sundays or Public Holidays. The term 'construction work' shall include mobile and fixed plant/machinery, (e.g. generators) radios and the delivery of construction materials.

To minimise the impact of potential noise on the surrounding area, deliveries of construction materials shall only take place between 8:00 am and 5:00 pm, Monday to Friday and between 9:00 am and 5:00 pm on a Saturday. No deliveries shall take place on a Sunday or Public Holiday.

Reason: To prevent disturbance to the amenities of residents living in the locality and in accordance with Policies EN4 and DE1 of the adopted South Kesteven Local Plan.

Before the Development is Occupied

- 5) Before any part of the development hereby permitted is occupied/brought into use, the development shall have been completed using only the materials stated in the approved plans and Design and Access Statement.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy DE1 and EN6 of the adopted South Kesteven Local Plan.

- 6) Before any part of the development hereby permitted is occupied/brought into use, any lighting shall have been completed in accordance with the approved details.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

- 7) Before any part of the development hereby permitted is occupied/brought into use, the works to provide the boundary treatments shall have been completed in accordance with the approved boundary treatment scheme.

Reason: To provide a satisfactory appearance to any boundary treatments in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

- 8) Before any part of the development hereby permitted is occupied/brought into use, the works to provide the surface water drainage shall have been completed in accordance with the approved details.

Reason: To ensure the provision of satisfactory surface and foul water drainage is provided in accordance with Policy EN5 of the adopted South Kesteven Local Plan.

- 9) Before any part of the development hereby permitted is occupied/brought into use, a landscape management plan shall have been submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- i. long term design objectives,
- ii. management responsibilities and
- iii. maintenance schedules for all landscape areas, other than privately owned, domestic gardens.

Reason: Hard and soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policies DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

- 10) Before any part of the development hereby permitted is occupied/brought into use, a verification report confirming that remedial works have been completed shall have been submitted to and approved in writing by the Local Planning Authority. The report shall have been submitted by the nominated competent person approved, as required by condition above. The report shall include:
- i. A complete record of remediation activities, and data collected as identified in the remediation scheme, to support compliance with agreed remediation objectives;
 - ii. As built drawings of the implemented scheme;
 - iii. Photographs of the remediation works in progress; and
 - iv. Certificates demonstrating that imported and/or material left in situ is free from contamination.

The scheme of remediation shall thereafter be maintained in accordance with the approved scheme.

Reason: Previous activities associated with this site may have caused, or had the potential to cause, land contamination and to ensure that the proposed site investigations and remediation will not cause pollution in the interests of the amenities of the future residents and users of the development; and in accordance with Policies EN2 and EN4 of the adopted South Kesteven Local Plan and national guidance contained in the NPPF paragraphs 178 and 179.

Ongoing Conditions

- 11) Within a period of five years from the first occupation of the development hereby permitted, any trees or plants provided as part of the approved soft landscaping scheme, that die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced in the first planting season following any such loss with a specimen of the same size and species as was approved in condition above unless otherwise agreed by the Local Planning Authority.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs and in accordance with Policies DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

74. Application S24/1481 & S24/1482

S24/1481

Proposal:

Submission of details reserved by Condition 24 (Off-site highways works)

of planning permission S16/2816

Location: Land at Rectory Farm (Phase 1), Grantham

Recommendation: To authorise the Assistant Director – Planning & Growth to APPROVE the details submitted pursuant to condition 24 of planning permission S16/2816

S24/1482

Proposal: Submission of details reserved by Condition 24 (Off-site highways works) of planning permission S16/2819

Location: Land at Rectory Farm (Phase 1), Grantham

Recommendation: To authorise the Assistant Director – Planning & Growth to APPROVE the details submitted pursuant to condition 24 of planning permission S16/2819

Noting comments in the public speaking session by:

Applicant Rob Thorley, Land and Planning Director, Jelson Homes
 Jonathan Gimblett, Vistry Homes

Together with:

- Provisions within South Kesteven Local Plan 2011-2036, Design Guidelines for Rutland and South Kesteven Supplementary Planning Document and National Planning Policy Framework (NPPF).
- Comments received from Lincolnshire County Council (Highways & SuDS).
- No comments received from Barrowby Parish Council.
- Comments received from National Highways.

During questions to Officers and debate, Members commented on:

- Lincolnshire County Council and National Highways were satisfied with the proposal.
- Members encouraged allocated sites to commence work, due to other projects being delayed around Grantham. The Committee were eager to achieve the housing delivery target.
- Members welcomed significant junction improvements as part of the proposal.

S24/1481

It was proposed, seconded and **AGREED** to authorise the Assistant Director – Planning & Growth to **APPROVE** the details submitted pursuant to condition 24 of planning permission S16/2816:

S24/1482

It was proposed, seconded and **AGREED** to **APPROVE** the following details pursuant to Condition 24 of planning permission S16/2819.

75. Application S24/1442 & S24/1443

S24/1442

Proposal: Section 73 application to vary Condition 24 (Off-site highways works) of planning permission S16/2816 (Revised submission of planning application S24/0140)

Location: Land at Rectory Farm (Phase 1), Grantham

Recommendation: To authorise the Assistant Director - Planning & Growth to GRANT planning permission, subject to conditions

S24/1443

Proposal: Section 73 application to vary Condition 24 (Off-site highways works) of planning permission S16/2819

Location: Land at Rectory Farm (Phase 1), Grantham

Recommendation: To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to conditions

Noting comments in the public speaking session by:

District Ward Councillors	Councillor Paul Martin (Statement read out) Councillor Gareth Knight
Against Applicant	Roger Graves, Local Resident Mike Walker, Land Director for Vistry Homes Chris Holloway (Transport Consultant)

Together with:

- Provisions within South Kesteven Local Plan 2011-2036, Design Guidelines for Rutland and South Kesteven Supplementary Planning Document and National Planning Policy Framework (NPPF).
- Comments received from Lincolnshire County Council (Highways & SuDS).
- Comments received from Barrowby Parish Council.
- Comments received from National Highways.
- Comments received from Grantham Town Council.

During questions to Public Speakers, Members commented on:

- Clarification was sought around a comment made on a masterplan.

The Ward Councillor outlined the significant amount of development taking place in this part of the town. There were very few objections to surrounding developments, due to other developers on nearby applications contributing to transport infrastructure.

- One Member requested examples of when the Council had “rolled over” applications in the past.

It was highlighted that various conditions were proposed for the Barrowby Gate development in 1970-80s. The issue had been long term in this part of the town around the lack of infrastructure and/or facilities, when the applications had conditioned sports facilities, shops, play areas etc.

The Assistant Director of Planning & Growth issued a caution in terms of comments made in relation to past developments that date back to 1970-80s in terms of failed delivery infrastructure.

The Committee were reminded to consider the acceptability of the proposal and the proposal in this case was whether the trigger point for requiring the works to be completed could be moved, not whether the developer could avoid delivering the junction improvements

It was clarified the Council did not have a planning application for the Poplar Farm development at present to vary any of the terms of the planning permission that had been previously granted.

- A Member queried whether the Ward Councillor had any specific contrary evidence regarding movements in the area at present. The Ward Councillor disagreed with the comments from Highways stating the site would have 11 two-way trips at peak times.

The Ward Councillor provided anecdotal evidence from personal experiences. Concern was raised the junction was already congested, without this application.

The Assistant Director of Planning & Growth informed the Committee that technical evidence would need to be provided to the Inspector if the application was refused on vehicular movements. Anecdotal information and evidence was unlikely to assist in an appeal decision.

(Councillor Tim Harrison declared he was the Chairman of Grantham Town Council, who had objected to this proposal. It was confirmed that Councillor Harrison had no input into the objection comments and he was not pre-determined).

- One Member queried the reasoning behind the delay in the junction improvements.

The Applicant confirmed that they were required to follow formal approval processes with other authorities. The original planning permissions had been approved with a junction improvement design, which had been assumed to be at a satisfactory standard to allow the technical approval process to be advanced. However, the Applicant’s have subsequently been required to

redesign the junction improvements, which had taken an extended period of time. The revised scheme can now be put forward for technical approval, but this process could take up to 12 months.

- One Member noted the previous application for the site had gone to appeal. It was queried whether the Applicant's would continue to appeal the previous application for 150 homes on the site, if this application be granted.

The Applicant's engineering and highways consultants still considered that the occupation of 150 dwellings as proposed by the previous application would still be safe and would not have a severe impact on the junction.

The Applicant's would be reluctant to withdraw the appeal and would not commit to a decision at present.

The Assistant Director for Planning & Growth reminded the Committee of the live appeal situation. The appellant's view in terms of the appeal was not material for the consideration of this application and the decision would not bind the Council to any course of action in terms of that appeal. This application should be judged on its own merits.

The Applicant clarified they had received dialogue with the authorities, which had got them to 50 homes position, which National Highways and Lincolnshire County Council were satisfied with.

- Clarification was sought on whether the Applicant's were aware of timescales that authorities work to prior to submitting the application.

The Applicant confirmed they had a planning permission for two junction designs for northbound and southbound slip roads. The designs had gone through the process as part of the application that had been signed off by all authorities. The Applicant's design works on the junction, in liaison with Highways had taken 9-12 months, however, it was a time-consuming process.

- It was noted that an application for the site was submitted 8 years ago, however, traffic issues were so significant that the junction was deemed unacceptable and a condition was put in requiring the junction improvement prior to occupancy. A query was raised on whether the volume of traffic had changed in the last 8 years and whether there was any data to show an ongoing increase or decrease in traffic since the original condition was put into place.

The Applicant confirmed the original submission and the technical work completed to reach an agreement for junction improvements was only completed in 2020. The data was based on data from 2019, which had been updated and assessed since the original submission, which was standard practice.

More up to date data had been completed following the pandemic which had affected traffic flows. Long-term monitoring suggested that traffic data had only recently returned to pre-pandemic levels. Ongoing monitoring was taking place, however, traffic flows had not materially changed since the original assessment in 2019.

- One Member queried whether data for monitoring traffic was desk based or actual equipment on the roads assessing the volume of traffic.

The Applicant clarified the volume of traffic was undertaken in a traffic survey itself. The monitoring was general statistics for road networks across the County as a whole, which were mainly automatic traffic counters, however, was not specifically used at the junction in question.

During questions to Officers and debate, Members commented on:

- Whether the application could be refused on any planning grounds as there were no objections from National Highways.
- What weight could be given to anecdotal evidence from residents and public speakers against National Highways evidence.

The Assistant Director of Planning and Growth reminded the Committee to take regard to both forms of evidence. The Council carried out consultations with statutory and other stakeholders who had expertly advised the Planning Authority and the Committee in terms of their position. At any appeal, evidence would need to be provided to persuade an inspector that the position was correct.

In this occasion, technical data had been provided via detailed transport assessment which had been assessed by the Highways Authority and by National Highways. These provided expert opinions, at safety and capacity had raised no objections to the proposal. Members were requested to provide valid evidence that could be used to present to an Inspector if the application was refused, to reasonably defend the position. Anecdotal evidence was not sufficient for a reason for refusal at appeal.

- It was queried whether the figures that 50 dwellings would result in 12 additional two-way trips and 11 two-way trips in the PM was based on a national standardised formula.
- One Member requested figures surrounding the number of accidents occurring in the area within the junction.

The Assistant Director of Planning & Growth clarified that actual data had been collected and included within the report. Data varied from being selected, traffic modelling for Lincolnshire and other evidence from similar developments with the same sets of circumstances. The figures provided

within the report would have been scrutinised by Lincolnshire County Council and National Highways.

The Principal Development Management Planner highlighted that accident data was provided from a 7 year period up to July 2023, there had been a total of 7 accidents at the junction, equating to 1 per year.

As part of the previous refusal, Lincolnshire and National Highways both objected to the application prior to a decision being made. This refusal decision had gone to appeal.

- Concern was raised that if this application was refused and went to appeal, the Council would be at great risk of losing the appeal and delaying works that would take place in the future.
- Clarification was sought around the wording of condition 24 and advice given by Highways.

It was clarified the use of terminology. The previous application considered was a submission of details, therefore the condition was still relevant to this application and the details would have to be implemented. Lincolnshire County Council's response outlined they were comfortable with the details being the same and provide the same level of mitigation. However, the condition would not be formally fulfilled, until the junction works had taken place.

The effect of a Section 73 permission was to still condition the junction works being completed prior to 50 occupations in total across the two schemes.

The Assistant Director of Planning & Growth noted the original condition was technical design of the junction to be implemented before any occupation. The previous application was merely to determine the technical design of the junction. This application was to change the trigger point of the delivery of the junction, from 0 occupations to 50 occupations.

- It was queried whether a condition could be included to ensure the junction works are completed at 50 occupations only.

It was confirmed that applicants were entitled to apply for a variation of applications if they wished to do so, therefore, that was not possible.

- Further concern was raised on desk-based modelling of the junction works. It was queried whether a condition could be included regarding ongoing traffic maintenance.

The Committee were informed that the desk-based data was the evidence given and a decision should be made on the information provided.

- Concern was raised on the buildout of the 50 dwellings would be built prior to any works taking place on the junction.

The Assistant Director of Planning & Growth estimated that 50 dwellings could be completed in one year for a single house builder. For this application, several dwellings had already been built.

- Clarification was sought around timescale of when the junction would be completed.

It was clarified that a definitive date could not be given in terms of the junction works being improved due to a process being followed before road space being implemented to complete the works. The Applicant had previously informed the Committee they were anticipating commencing the junction in March 2026, the junction works would then be completed and operational in September 2026.

- A query was raised on whether there were any material planning considerations that the application could be rejected on.

The Officer recommendation was for the application to be approved. The original condition was to ensure that the A1/A52 junction has adequate capacity to accommodate the additional traffic generated by the development which should be considered.

- Further concern was raised on the quality of data being relied on and further information was requested on what data was used. It was raised that residents concerned of the traffic could commission their own expert report which could be used as evidence.
- A query was raised on whether the housing being provided as part of the application would include affordable homes.

The Principal Development Management Planner confirmed that traffic had been assessed on transport models which were based upon survey data collected from the site itself. The information is then used to produce a model alongside other sites with similar schemes around the locality and country, which were used to sense check the site-specific modelling.

The application did not specify whether the dwellings would be open market or affordable homes.

- Clarification was sought on whether the original refusal was based on the entire development or on 50 dwellings as currently proposed.

The original application was not a refusal, previously Lincolnshire County Council and Highways England reviewed the applications and had concerns around the capacity of the junction, and therefore required junction improvements to be carried out prior to any occupations on site.

- One Member highlighted that if the application was approved, residents may take alternative routes through other roads which may result in unintended impact on other routes.

Traffic modelling took into consideration that behaviours would mean people may travel in different directions and routes which may provide a form of impacts.

- A query was raised on a trigger for a bus service within the area.

The Council communicate with Lincolnshire County Council on bus services, which were difficult to sustain. Due to this application being a variation of an original application, a requirement for a bus service could not be implemented.

- Whether the assumption had been made that 50 houses were acceptable but 50 houses was unacceptable.

The Assistant Director of Planning & Growth confirmed that it could not be predicted whether an application for further houses could be submitted. Lincolnshire County Council and Highways Authorities had robustly defended the 150 houses, which the Council would continue to defend through the appeal process.

S24/1442

It was proposed, seconded and **AGREED** to authorise the Assistant Director - Planning & Growth to **GRANT** planning permission, subject to conditions:

Schedule of Conditions

Approved Plans

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

Site Location Plan: 379-LP-01C received 24 January 2019

Access: NTW 477 014 received 24 January 2019

Site Wide Plans: 379-SK-01F; 379-SK-02F; 379-SK-03F; 379-SK-04F; 379-SK-05F; 8247-L-01C; GRA01.PL001D; GRA01.PL004A; GRA01.PL006A; GRA01.PL008B; GRA01.PL009B all received 18 September 2020

House Types and garages: HWK.pe7; EVE.pe; WAY.pe; MOU.pe; MYL.pe; PEM.pe; Rip.pe; KNI.pe; ASL.pe; COT.CH.pe; SG.pe; DTG.pe all received 08 June 2018

Unless otherwise required by another condition of this permission.

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

During Building Works

Construction Management Plan

- 2) All construction works on site shall be carried out in accordance the Construction Management Plan and Method Statement (Dated February 2023) approved under application reference: S23/0300, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development during construction and to ensure that suitable traffic routes are agreed.

Ecological Mitigation

- 3) The development shall be carried out in accordance with the ecological mitigation measures specified in the Environmental Statement (Dated May 2018).

Reason: In the interests of ecology and biodiversity.

Before the Development is Occupied

Estate Road

- 4) Before any dwelling is occupied, all of that part of the estate road and associated footway that forms the junction with the main road and which will be constructed within the limits of the existing highway, shall be laid out and constructed to finished surface levels in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.

Reason: In the interests of safety, to avoid the creation of pedestrian trip hazards within the public highway from surfacing materials, manholes and gullies that may otherwise remain for an extended period at dissimilar, interim construction levels.

Hard Landscaping

- 5) Before any part of the development hereby permitted is occupied / brought into use, all hard landscaping works shall have been carried out in accordance with the details approved under application ref: S23/0300 except where amended by application ref: S24/0525, unless otherwise agreed in writing by the Local Planning Authority.

Reason: Hard landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Soft Landscaping

- 6) Before the end of the first planting / seeding season following the occupation / first use of any part of the development hereby permitted, all soft landscaping works shall have been carried out in accordance with the soft landscaping details approved under application ref: S23/0300, unless otherwise agreed in writing by the Local Planning Authority.

Reason: Soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policies DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

Materials

- 7) Before any part of the development hereby permitted is occupied / brought into use, the external surfaces shall have been completed in accordance with the details approved under application ref: S23/0300, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Boundary Treatments

- 8) Before any part of the development hereby permitted is occupied / brought into use, the works to provide the boundary treatments shall have been completed in accordance with the details approved under application ref: S23/0300, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To provide a satisfactory appearance to any boundary treatments and by screening rear gardens from public view, in the interests of the privacy and amenity of the occupants of the proposed and neighbouring dwellings and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Surface and Foul Water Drainage

- 9) Before any part of the development hereby permitted is occupied / brought into use, the works to provide the surface and foul water drainage shall have been completed in accordance with the details approved under application ref: S23/0300, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the provision of satisfactory surface and foul water drainage in accordance with Policy EN5 of the adopted South Kesteven Local Plan.

Sustainable Building

- 10) Prior to first occupation of each dwelling hereby permitted, the approved sustainable building measures shall be completed in accordance with the details approved under application ref: S23/0500, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development mitigate against and adapts to climate change in accordance with Local Plan Policy SB1.

Off-Site Highways Works

- 11) No more than 30 dwellings within the development hereby approved shall be occupied, until either the scheme shown on drawing 103790 PEF ZZ XX DR Y SK002 (Linden/Jelson Eastern junction 'top up' scheme), the scheme shown on drawing 103790 PEF ZZ XX DR Y SK001 (GDOV Eastern junction 'top up' scheme as required under condition 28 of planning permission S17/1262), [the scheme shown on Proposed General Arrangement Plan (Ref: SK18/SB JCN/Rev P1)] or any other alternative scheme providing the same mitigation that may be submitted to and approved in writing by the LPA has been completed.

Reason: To ensure that the A1 / A52 junction has adequate capacity to accommodate the additional traffic generated by the development.

Off-Site Highways Works (Western junction)

- 12) No more than 448 dwellings within the development hereby approved, either alone or in combination with planning permission S16/2819 shall

be occupied, until the scheme shown on drawing no. 106648-SK006 Rev A (the Western junction GDOV scheme) has been completed.

Reason: To ensure that the A1 / A52 junction has adequate capacity to accommodate the additional traffic generated by the development.

Ongoing Conditions

Landscaping Protection

- 13) Within a period of five years from the first occupation of the final dwelling / unit of the development hereby permitted, any trees or plants provided as part of the approved soft landscaping scheme, that die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced in the first planting season following any such loss with a specimen of the same size and species as identified in the approved soft landscaping scheme, unless otherwise agreed by the Local Planning Authority.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved plans and in accordance with Policy DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

Landscape Management Plan

- 14) Following the first occupation of the final dwelling / unit hereby permitted, the approved Landscape and Biodiversity Management Plan approved under application ref: S23/0300 shall be adhered to in full, unless otherwise agreed in writing by the Local Planning Authority.

Reason: Hard and soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policy DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

Surface Water Drainage

- 15) The approved surface water drainage scheme shall be retained and maintained in full, in accordance with the approved details.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development.

(Councillors Tim Harrison and Patsy Ellis voted against the proposal.)

S24/1443

It was proposed, seconded and **AGREED** to authorise the Assistant Director – Planning & Growth to **GRANT** planning permission, subject to the following schedule of conditions:

Schedule of Conditions

Approved Plans

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

Site Wide Plans

- Green Infrastructure Strategy Plan (Ref: 8247-L-01-C)
- Composite Proposed Site Plan (Ref: GRA01.PL001J)

- Proposed Site Plan (Ref: GRA01.PL002J)
- Composite Proposed House Type Plan (Ref: GRA01.PL004G)
- Proposed House Type Plan (Ref: GRA01.PL005G)
- Composite Storey Height Plan (Ref: GRA01.PL006E)
- Proposed Storey Height Plan (Ref: GRA01.PL007E)
- Composite Proposed Movement Plan (Ref: GRA01.PL008E)
- Proposed Materials Layout (received 27 April 2023)
- Composite Proposed Store and Bin Plan (Ref: GRA01.PL011E)
- Close Coupled Substation – Pyramid Roof Detail (Ref: GTC-E-SS-0012_R2-1_1of1)

House Types and Garages

- Redpoll (Brick) (Ref: JD313X_AS)
- Redpoll (Brick) (Ref: JD313X_OP)
- Redpoll (Render) (Ref: JD313Y_AS)
- Redpoll (Render) (Ref: JD313Y_OP)
- Redpoll (Ref: JD331Y-AS)
- Redpoll (Ref: JD331Y-OP)
- Whinchat (Ref: JD315X-AS)
- Whinchat (Ref: JD315X-OP)
- Willowby (Brick) (Ref: JD319X-AS)
- Willowby (Brick) (Ref: JD319X-OP)
- Willowby (Render) (Ref: JD319Y-AS)
- Willowby (Render) (Ref: JD319Y-OP)
- Willowby (Ref: JS319X_AS)
- Willowby (Ref: JS319X_OP)
- Willowby (Ref: JS319HAX_OP)
- Willowby (Ref: JS319HAX_AS)
- Woodcock (Ref: JD326X-AS)
- Woodcock (Ref: JD326X-OP)
- Woodcock (Ref: JS326X_AS)
- Woodcock (Ref: JS326X_OP)
- Auklet (Ref: JD332Y_AS)
- Auklet (Ref: JD332Y_OP)
- Maple (Ref: JD401Y_AS)
- Maple (Ref: JD401Y_OP)
- Siskin (Ref: JD402Y-AS)
- Siskin (Ref: JD402Y_OP)
- Osprey (Ref: JD407X_AS)
- Osprey (Ref: JD407X_OP)
- Aspen (Ref: JD408X-AS)
- Aspen (Ref: JD408X_OP)
- Cardinal (Ref: JD411X_AS)
- Cardinal (Ref: JD411X_OP)
- Redwood (Brick) (Ref: JD416X_AS)
- Redwood (Brick) (Ref: JD416X_OP)
- Redwood (Render) (Ref: JD416Y_AS)

- Redwood (Render) (Ref: JD416Y_OP)
- Kingfisher (Brick) (Ref: JD421X_AS)
- Kingfisher (Brick) (Ref: JD421X_OP)
- Kingfisher (Render) (Ref: JD421Y_AS)
- Kingfisher (Render) (Ref: JD421Y_OP)
- Amber (Ref: JS203X_AS)
- Amber (Ref: JS203X_OP)
- Amber (JS203XHA_AS)
- Amber (JS203XHA_OP)
- Heron (Brick) (Ref: JS318X_AS)
- Heron (Brick) (Ref: JS318X_OP)
- Heron (Render) (Ref: JS318Y-AS)
- Heron (Render) (Ref: JS318Y_OP)
- Plover (Brick) (Ref: S304XHA_AS/OP)
- Plover (Brick) (Ref: S304X_AS/OP)
- Plover (Render) (Ref: S304Y_AS/OP)
- Garage Design (Ref: GD1-P01-AS)
- Garage Design (Ref: GS1C-P01-AS)

Unless otherwise required by another condition of this permission.

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

During Building Works

Construction Management Plan

- 2) The development hereby permitted shall be undertaken in accordance with the Construction Management Plan and Construction Phase Surface Water Management Plan approved as part of application reference: S23/0092, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the permitted development is adequately drained without creating or increasing flood risk to land or property to, or downstream of, the permitted development during construction and to ensure that suitable traffic routes are utilised.

Before the Development is Occupied

Sustainable Buildings

- 3) Prior to first occupation of each dwelling hereby permitted, the sustainable building measures approved as part of application reference: S23/0092 shall be completed in full for each dwelling, in accordance with the agreed scheme.

Reason: To ensure the development mitigates against and adapts to climate change in accordance with Local Plan Policy SB1.

Surface and Foul Water Drainage

- 4) Before any part of the development hereby permitted is occupied / brought into use, the works to provide the surface and foul water drainage scheme approved as part of the application reference: S23/0092 shall have been completed in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Thereafter, the application scheme shall be retained and maintained in full, in accordance with the approved details.

Reason: To ensure the provision of satisfactory surface and foul water drainage in accordance with Policy EN5 of the adopted South Kesteven Local Plan.

Hard Landscaping

- 5) Before any part of the development hereby permitted is occupied / brought into use, all hard landscaping works shall have been carried out in accordance with the hard landscaping details approved as part of application reference: S23/0092, unless otherwise agreed in writing by the Local Planning Authority.

Reason: Hard landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Materials

- 6) Before any part of the development hereby permitted is occupied / brought into use, all external surfaces shall have been completed in accordance with the Materials Layout (Received 27 April 2023) approved as part of application reference: S23/0592, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Boundary Treatments

- 7) Before any part of the development hereby permitted is occupied / brought into use, the boundary treatments shall have been completed in accordance with the Boundary Treatment details and Phasing and Build Route approved as part of application reference: S23/0092, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To provide a satisfactory appearance to any boundary treatments and by screening rear gardens from public view, in the interests of privacy and amenity of the occupants of the proposed and neighbouring dwellings and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Estate Road

- 8) Before any part of the development hereby permitted is occupied, all of that part of the estate road and associated footways that forms the junction with Barrowby Road and which will be constructed within the limits of the existing highway, shall be laid out and constructed to finished surface levels in accordance with the details approved under application reference: S23/0092, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of safety, to avoid the creation of pedestrian trip hazards within the public highway from surfacing materials, manholes and gullies that may otherwise remain for an extended period at dissimilar, interim construction levels.

Soft Landscaping

- 9) Before the end of the first planting / seeding season following the occupation / first use of any part of the development hereby permitted, all soft landscaping works have been carried out in accordance with the

soft landscaping details approved under application S23/0092, unless otherwise agreed in writing by the Local Planning Authority.

Reason: Soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policy DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

Off-Site Highways Works

10) No more than 20 dwellings within the development hereby approved shall be occupied, until either the scheme shown on drawing 103790 PEF ZZ XX DR Y SK002 (Linden/Jelson Eastern junction 'top up' scheme), the scheme shown on drawing 103790 PEF ZZ XX DR Y SK001 (GDOV Eastern junction 'top up' scheme as required under condition 28 of planning permission S17/1262), [the scheme shown on Proposed General Arrangement Plan (Ref: SK18/SB JCN/Rev P1)] or any other alternative scheme providing the same mitigation that may be submitted to and approved in writing by the LPA has been completed.

Reason: To ensure that the A1 / A52 junction has adequate capacity to accommodate the additional traffic generated by the development.

Off-Site Highways Works (Western junction)

11) No more than 448 dwellings within the development hereby approved, either alone or in combination with planning permission S16/2819 shall be occupied, until the scheme shown on drawing no. 106648-SK006 Rev A (the Western junction GDOV scheme) has been completed.

Reason: To ensure that the A1 / A52 junction has adequate capacity to accommodate the additional traffic generated by the development.

Ongoing Conditions

Landscaping Protection

12) Within a period of five years from the first occupation of the final dwelling / unit of the development hereby permitted, any trees or plants provided as part of the approved soft landscaping scheme, that die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced in the first planting season following any such loss with a specimen of the same size and species as identified in the approved soft landscaping scheme, unless otherwise agreed by the Local Planning Authority.

Reason: To ensure the provision, establishments and maintenance of a reasonable standard of landscaping in accordance with the approved designs and in accordance with Policy DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

Landscape Management Plan

13) Following the first occupation of the final dwelling / unit hereby permitted, the Landscape and Biodiversity Management Plan and Preliminary Ecological Appraisal approved under application ref: S23/1745 shall be adhered to in full thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: Hard and soft landscaping, and tree planting, make an important contribution to the development and its assimilation with its surroundings and in accordance with Policy DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

(Councillors Tim Harrison and Patsy Ellis voted against the proposal.)

76. Application S24/1620

Proposal: Annual removal of basal shoots and epicormic growth on lower stems to heights of 2m to lime trees T3- T10, T13-T15 and T17 with the addition of crown lift to 6m T9 only

Location: St Wulfram's Church, Church Street, Grantham, Lincolnshire, NG31 6SR

Recommendation: To authorise the Assistant Director – Planning to GRANT Consent, subject to conditions.

It was proposed, seconded and **AGREED** to authorise the Assistant Director – Planning & Growth to **GRANT** Consent, subject to conditions:

1. Crown lifting to T9 shall be to a maximum height above ground level of 6m. This work shall involve the removal of low branches to the height specified and result in a tree of balanced appearance. Those branches to be removed shall be cut at their origin and all branch collars shall be left intact. Climbing irons or 'spikes' shall not be used and the works shall have regard to the BS3998 (2010) Tree Work-Recommendations.

Reason: In the interests of visual amenity and tree health and for the avoidance of doubt.

77. Any other business, which the Chairman, by reason of special circumstances, decides is urgent

The Chairman invited the Planning Committee to attend a Joint Environment and Rural & Communities Overview and Scrutiny Committee on 9 December 2024 at 10am. The Joint Overview and Scrutiny Committee were due to discuss Planning Policies.

78. Close of meeting

The Chairman closed the meeting at 15:30.



SOUTH
KESTEVEN
DISTRICT
COUNCIL



Planning Committee

Thursday, 5th December 2024

Report of Councillor Philip Knowles,
Cabinet Member for Corporate
Governance and Licensing

Corporate Plan 2024-27: Key Performance Indicators Report - Mid-Year (Q2) 2024/25

Report Author

Charles James, Policy Officer

✉ Charles.James@southkesteven.gov.uk

Purpose of Report

To present the Council's performance against the Corporate Plan 2024-27 Key Performance Indicators (KPIs) for quarter 2 2024/25.

Recommendations

That the Committee:

1. Reviews and scrutinises the performance against the Corporate Plan Key Performance Indicators in relation to the delivery of the Corporate Plan 2024-27.

Decision Information

Does the report contain any exempt or confidential information not for publication?	No
What are the relevant corporate priorities?	Housing
Which wards are impacted?	All

1. Implications

Taking into consideration implications relating to finance and procurement, legal and governance, risk and mitigation, health and safety, diversity and inclusion, safeguarding, staffing, community safety, mental health and wellbeing and the impact on the Council's declaration of a climate change emergency, the following implications have been identified:

Finance and Procurement

- 1.1 There are no financial implications arising directly from this report, which is for noting.

Completed by: Paul Sutton Interim Head of Finance (Deputy s151)

Legal and Governance

- 1.2 Regular monitoring of service area performance by the relevant Committee of the Council is to be welcomed and represents good governance. This report is for noting and there are no significant legal or governance implications arising from the report.

Completed by: Graham Watts, Assistant Director (Governance & Public Protection) and Monitoring Officer

2. Background to the Report

- 2.1 The Corporate Plan 2024-2027 was adopted by Council on 25 January 2024. It was proposed actions, key performance indicators (KPIs) and targets would be developed by the relevant Committees, which would retain oversight of the performance management arrangements at a strategic level.
- 2.2 The actions within the remit of this Committee with accompanying measures were presented to and agreed by the Committee on 18 April 2024.

3. Key Considerations

- 3.1 This report is the first of the new reporting cycle, and covers the period July to September 2024 (Quarter 2 2024/25).
- 3.2 Appendix A presents the overall performance against the two actions being presented in this session. Commentary by the responsible officer is provided for each action. Performance is summarised using a RAG system as follows:
- 3.3 One of the actions is rated Green overall. These are actions which are on or above target as planned.
- 3.4 One of the is actions are rated as Amber overall. These are actions off target by less than 10% or where milestone achievement is delayed but with resolution in place to be achieved within a reasonable timeframe.
- 3.5 Zero actions are rated as Red. These are actions that are significantly below target.
- 3.6 The KPIs have been developed in close consultation with the relevant Officers for each service. It is expected that the KPI suite will experience a degree of evolution over the next four years. This improvement will be prompted by the needs of decision makers and the Committees, and further consideration of how to best meet those needs by Officers.

4. Other Options Considered

- 4.1 As Council has agreed the Committees will lead monitoring performance, there are no viable alternatives. An absence of performance arrangements would mean the delivery of the Corporate Plan is unmonitored and prevent continuous improvement. A purely internal KPI suite would prevent effective and transparent scrutiny and accountability.

5. Reasons for the Recommendations

- 5.1 This is a regular report where Members are invited to scrutinise and comment on performance.

6. Appendices

- 5.2 Appendix A – Corporate Plan 2024-27 KPI Report: Planning Committee Mid-Year (Q2) 2024/25

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Corporate Plan 2024-27: KPI Summary Report Q2 2024/25 – Planning Committee							
Index	Priority	Action	Owner	Target/s	Q2 Value	Q2 Status	Manager Commentary
HOUS10	Housing	Ensure the Local Plan continues to facilitate sustainable growth across the district and the Local Plan Review is successfully completed in 2026.	Planning Policy Manager	Maintain a 5 year housing land supply	Achieved	On Target	5-year housing land supply is calculated and published annually, as such progress cannot be gauged quarterly. The 5-year housing land supply has been successfully fixed until 31 October 2024 through the Annual Position Statement (APS)
				Adherence to the Local Plan Review programme	On-track - Regulation 18 Local Plan consultation published for consultation in accordance with the Local Development Scheme.	On Target	The Local Plan is on track against the published timetable. A revised National Planning Policy Framework (NPPF) commenced consultation in August 2024. The new NPPF is expected to be published in January 2025 and will set out policies for strategic plan (local Plan) making, and the 5 year supply.



Index	Priority	Action	Owner	Target/s	Q2 Value	Q2 Status	Manager Commentary
HOUS11	Housing	Ensure the planning process is effective, efficient, high quality and timely.	Assistant Director (Planning & Growth)	% Major Applications Determined in Time (80%)	73%	Below Target	The team determined 11 Major applications in Q2, of which 8 were determined in time - a rate of 73%. This exceeds National monitoring targets, however this is a slight decrease on Q1 performance and below the KPI; this will be monitored. In Q1, 12 Major applications were determined 11 on time (92%).
				% Non-Major Applications Determined in Time (80%)	82%	On Target	In relation to non-major applications, the team determined 200 applications, of which 164 were determined in time - a rate of 82%. This is an improvement on the Q1 figure of 79%. Application volume has remained consistent. 201 applications were determined in Q1. The Council is performing above the National targets for speed. There is ongoing work to clear the remaining backlogged cases.
				% of first site visitors carried within 10 days (90%)	97%	On Target	Planning enforcement continues to perform well in relation to the initial site visit. In Q2, the team carried out a total of 86 initial site visits of which 83 were within the first 10 working days – a rate of 97%. Planning enforcement received approximately 25% more cases in Q2 than in Q1. In Q1, the rate was 97% (70 enforcement queries/68 visits within target timeframes.) The majority of enforcement queries are closed because planning permission is retrospectively granted (27% of cases in 2023/24) or the is no breach of planning control (42% of cases in 2023/24). 17% of cases ended with the owner/developer voluntarily resolving the breach. Sometimes it is necessary to serve a formal notice. For example, an untidy site notice (S215 notice) was served on a property in Vine Street Grantham and this has resulted in the owner starting to carry out the required works.



**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Planning Committee

5 December 2024



S23/2175

Proposal:	Hybrid planning application for the erection of 175 dwellings with associated access, infrastructure, open space and landscaping (full application) and community facility (outline)
Location:	Land at Low Road, Barrowby
Applicant	Allison Homes
Application Type:	Hybrid Planning Application – part Full Planning Permission and part Outline Planning Permission (All matters reserved)
Reason for Referral to Committee:	Major development which requires a Section 106 Agreement to secure financial contributions.
Key Issues:	<ul style="list-style-type: none"> Section 106 Heads of Terms

Report Author

Adam Murray – Principal Development Management Planner



01476 406080



Adam.Murray@southkesteven.gov.uk

Corporate Priority:

Growth

Decision type:

Regulatory

Wards:

Belvoir

Reviewed by:

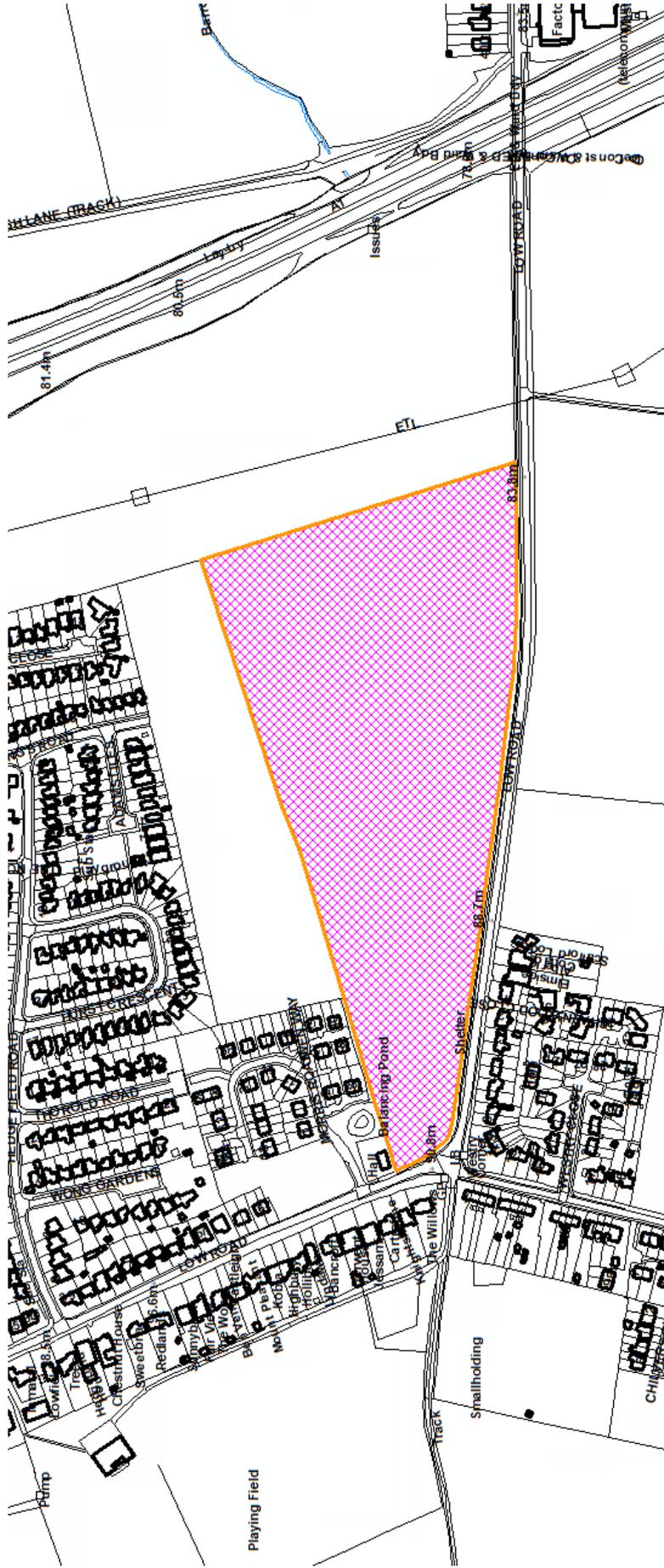
Phil Jordan, Development Management & Enforcement Manager

26 November 2024

Recommendation (s) to the decision maker (s)

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

S23/2175 – Land at Low Road, Barrowby



Key



Application
Boundary



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Addendum to Committee Report – S23/2175 – Low Road, Barrowby

1 Description of the site

1.1 Members will recall that this application was previously discussed at Planning Committee on 13 June 2024 (Report at Appendix 1 and Additional Items Paper at Appendix 2). At that meeting, the Committee resolved that it was minded to grant planning permission for the reasons set out within the officer report, and subject to the recommended schedule of conditions and the completion of a Section 106 Agreement.

1.2 The relevant minutes of that meeting stated:

Issue of outline element – community land

- *Members noted the positive feedback from the Parish Council and residents. It was preferred that a Community Centre be seen, prior to additional housing.*
- *More scope for parking on this site was highlighted.*

Open Space and connectivity

- *Members preferred this site to the original masterplan in terms of the use of open space.*
- *That hedgerows and open spaces would be maintained.*

Active Travel – Foot/cycle route

- *That a Section 106 Agreement has been secured for the foot / cycle path.*
- *That the connectivity route from the A52 and crossing of the bridge on the A1 would provide a good route into the centre of the town.*
- *The connectivity would allow residents to travel down Low Road and connect onto Dysart Road and provided a more direct route to Grantham to access facilities, without crossing over the A52. There would also be elements of connectivity coming through with other proposed developments.*

The Assistant Director of Planning informed the Committee of the Grantham Transport Strategy, which was adopted by Lincolnshire County Council and endorsed by the Council in December 2022. The strategy provided a higher framework for wider transport strategy issues of cycle / footways and bus routes.

- *Further clarification was sought around the cycleway and where it would stop.*
- *It was highlighted that the ecological impact assessment had taken place in winter months, meaning the assessment on wildlife would not be accurate.*
- *Concern was raised on the cycleway and what would happen if Lincolnshire County Council would not deliver this.*

The cycle / footway would be a legal obligation and the Applicant's would pay their financial contributions to ensure it would be delivered. Lincolnshire County Council had confirmed that the project could be delivered as a result of receiving the financial contributions.

The Assistant Director of Planning clarified that the cycle / footway was the responsibility of Lincolnshire County Council as the Highways Authority to deliver the works.

- *That the site had a high reliance on tandem parking. Concern was raised on visitors parking on grass verges.*

Lincolnshire County Council Highways were satisfied with the parking provided.

- *Whether the sub-station within the children's play area could be conditioned to be disguised or relocated, as it seemed an inappropriate location for a sub-station.*

A separate condition could be included in regard to boundary treatments and landscaping. The relocation of the substation may be more challenging due to technical requirements for the location.

It was proposed, seconded and AGREED to include a condition around the landscaping of the substation.

It was proposed, seconded and AGREED to authorise the Assistant Director of Planning to GRANT planning permission, subject to conditions, the completion of a Section 106 agreement, the amendments in the late items paper and to include a condition around the landscaping of the substation.”

2 Update since June 2024

2.1 Subsequent to the application being discussed at the June 2024 Committee meeting, progress has been made on the drafting of the Section 106 Agreement. During the course of negotiations, Lincolnshire County Council (as Local Highways Authority) have confirmed that they do not wish to collect financial contributions towards the provision of bus passes for the new dwellings and would prefer the Developer engages directly with the future occupiers and the bus operators.

2.2 As a result, it is necessary for the heads of terms for the Section 106 Agreement to be amended to exclude the financial contribution towards bus passes, and for this to be secured through planning conditions instead. To be clear, the proposed amendments do not change the infrastructure improvements to be delivered, but simply changes the mechanism through which they are provided.

2.3 Taking the above into account, it is proposed that the Heads of Terms for the Section 106 Agreement are updated as follows:

- **Open Space** – on site provision as per the approved plans and £123,759.23 towards improving existing sports facilities within Barrowby.
- **Affordable Housing** – 30% of all dwellings on site consisting of:
 - Affordable Rent = 37 dwellings
 - Shared Ownership = 2 dwellings
 - First Homes = 14 dwellings

Dwellings are to be provided in accordance with an Affordable Housing Scheme, which will set out details of the distribution of affordable housing within the application site. The Nominations Agreements will also be secured as part of the Section 106 Agreement.

- **Healthcare** - £115,500.00 towards expanding healthcare capacity in the Primary Care Network.
- **Highways (Low Road footpath / cycleway)** - £255,132.00 towards providing a dedicated footway / cycleway linking the site to Grantham.
- **Community Facility** - £184,884.35 towards the cost of delivering a new community hall. In the event that the Parish Council elect to place the new community hall on the land

identified within the current application, the financial contribution will be reduced by the value of providing the serviced site. The Parish Council will have 5 years to request transfer of the land; in the event that this time period elapses, or the Parish Council commence development of the community hall on an alternative site, the obligation to transfer the land within the application site will cease and the land will remain with the landowner.

- **Monitoring Fee - £15,000.00**

2.4 In addition, Condition 19 (Revised Travel Plan) of the full planning permission for the residential element of the development will be revised to include the requirement for the revised Travel Plan to include details of a scheme making available 2 free annual travel passes per dwelling for the first year of the occupation. This is consistent with the arrangements that would have been secured as part of the financial contributions requested by Lincolnshire County Council.

2.5 Condition 19 as revised would be as follows:

Notwithstanding the submitted details, before any development above damp-proof course, a revised Travel Plan, including specific modal share targets for active travel modes which seeks to achieve the Government's objectives for 50% of all trips to be made by active travel methods, shall have been submitted to and approved in writing by the Local Planning Authority. This shall include a scheme making available 2 free annual travel passes per dwelling for the first year of their occupation.

Reason: In order that the permitted development conforms to the requirements of the National Planning Policy Framework, by ensuring that access to the site is sustainable and that there is a reduced dependency on the private car for journeys to and from the development.

2.6 It is the Case Officer's assessment that the above revisions to the Heads of Terms of the Section 106 Agreement together with the revised wording for Condition 19 of the full planning permission, would ensure that the Section 106 Agreement would meet the necessary legal requirements set out within the CIL Regulations, as well as within national and local planning policy. The revised condition would also ensure that the development makes appropriate arrangements for securing sustainable modes of travel. As such, the revisions would be in accordance with Policy ID1 and ID2 of the adopted South Kesteven Local Plan, and Section 9 of the Framework.

3 Other Matters

3.1 The proposed development and its context remain unchanged since June 2024 in all other respects, and therefore, the development remains acceptable in all other respects.

4 Crime and Disorder

4.1 It is concluded that the proposals would not result in any significant crime and disorder implications.

5 Human Rights Implications

5.1 Article 6 (Rights to fair decision making) and Article 8 (Right to private family life and home) of the Human Rights Act have been taken into account in making this recommendation. It is concluded that no relevant Article of the Act will be breached in making this decision.

6 Conclusions

- 6.1 To summarise, during the course of negotiations on the Section 106, Lincolnshire County Council (as Local Highways Authority) have confirmed that they do not wish to collect financial contributions towards the provision of bus passes for the new dwellings and would prefer the Developer engages directly with the future occupiers and the bus operators.
- 6.2 As a result, it is necessary for the heads of terms for the Section 106 Agreement to be amended to exclude the financial contribution towards bus passes, and for this to be secured through planning conditions instead. To be clear, the proposed amendments do not change the infrastructure improvements to be delivered, but simply changes the mechanism through which they are provided. The application proposals would remain unchanged in all other respects.
- 6.3 Taking the above into account, it is Officers' assessment that the application proposals would accord with the adopted Development Plan when taken as a whole, and the material considerations in this case, also indicate that planning permission should be granted; although updated conditions are recommended.

7 Recommendation

Recommendation – Part 1

- 7.1 To authorise the Assistant Director – Planning to GRANT planning permission, subject to the completion of a Section 106 Agreement securing the necessary financial contributions set out within the report above, and subject to the proposed schedule of conditions detailed below.

Recommendation – Part 2

- 7.2 Where the Section 106 Agreement has not been concluded prior to the Committee, a period not exceeding twelve weeks after the date of the Committee shall be set for the completion of the obligation.
- 7.3 In the event that the agreement has not been concluded within the twelve week period and where, in the opinion of the Assistant Director – Planning, there are no extenuating circumstances which would justify a further extension of time, the related planning application shall be refused for the following reason(s):
1. The applicant has failed to enter into a planning obligation to secure the required level of affordable housing, as well as necessary financial contributions to healthcare, open space and community facilities are required by Policy ID1, H2 and OS1 of the adopted South Kesteven Local Plan 2011-2036.

Schedule of Condition(s)

FULL PLANNING PERMISSION

Time Limit for Commencement

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

Reason: In order that the development is commenced in a timely manner, as set out in Section 91 of the Town and Country Planning Act 1990 (as amended)

Approved Plans

- 2) The development hereby permitted shall be carried out in accordance with the following list of approved plans:
 - a) Planning Submission Schedule (Dated 30 May 2024)

Unless otherwise required by another condition of this permission.

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

Before Development is Commenced

Archaeological Investigation

- 3) Before the development hereby permitted is commenced, a written scheme of archaeological investigation shall have been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the archaeological investigations shall be completed in accordance with the approved details.

Reason: In order to provide a reasonable opportunity to record the history of the site and in accordance with Policy EN6 of the adopted South Kesteven Local Plan.

Construction Management Plan

- 4) No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan and Statement shall include measures to mitigate the adverse impacts during the construction stages of the permitted development and shall include:
 - a. The phasing of the development, including access construction and build routes.
 - b. The on-site parking of all vehicles of site operatives and visitors.
 - c. The on-site loading and unloading of all plant and materials.
 - d. The on-site storage of all plant and materials used in constructing the development.
 - e. Dust suppression measures

- f. Wheel washing facilities.
- g. A strategy stating how surface water runoff on and from the development will be managed during construction, and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (temporary or permanent) connect to an outfall (temporary or permanent) during all construction works.

The Construction Management Plan and Statement shall be strictly adhered to throughout the construction period.

Part M4(2) Details

- 5) Before any part of the development hereby permitted commences, a plan indicating the provision of 10% of the dwelling as being Accessible and Adaptable in line with the standards set out in Part M4(2) of the Building Regulations shall have been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the development shall be completed in accordance with the approved details and the dwellings shall be retained as such for the lifetime of the development.

Reason: To ensure that the development meets the needs of all future residents as required by Policy H4 of the adopted Local Plan.

Culvert Risk Assessment

- 6) Before the development hereby permitted commences, a priority risk assessment for the culvert under the A1 trunk road, in accordance with DMRB CD535 and informed by a pre-construction condition survey, shall be submitted to and approved in writing by the Local Planning Authority.

If identified as necessary following the priority culvert risk assessment, a mitigation scheme for the priority culvert under the A1 should be submitted to and approved in writing by the Local Planning Authority.

Thereafter, the mitigation works shall be completed in accordance with the approved scheme prior to the commencement of development.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development.

Surface Water Drainage Strategy

- 7) Before the development hereby permitted is commenced, a scheme for the treatment of surface water drainage shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall:
 - a. Be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development.

- b. Provide flood exceedance routing for storm events greater than the 1 in 100 year event;
- c. Provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing drainage infrastructure and watercourse system without exceeding the runoff rate for the undeveloped site;
- d. Provide attenuation details and discharge rates which shall be restricted;
- e. Provide details of the timetable for and any phasing of the implementation of the drainage scheme; and
- f. Provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

Thereafter, no dwelling shall be occupied until the approved scheme has been completed or provided on site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full, in accordance with the approved details.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development.

Biodiversity Enhancement and Mitigation Plan

- 8) Before the development hereby permitted is commenced, a biodiversity mitigation and enhancement scheme, based on the recommendations contained within the Ecological Impact Assessment Report (BWB) (Dated January 2023), must be submitted to and approved in writing by the Local Planning Authority.

The scheme shall include a plan identifying the location of any mitigation and enhancement, along with a detailed schedule (and technical details) of each of the measures proposed.

Thereafter, the required biodiversity mitigation and enhancement measures shall be completed in full in accordance with the agreed scheme, prior to first occupation of the development.

Reason: In the interests of best ecological practice and in accordance with Policy LV-H3 and EN2 of the adopted South Kesteven Local Plan.

Arboricultural Method Statement Compliance

- 9) Before the development hereby permitted is commenced, the Tree Protection measures indicated on the Tree Protection Plan contained at Appendix 4 of the Arboricultural Method Statement (AWA Tree Consultants) (Ref: AWA5509AMS) (July 2023) shall have been implemented in full.

Thereafter, the tree protection measures shall be retained on site until all works have been completed.

Reason: In the interests of visual amenity and for the avoidance of doubt.

Estate Road Phasing Plan

10) Before the development hereby permitted is commenced, an Estate Road Phasing and Completion Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall set out how the construction of the development will be phased and standards to which the estate roads on each phase will be completed during the construction period of the development.

Thereafter, the development shall be undertaken in accordance with the approved details.

Reason: To ensure that a safe and suitable standard of vehicular and pedestrian access is provided for residents throughout the construction period of the development.

During Building Works

Sustainable Building

11) No development above damp-proof course shall take place until details demonstrating how the proposed dwellings would comply with the requirements of Local Plan Policy SB1 have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of how carbon dioxide emissions would be minimised through the design and construction of the development; details of water efficiency; and provision of electric car charging infrastructure.

The approved sustainable building measures shall be completed in full for each dwelling, in accordance with the agreed scheme, prior to first occupation of each dwellings hereby permitted.

Reason: To ensure that the development mitigates against, and adapts to, climate change in accordance with Policy SB1 of the South Kesteven Local Plan.

Construction Hours

12) Construction work on site shall only be carried out between the hours of 0730 and 1800 Monday to Friday, and 0900 to 1300 on Saturdays. Construction work shall not be carried out on Sundays or Public Holidays; unless otherwise agreed in writing by the Local Planning Authority.

The term “construction work” shall include all mobile plant and machinery, radios and the delivery of construction materials.

Reason: To minimise noise impacts on the adjacent residential dwellings.

Delivery Hours

13) Deliveries of construction materials shall only take place between the hours of 0800 and 1700 Monday to Friday, and 0900 and 1700 on Saturdays. Deliveries shall not take place on Sundays or public holidays.

Reason: To minimise noise impacts on the adjacent residential dwellings.

Hard Landscaping Details

14) No development above damp proof course shall commence until details of all hard landscaping works have been submitted to and approved in writing by the Local Planning Authority. Details shall be in broad accordance with the approved Planning Layout (Ref: L201/PLANNING/01/Rev H) and shall include:

- a. Proposed finished levels and contours
- b. Means of enclosure (including boundary treatments)
- c. Other vehicle and pedestrian access and circulation areas
- d. Hard surfacing materials
- e. Minor artefacts and structure (e.g. furniture, play equipment, refuse or other storage signs, lighting etc).

Reason: Hard landscaping and materials make an important contribution to the development and its assimilation with its surroundings and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Soft Landscaping Details

15) No development above damp proof course shall commence until details of all soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. Details shall be in broad accordance with the approved Landscape Masterplan (Ref: N0990/08010/Rev D) and shall include:

- a. Planting plans;
- b. Written specifications (including cultivation and other operations associated with plant and grass establishment);
- c. Schedules of plants, noting species, plant sizes and proposed numbers / densities where appropriate; and
- d. Further details of the screening of the substation included within the central area of public open space.

Reason: Soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policy LV-H3, EN1 and DE1 of the adopted South Kesteven Local Plan.

Noise Mitigation Scheme

16) No development above damp proof course shall commence until a detailed scheme of Noise Mitigation, based on the recommendations contained within the Noise Impact Assessment

(M-EC) (Dated July 2023), has been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the scheme of noise mitigation shall have been completed in accordance with the approved details.

Reason: In the interests of the residential amenity of future occupiers of the development.

Ecological Mitigation

17) All works on site, including construction and delivery works, shall be carried out in accordance with the recommendations contained within the Ecological Impact Assessment Report (BWB) (Dated January 2023), unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of best ecological practice and in accordance with Policy EN2 of the adopted South Kesteven Local Plan.

Previously Unidentified Contamination

18) Should the developer, during excavation and construction works of the approved development site, find any area where it is suspected that the land is contaminated, then all works must stop and the Local Planning Authority notified immediately. An investigation and risk assessment must be undertaken and, where remediation is necessary, a remediation scheme must be prepared in accordance with current good practice and legislation, a remediation scheme must be prepared in accordance with current good practice and legislation, and submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved remediation scheme shall be implemented in accordance with the approved details.

Following the completion of measures identified in the approved remediation scheme, a verification report must be prepared, which is the subject of approval in writing by the Local Planning Authority prior to the first occupation of the dwellings hereby permitted.

Reason: Previous activities associated with the site may have caused, or had the potential to cause, land contamination and to ensure that any site investigation and remediation will not cause pollution, in the interests of the amenities of future residents and users of the development; and in accordance with Policy EN4 of the Local Plan.

Revised Travel Plan

19) Notwithstanding the submitted details, before any development above damp-proof course, a revised Travel Plan, including specific modal share targets for active travel modes which seeks to achieve the Government's objectives for 50% of all trips to be made by active travel methods, shall have been submitted to and approved in writing by the Local Planning Authority. This shall include a scheme making available 2 free annual travel passes per dwelling for the first year of their occupation.

Reason: In order that the permitted development conforms to the requirements of the National Planning Policy Framework, by ensuring that access to the site is sustainable and

that there is a reduced dependency on the private car for journeys to and from the development.

Before the Development is Occupied

Noise Validation Testing

20) Prior to first occupation of Plots 13, 14, 15, 37, 138 and 143 of the development hereby permitted are occupied, the noise mitigation scheme shall be completed in accordance with the approved details, and a verification report that scientifically and technically demonstrates the effectiveness of the noise mitigation scheme, as required shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To protect the residential amenity of future users of the development.

Materials Compliance

21) Before the dwellings hereby permitted are first occupied, the external materials must have been completed in accordance with the approved Materials Plan (Ref: L201/MATERIALS/03/Rev A).

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy DE1 of the adopted Local Plan.

Hard Landscaping Implementation

22) Before any part of the development hereby permitted is occupied, all hard landscaping works shall have been completed in accordance with the approved details.

Reason: Hard landscaping makes an important contribution to the development and its assimilation with its surroundings, and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Boundary Treatments Implementation

23) Before each dwelling hereby permitted is occupied, the works to provide the boundary treatments relating to that part of the development shall have been completed in accordance with the approved boundary treatment scheme.

Reason: To provide a satisfactory appearance to any boundary treatments and by screening rear gardens from public view, in the interests of the privacy and amenity of the occupants of the proposed and neighbouring dwellings and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Travel Plan Compliance

24) Before any dwelling hereby permitted is occupied, the measures contained within the approved Travel Plan shall be implemented in accordance with the approved details, and shall continue to be implemented for as long as any part of the development is occupied.

Reason: In order that the permitted development conforms to the requirements of the National Planning Policy Framework, by ensuring that access to the site is sustainable and that there is reduced dependency on the private car for journeys to and from the development.

Landscape and Ecological Management Plan

25) Before any part of the development hereby permitted is occupied, a Landscape and Ecological Management Plan shall have been submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- a. Long term design objectives
- b. Management responsibilities; and
- c. Maintenance schedules for all landscaped areas, other than privately owned, domestic gardens.

Reason: Soft landscaping makes an important contribution to the development and its assimilation with its surroundings and in accordance with Policy DE1 and EN2 of the adopted South Kesteven Local Plan.

Low Road Bus Stops

26) Before any part of the development hereby permitted is occupied, a footway widening scheme for the site frontage, an improved bus stop including bus stop poles and flags and inclusive of timetable, shall be provided in accordance with details that will first have been submitted to and approved in writing by the Local Planning Authority. The works shall also include appropriate arrangements for the management of surface water runoff from the highway.

Reason: To ensure the provision of safe and adequate pedestrian access to the permitted development, without increasing flood risk to the highway and adjacent land or property.

Low Road junction

27) Before any part of the development is occupied, all of that part of the estate road and associated footways that forms the junction with Low Road, and which will be constructed within the limits of the public highway, shall be laid out and constructed to finished levels in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.

Reason: In the interests of safety, to avoid the creation of pedestrian trip hazards within the public highway from surfacing materials, manholes and gullies that may otherwise remain for an extended period at dissimilar, interim construction levels.

Ongoing Conditions

Soft Landscaping Implementation

28) Before the end of the first planting / seeding season following the first occupation of the development hereby permitted, all soft landscaping works shall have been carried out in accordance with the approved soft landscaping details.

Reason: Soft landscaping makes an important contribution to the development and its assimilation with its surroundings, and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Soft Landscaping Protection

29) Within a period of five years from the first occupation of the final dwelling of the development hereby permitted, any trees or plants provided as part of the approved soft landscaping scheme that die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced in the first planting season following any such loss with a specimen of the same size and species, unless otherwise agreed by the Local Planning Authority.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscaping, in accordance with the approved designs and in accordance with Policy DE1 and EN2 of the adopted South Kesteven Local Plan.

LEMP Compliance

30) Following the first occupation of the final dwelling hereby permitted, the approved Landscape and Ecological Management Plan shall be adhered to in full, unless otherwise agreed in writing by the Local Planning Authority.

Reason: Soft landscaping makes an important contribution to the development and its assimilation with its surroundings and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

OUTLINE PLANNING PERMISSION

Time Limit for Commencement

Time Limit for Commencement

- 1) The development hereby permitted shall be commenced before the expiration of three years from the date of this permission, or two years from the approval of the last reserved matters, which ever is the latter.

Reason: In order that development is commenced in a timely manner, as set out in Section 92 of the Town and Country Planning Act 1990 (as amended).

Time Limit for Reserved Matters

- 2) Details of the reserved matters set out below shall have been submitted to the Local Planning Authority for approval within three years from the date of this permission:
 - i. Access
 - ii. Appearance
 - iii. Layout
 - iv. Landscaping
 - v. Scale

Approval of all reserved matters shall have been obtained from the Local Planning Authority in writing before any development is commenced.

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)

Approved Plans

- 3) The development hereby permitted shall be carried out in accordance with the following list of approved plans (in relation to the site location only):
 - a. Planning Layout (Ref: L201/PLANNING/01/Rev H)

Unless otherwise required by another condition of this permission.

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

Before Development is Commenced

Noise Management Plan

- 4) As part of any reserved matters application(s) for the site, a detailed Noise Management Plan containing details of hours of operation and any noise mitigation measures required to ensure that the proposed community facility does not result in any unacceptable adverse noise

impacts on the adjacent residential properties, shall have been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the development shall be carried out in accordance with the approved Noise Management Plan for the lifetime of the development.

Reason: In the interests of the residential amenity of occupiers of the site and the surrounding area.

CEMP

- 5) No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan and Statement shall include measures to mitigate the adverse impacts during the construction stages of the permitted development and shall include:
- a. The phasing of the development, including access construction and build routes.
 - b. The on-site parking of all vehicles of site operatives and visitors.
 - c. The on-site loading and unloading of all plant and materials.
 - d. The on-site storage of all plant and materials used in constructing the development.
 - e. Dust suppression measures
 - f. Wheel washing facilities.
 - g. A strategy stating how surface water runoff on and from the development will be managed during construction, and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (temporary or permanent) connect to an outfall (temporary or permanent) during all construction works.

The Construction Management Plan and Statement shall be strictly adhered to throughout the construction period.

Reason: In the interests of residential amenity of occupiers of the site and the surrounding area.

Materials Specification

- 6) As part of any reserved matters application(s) relating to appearance, details of the materials (including the colour of render, paintwork or colourwash) to be used in the construction of external surfaces of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy DE1.

Archaeological Investigation

- 7) Before the development hereby permitted is commenced, a written scheme of archaeological investigation shall have been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the archaeological investigations shall be completed in accordance with the approved details.

Reason: In order to provide a reasonable opportunity to record the history of the site and in accordance with Policy EN6 of the adopted South Kesteven Local Plan.

Culvert Risk Assessment

- 8) Before the development hereby permitted commences, a priority risk assessment for the culvert under the A1 trunk road, in accordance with DMRB CD535 and informed by a pre-construction condition survey, shall be submitted to and approved in writing by the Local Planning Authority.

If identified as necessary following the priority culvert risk assessment, a mitigation scheme for the priority culvert under the A1 should be submitted to and approved in writing by the Local Planning Authority.

Thereafter, the mitigation works shall be completed in accordance with the approved scheme prior to the commencement of development.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development.

Surface Water Drainage Strategy

- 9) Before the development hereby permitted is commenced, a scheme for the treatment of surface water drainage shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall:
- a. Be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development.
 - b. Provide flood exceedance routing for storm events greater than the 1 in 100 year event;
 - c. Provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing drainage infrastructure and watercourse system without exceeding the runoff rate for the undeveloped site;
 - d. Provide attenuation details and discharge rates which shall be restricted;
 - e. Provide details of the timetable for and any phasing of the implementation of the drainage scheme; and
 - f. Provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

Thereafter, no dwelling shall be occupied until the approved scheme has been completed or provided on site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full, in accordance with the approved details.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development.

Biodiversity Enhancement and Mitigation Plan

10) Before the development hereby permitted is commenced, a biodiversity mitigation and enhancement scheme, based on the recommendations contained within the Ecological Impact Assessment Report (BWB) (Dated January 2023), must be submitted to and approved in writing by the Local Planning Authority.

The scheme shall include a plan identifying the location of any mitigation and enhancement, along with a detailed schedule (and technical details) of each of the measures proposed.

Thereafter, the required biodiversity mitigation and enhancement measures shall be completed in full in accordance with the agreed scheme, prior to first occupation of the development.

Reason: In the interests of best ecological practice and in accordance with Policy LV-H3 and EN2 of the adopted South Kesteven Local Plan.

Arboricultural Method Statement Compliance

11) Before the development hereby permitted is commenced, the Tree Protection measures indicated on the Tree Protection Plan contained at Appendix 4 of the Arboricultural Method Statement (AWA Tree Consultants) (Ref: AWA5509AMS) (July 2023) shall have been implemented in full.

Thereafter, the tree protection measures shall be retained on site until all works have been completed.

Reason: In the interests of visual amenity and for the avoidance of doubt.

Estate Road Phasing Plan

12) Before the development hereby permitted is commenced, an Estate Road Phasing and Completion Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall set out how the construction of the development will be phased and standards to which the estate roads on each phase will be completed during the construction period of the development.

Thereafter, the development shall be undertaken in accordance with the approved details.

Reason: To ensure that a safe and suitable standard of vehicular and pedestrian access is provided for residents throughout the construction period of the development.

Site Levels

- 13) As part of any reserved matters application(s) for the application site, plans showing the existing and proposed land levels of the site (including spot heights, contours, and finished floor levels of all buildings) with reference to an off-site datum point, shall have been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the development shall be carried out in accordance with the approved details, and the site levels completed as approved, prior to the building being first occupied / brought into use.

Reason: In order to ensure that a safe and suitable standard of pedestrian connectivity is provided for residents and users throughout the allocation site.

During Building Works

Construction Hours

- 14) Construction work on site shall only be carried out between the hours of 0730 and 1800 Monday to Friday, and 0900 to 1300 on Saturdays. Construction work shall not be carried out on Sundays or Public Holidays; unless otherwise agreed in writing by the Local Planning Authority.

The term “construction work” shall include all mobile plant and machinery, radios and the delivery of construction materials.

Reason: To minimise noise impacts on the adjacent residential dwellings.

Delivery Hours

- 15) Deliveries of construction materials shall only take place between the hours of 0800 and 1700 Monday to Friday, and 0900 and 1700 on Saturdays. Deliveries shall not take place on Sundays or public holidays.

Reason: To minimise noise impacts on the adjacent residential dwellings.

Ecological Mitigation

- 16) All works on site, including construction and delivery works, shall be carried out in accordance with the recommendations contained within the Ecological Impact Assessment Report (BWB) (Dated January 2023), unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of best ecological practice and in accordance with Policy EN2 of the adopted South Kesteven Local Plan.

Previously Unidentified Contamination

- 17) Should the developer, during excavation and construction works of the approved development site, find any area where it is suspected that the land is contaminated, then all

works must stop and the Local Planning Authority notified immediately. An investigation and risk assessment must be undertaken and, where remediation is necessary, a remediation scheme must be prepared in accordance with current good practice and legislation, a remediation scheme must be prepared in accordance with current good practice and legislation, and submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved remediation scheme shall be implemented in accordance with the approved details.

Following the completion of measures identified in the approved remediation scheme, a verification report must be prepared, which is the subject of approval in writing by the Local Planning Authority prior to the first occupation of the dwellings hereby permitted.

Reason: Previous activities associated with the site may have caused, or had the potential to cause, land contamination and to ensure that any site investigation and remediation will not cause pollution, in the interests of the amenities of future residents and users of the development; and in accordance with Policy EN4 of the Local Plan.

Landscape and Ecological Management Plan

18) Before any part of the development hereby permitted is occupied, a Landscape and Ecological Management Plan shall have been submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- a. Long term design objectives
- b. Management responsibilities; and
- c. Maintenance schedules for all landscaped areas, other than privately owned, domestic gardens.

Reason: Soft landscaping makes an important contribution to the development and its assimilation with its surroundings and in accordance with Policy DE1 and EN2 of the adopted South Kesteven Local Plan.

Low Road Bus Stops

19) Before any part of the development hereby permitted is occupied, a footway widening scheme for the site frontage, an improved bus stop including bus stop poles and flags and inclusive of timetable, shall be provided in accordance with details that will first have been submitted to and approved in writing by the Local Planning Authority. The works shall also include appropriate arrangements for the management of surface water runoff from the highway.

Reason: To ensure the provision of safe and adequate pedestrian access to the permitted development, without increasing flood risk to the highway and adjacent land or property.

Low Road junction

20) Before any part of the development is occupied, all of that part of the estate road and associated footways that forms the junction with Low Road, and which will be constructed within the limits of the public highway, shall be laid out and constructed to finished levels in

accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.

Reason: In the interests of safety, to avoid the creation of pedestrian trip hazards within the public highway from surfacing materials, manholes and gullies that may otherwise remain for an extended period at dissimilar, interim construction levels.

Ongoing Conditions

Soft Landscaping Implementation

- 21) Before the end of the first planting / seeding season following the first occupation of the development hereby permitted, all soft landscaping works shall have been carried out in accordance with the approved soft landscaping details.

Reason: Soft landscaping makes an important contribution to the development and its assimilation with its surroundings, and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Soft Landscaping Protection

- 22) Within a period of five years from the first occupation of the final dwelling of the development hereby permitted, any trees or plants provided as part of the approved soft landscaping scheme that die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced in the first planting season following any such loss with a specimen of the same size and species, unless otherwise agreed by the Local Planning Authority.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscaping, in accordance with the approved designs and in accordance with Policy DE1 and EN2 of the adopted South Kesteven Local Plan.

LEMP Compliance

- 23) Following the first occupation of the final dwelling hereby permitted, the approved Landscape and Ecological Management Plan shall be adhered to in full, unless otherwise agreed in writing by the Local Planning Authority.

Reason: Soft landscaping makes an important contribution to the development and its assimilation with its surroundings and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Note(s) to Applicant

- 1) In reaching this 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 Paragraph 38 of the National Planning Policy Framework (December 2023).
- 2) All roads within the development hereby permitted must be constructed to an acceptable engineering standard. Those roads that are out 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. Those roads that are not to be voluntarily out forward for adoption as public highways may be subject to action by the Highway Authority under Section 219 (Advanced Payments Code) of the Highways Act 1980.
- 3) The permitted development requires the formation of a new/amended vehicular access. These works will require approval from the Highway Authority in accordance with Section 184 of the Highways Act. The works should be constructed in accordance with the Authority's specification that is current at the time of construction. Relocation of existing apparatus, underground services or street furniture will be the responsibility of the applicant, prior to application. For application guidance, approval and specification details, please visit <https://www.lincolnshire.gov.uk/licences-permits/apply-dropped-kerb>
- 4) Please contact the Lincolnshire County Council Streetworks and Permitting Team on 01522 782070 to discuss any proposed statutory utility connections and any other works which will be required within the public highway in association with the development hereby permitted under this Consent. This will enable Lincolnshire County Council to assist in the coordination and timings of these works.
For further guidance, please visit our website via the following links:
Traffic Management - <https://www.lincolnshire.gov.uk/traffic-management>
Licences and Permits – <https://www.lincolnshire.gov.uk/licences/permits>.
- 5) The highway improvement works referred to in the above condition are required to be carried out by means of a legal agreement between the landowner and the County Council, as the Local Highway Authority.
- 6) The existing ground level of the site must not be raised above the ground level of any surrounding land without further consultation with the Lead Local Flood Authority and Local Planning Authority, to consider suitable mitigation measures to ensure that surface water flood risk is not created or increased to land adjacent to the permitted development.
- 7) Notification of intention to connect to the public sewer under Section 106 of the Water Industry Act approval and consent will be required by Anglian Water under the Water Industry Act 1991. Contact Development Services on 0345 606 6087.
- 8) No building will be permitted within the statutory easement width of 3m from the pipeline without agreement from Anglian Water.

- 9) The Developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Section 104 of the Water Industry Act 1991), they should contact the Development Services Team at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.



**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Planning Committee

5 December 2024



S24/1881

Proposal:	Installation a solar photovoltaic system and associated works on the existing flat roof
Location:	The Picture House, Council Offices, St Catherines Road, Grantham, NG31 6TT
Applicant:	South Kesteven District Council
Agent:	N/A
Application Type:	Application to determine if prior approval is required for a proposed: Installation of other Solar Photovoltaics (PV) equipment on the Roofs of Non-domestic Buildings The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 14, Class J
Reason for Referral to Committee:	South Kesteven District Council are the applicant
Key Issues:	Design and external appearance Impacts on residential occupiers in particular glare
Technical Documents:	

Report Author

Miranda Beavers – Senior Development Management Planner



01476 406302



Miranda.beavers@southkesteven.gov.uk

Corporate Priority:

Growth

Decision type:

Regulatory

Wards:

Grantham St Wulfram's

Reviewed by:

Adam Murray – Principal Development Management Planner

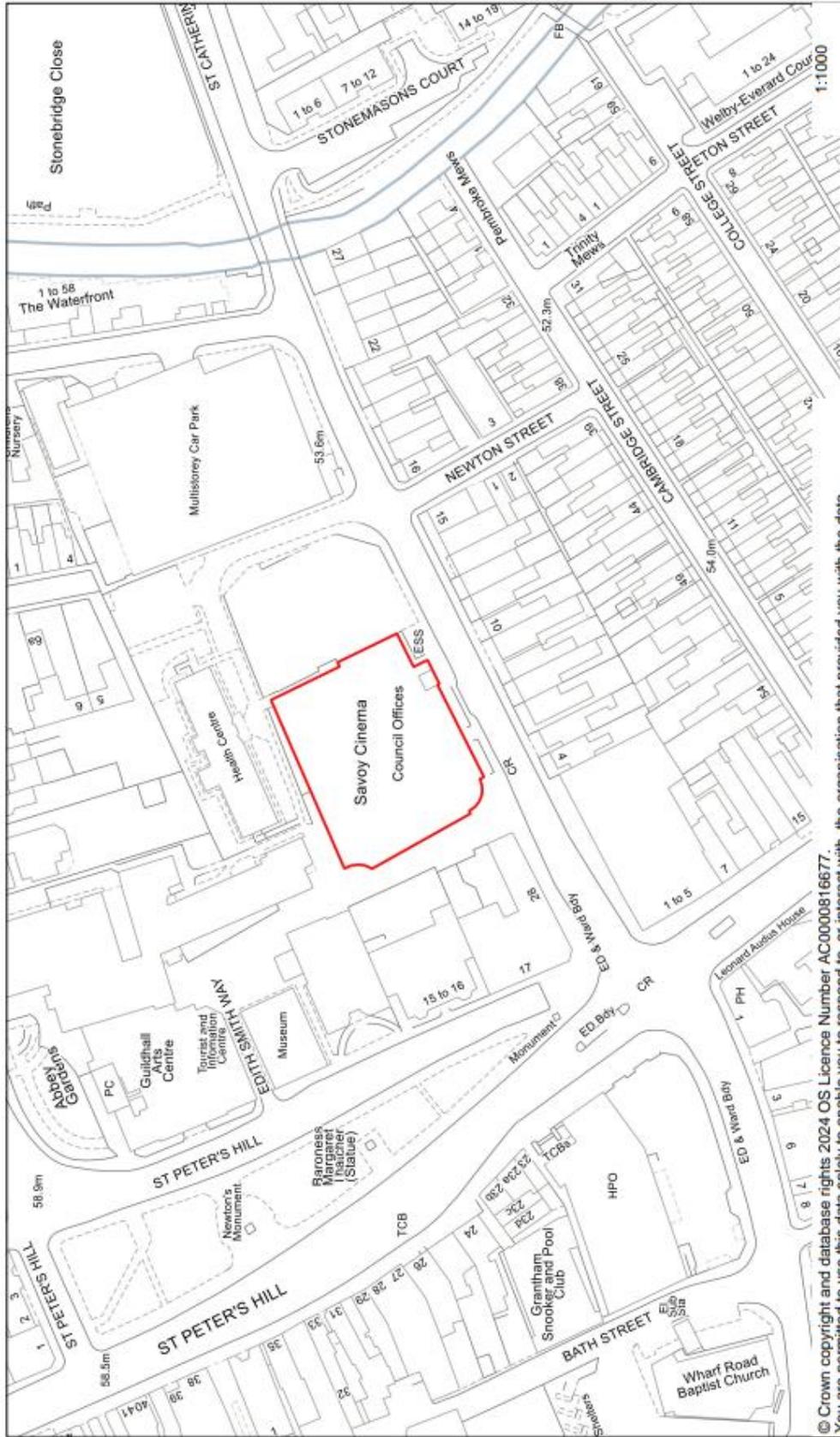
25 November 2024

Recommendation (s) to the decision maker (s)

To authorise the Assistant Director – Planning to GRANT prior approval



SKDC Offices, The Picture House, St Catherine's Road, Grantham - Location Plan



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1 Description of Site

- 1.1 The application site is the SKDC Offices, The Picture House located on the north side of St Catherines Road, Grantham.

2 Description of Proposal

- 2.1 The application is for prior approval for the installation of solar panels under the Town and Country Planning (General Permitted Development) (England) Order 2015 Schedule 2, Part 14, Class J.

3 Policy Considerations

3.1 SKDC Local Plan 2011 – 2036

Policy SD1 'The Principles of Sustainable Development in South Kesteven'
Policy DE1 'Promoting Good Design'

3.2 National Planning Policy Framework (NPPF)

Chapter 9 'Promoting Sustainable Transport'
Chapter 12 'Achieving well-designed places'

3.3 Supplementary Planning Document:

Design Guidelines for Rutland and South Kesteven (November 2021)

4 Representations received

4.1 LCC Highways & SuDS

- 4.1.1 Having given due regard to the appropriate local and national planning policy guidance (in particular the National Planning Policy Framework), Lincolnshire County Council (as Highway Authority and Lead Local Flood Authority) has concluded that the proposed development is acceptable and accordingly, does not wish to object to this planning application.

4.2 Grantham Town Council

- 4.2.1 No objections.

4.3 Environmental Protection

- 4.3.1 No objections.

5 Representations as a Result of Publicity

- 5.1 This application has been advertised in accordance with the Council's Statement of Community Involvement and no letters of representation have been received.

6 Evaluation

6.1 Background

6.1.1 This is an application for Prior Approval for the installation of Solar Photovoltaics (PV) equipment on the Roofs of Non-domestic Buildings, up to a Capacity of 1 Megawatt, subject to certain limitations under the Town and Country Planning (General Permitted Development) (England) Order 2015 Schedule 2, Part 14, Class J. The application proposes the installation a roof mounted 52.955kW solar PV system comprising of 119 x JA Solar 445w modules. Each panel size is 1762mm x 1134mm x 30mm. The panels would be installed in sections and mounted onto the flat roof of The Picture House (Council Offices).

6.2 **Assessment**

6.2.1 The application needs to be assessed to establish if the works are classed as permitted development under the Town and Country Planning (General Permitted Development) (England) Order 2015 (GDPO) Schedule 2, Part 14, Class J.

6.2.2 Part 14, Class J states permits the installation, alteration or replacement of— (a) microgeneration solar thermal equipment on a building; (b) microgeneration solar PV equipment on a building; or (c) other solar PV equipment on the roof of a building, other than a dwellinghouse or a block of flats.

6.2.3 Development is not permitted by Class J.1 if;

(a) the solar PV equipment or solar thermal equipment would be installed on a pitched roof and would protrude more than 0.2 metres beyond the plane of the roof slope when measured from the perpendicular with the external surface of the roof slope;

(b) the solar PV equipment or solar thermal equipment would be installed on a flat roof, where the highest part of the solar PV equipment would be higher than 1 metre above the highest part of the roof (excluding any chimney);

(c) the solar PV equipment or solar thermal equipment would be installed within 1 metre of the external edge of that roof;

(d) in the case of a building on article 2(3) land, the solar PV equipment or solar thermal equipment would be installed on a roof slope which fronts a highway;

(e) the solar PV equipment or solar thermal equipment would be installed on a site designated as a scheduled monument; or

(f) the solar PV equipment or solar thermal equipment would be installed on a listed building or on a building within the curtilage of a listed building.

The application states that there would not be any part of the solar PV equipment higher than 1 metre above the highest part of the roof, and no part of the solar PV equipment would come within 1 metre of the external edge of the roof. The solar panels would be installed on the flat roof that is not within a Conservation Area and notwithstanding this the panels would be screened by a parapet that surrounds this part of the roof. The site is not a designated Scheduled Monument. The site is not a Listed Building or in the curtilage of a Listed Building.

6.2.4 Development is not permitted by Class J.2 if;

(a) the solar PV equipment or solar thermal equipment would be installed on a wall and would protrude more than 0.2 metres beyond the plane of the wall when measured from the perpendicular with the external surface of the wall;

(b) the solar PV equipment or solar thermal equipment would be installed on a wall and within 1 metre of a junction of that wall with another wall or with the roof of the building; or

(c) in the case of a building on article 2(3) land, the solar PV equipment or solar thermal equipment would be installed on a wall which fronts a highway.

The proposed solar PV equipment is not to be installed on a wall and as such Class J.2 not applicable.

6.2.5 Class J.3 relating to maximum generating capacity has been deleted from the legislation.

6.2.6 Conditions: J.4 (1) Class J development is permitted subject to the following conditions.

(a) the solar PV equipment or solar thermal equipment must, so far as practicable, be sited so as to minimise its effect on the external appearance of the building and the amenity of the area; and

(b) the solar PV equipment or solar thermal equipment is removed as soon as reasonably practicable when no longer needed.

(2) Class J(c) development is permitted subject to the condition that before beginning the development the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to the design or external appearance of the development, in particular the impact of glare on occupiers of neighbouring land, and the following sub-paragraphs apply in relation to that application.

Having assessed the submitted information, the proposed solar panels would meet the provisions set out above and is considered to be permitted development.

7 Crime and Disorder

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

8 Human Rights Implications

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

9 Conclusion

9.1 The Local Planning Authority is satisfied that the developer in applying for prior approval as set out in J.4 (above) have complied with the conditions set out within the GDPO. Having assessed the submitted information, the design and external appearance of the proposed solar panels and their impact upon neighbouring occupiers, particularly the impact of glare on occupiers, would meet the provisions set out above and it is considered to be permitted development and that no further information is required.

10 Recommendation

To authorise the Assistant Director – Planning to GRANT prior approval.

Proposed Site Plan



SKDC Offices, The Picture House, St Catherine's Road, Grantham - Location Plan



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**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Planning Committee

5 December 2024



S24/1655

Proposal	Remove single storey existing porch and store. Construct new single storey porch and extend kitchen to side (west) elevation of property to form access, kitchen and shower room facilities
Location	4 School Lane, Uffington, Lincolnshire, PE9 4SU
Applicant	C/O Agent
Agent	Jo Short (SKDC Private Sector Housing Officer)
Reason for Referral to Committee	SKDC are Applicant
Key Issues	<ul style="list-style-type: none"> Impact on the character and appearance of the conservation area Impact on neighbouring amenities

Report Author

Craig Dickinson – Development Management Planner



01476 406485



craig.dickinson@southkesteven.gov.uk

Corporate Priority:

Growth

Decision type:

Regulatory

Wards:

Casewick

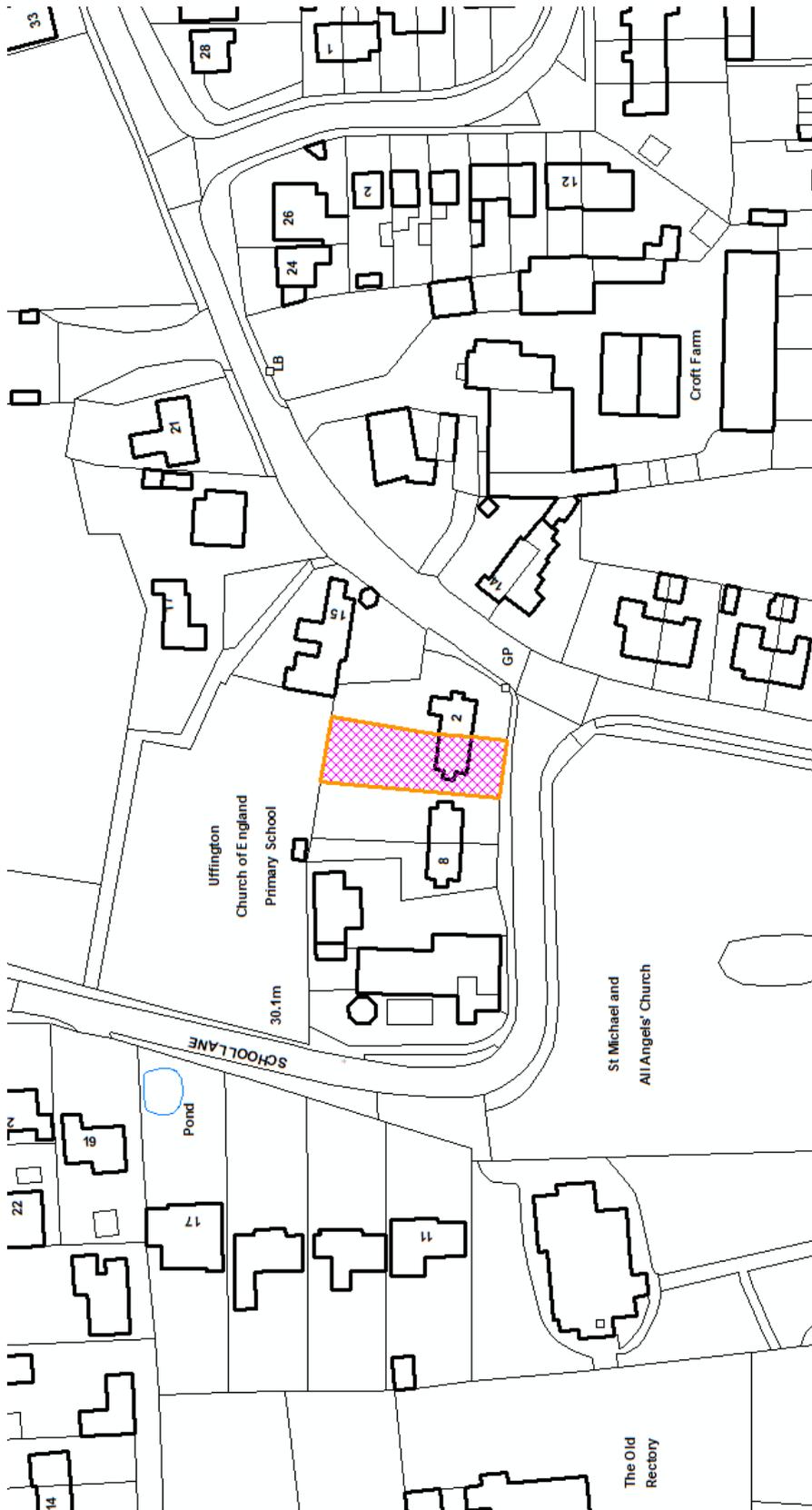
Reviewed by:

Adam Murray – Principal Development Management Planner

25 November 2024

Recommendation (s) to the decision maker (s)

To authorise the Assistant Director – Planning to GRANT planning permission, subject to conditions.



Key



Application
Boundary

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1 Description of Site

- 1.1 The application site comprises of 4 School Lane, Uffington; a single storey semi-detached dwelling, positioned ahead of the junction of School Lane and Casewick Lane, situated within the centre of Uffington.
- 1.2 The host dwelling is a contemporary dwelling, and is constructed with red brick and brown roof tiles.
- 1.3 The existing property occupies a prominent position and follows part of two pairs of matching bungalows, sitting centrally within a substantially sized plot measuring approximately 480 sq. metres.
- 1.4 The site is bound to the east by the attached no. 2 School Lane, a matching bungalow screened from the road by a boundary hedge. To the west, the site is adjacent to Nos 6 and 8 School Lane, which match the host site's design. It should be noted that the neighbouring dwelling No. 2 benefits from an extant planning permission for significant rear extensions granted under application ref: S22/0722.
- 1.5 The application site is located within the Uffington Conservation Area, which is identified in the Uffington Conservation Area Appraisal as having the following key characteristics:
 - Linear plan form with a low density of development.
 - Defined building line along the streets. Buildings typically front onto the highways and are aligned to the rear of the narrow footways or set back within small gardens with boundary walls.
 - Formal rural character that is influenced by the historic parkland of Uffington House. The Parkland lies on the south side of Main Road and extends westwards as far as the River Gwash with uninterrupted views across the open countryside towards Burghley House and Stamford.
 - Former estate village of the Bertie family with a unified quality derived from distinctive architectural style and cohesive material palette.
 - The location of the conservation area within the Welland Valley, with a number of significant heritage assets contributing to far reaching views and the wider landscape setting of the conservation area.
 - The inter-visibility between Uffington Park and Burghley House and Park are particularly important to the setting of the conservation area.
 - Limestone quarried from nearby Barnack and Collyweston roofs are a key characteristic.
 - Grass verges, the small green planted with mature trees which lies between Main Road and The Bertie Arms together with the enclosed field adjacent to Casewick Lane contribute towards a rural open character.
 - The Church of St Michael and All Angels is the focal point of the village and contributes towards a number of key views.
 - Greatford Road has an enclosed character due to its narrow width, the absence of footways and the presence of trees. The application site is not subject to any planning policy constraints.

- 1.6 The site has been the subject of a previous planning application to erect a single storey extension to the side and rear of the dwelling in 2023/4 (LPA Ref: S23/1644), which was approved subject to standard conditions.

2 Description of the proposals

- 2.1 The current application seeks planning permission for the erection of a single storey porch and side extension to the dwelling following the removal of an existing single storey extension and porch.

3 Relevant History

Application Ref	Description of Development	Decision
S23/1644	Single storey extension to side and rear of dwelling.	Approved 06/03/24

4 Planning Policies and Documents

4.1 South Kesteven Local Plan 2011-2036 (Adopted January 2020)

Policy SD1 – The Principles of Sustainable Development in South Kesteven

Policy DE1 – Promoting Good Quality Design

Policy EN6 – The Historic Environment

4.2 Design Guidelines Supplementary Planning Document (Adopted November 2021)

4.3 National Planning Policy Framework (Published December 2023)

Section 12 - Achieving well-designed and beautiful places

Section 16 - Conserving and enhancing the historic environment

5 Representations Received

5.1 Uffington Parish Council

- 5.1.1 No comments received

5.2 Lincolnshire County Council (Highways and SuDS)

- 5.2.1 No objections.

5.3 SKDC Conservation Officer

- 5.3.1 No objections.

- 5.3.2 4 School Lane Uffington is an unlisted property within the Uffington Conservation Area. Uffington Conservation Area is characterised by its central core having a linear plan form with a low density of development. There is a defined building line along the streets as buildings typically front onto highways and are aligned to the rear of narrow footways or set back within small gardens with boundary walls. Boundary walls are a significant feature of the conservation area which link buildings and outbuildings and maintain the continuity of the building line along the streets.

- 5.3.3 4 School Lane is located opposite the field to the east of the Grade I listed Parish Church of St Michael and All Angels (NHLE 1062590) which is enclosed by a one metre high wall. Other heritage assets include the Old School and School House which is Grade II listed

(NHLE 1165754), 15 Casewick Lane (NHLE 1360204), 12 and 14 Casewick Lane (NHLE 1062624) and 8 and 10 Casewick Lane (NHLE 1317200).

- 5.3.4 It is proposed to demolish the existing porch and store on the west elevation and build a larger, more accessible porch and increase the kitchen to the rear of the building
- 5.3.5 The proposed extension is subservient to the existing building and is similar in style from the front elevation as the existing porch on the property. The ridge height of the extension is not increased over the existing porch.
- 5.3.6 There are changes to the property when viewed from the west elevation, the extension is no longer central to the property but finishes at the rear wall. This change, however, is minimal and does not detract from the Uffington Conservation Area. The proposal will result in a negligible change to the Uffington Conservation Area.
- 5.3.7 Overall, I have no concerns with the proposal on heritage grounds

6 Representations received as a result of publicity

- 6.1 The application has been advertised in accordance with the Council's Statement of Community Involvement and no letters of representation have been received.

7 Evaluation

- 7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the Local Planning Authority (LPA) makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise. In this case, the Development Plan comprises of the following documents:

- South Kesteven Local Plan 2011-2036 (Adopted January 2020)

- 7.2 The Local Planning Authority also have an adopted Design Guidelines Supplementary Planning Document (SPD) (Adopted November 2021) and this document is a material consideration in the determination of planning applications.

- 7.3 The policies and provisions set out in the National Planning Policy Framework (NPPF) ("the Framework") (Published December 2023) are also a relevant material consideration in the determination of planning applications.

- 7.4 Furthermore, as referenced above, the current application scheme is subsequent to a previously approved (Ref: S23/1644), which granted similar extensions to the dwelling. The previous planning history of the site is a relevant material consideration.

7.5 Principle of Development

- 7.5.1 The application proposals involve development to an existing domestic dwelling located within the main built-up area of Uffington. As such, the application proposals are acceptable in principle, in accordance with the provisions of Policy SD1 (The Principles of Sustainable Development in South Kesteven) of the adopted Local Plan, subject to relevant material considerations. These include the impact of the development on the character and appearance of the area, impact on neighbouring amenity and impact on heritage assets, and these matters are discussed below.

7.6 **Impact on the character and appearance of the area**

- 7.6.1 The proposed extension would project from the west elevation of the dwelling, in place of an existing side extension. It is considered to be of a modest size and is designed to allow a more accessible property with widened doors and internal rearrangement to accommodate a porch area, and larger kitchen and shower room facilities.
- 7.6.2 The extension would be subservient to the main dwelling with a significantly lower ridge and matching eaves. Its scale and massing are considered to be appropriate and would still be in keeping with the character of these matching pairs of bungalows.
- 7.6.3 The extension would be built from materials to match those used on the existing dwellinghouse, which is considered to be appropriate, and would aid the visual integration of the extension into the site and its surroundings.
- 7.6.4 Taking the above into account, it is Officer's assessment that the design, scale and materiality of the proposed development would not unacceptably impact the character of the host dwelling, and would not result in harm to the character and appearance of the surrounding streetscene. As such, the application proposals would be in accordance with Policy DE1 of the adopted Local Plan, and Sections 12 and 16 of the National Planning Policy Framework.

7.7 **Impact on neighbourhood amenity**

- 7.7.1 The proposed extension would be at single storey and would replace a similar extension at the side of the property. Its small footprint and low height mean that its visual impact to neighbouring properties would be minimal, and similarly it would cause minimal overshadowing.
- 7.7.2 The orientation of the proposed windows and openings, paired with them being at ground floor level mean that the proposal would not unacceptably overlook neighbours' primary windows or amenity spaces, or cause any unacceptable loss of privacy.
- 7.7.3 Taking the above into account, the application proposal would not give rise to any unacceptable adverse impacts on privacy, overshadowing or outlook for existing and future occupants. As such, the application proposals would accord with Policy DE1 of the adopted Local Plan, the adopted Design Guidelines SPD, and Section 12 of the National Planning Policy Framework.

7.8 **Impact on heritage assets**

- 7.8.1 As referenced above, the application site is located within the Uffington Conservation Area. The Council's Conservation Officer has been consulted on the application proposals and has confirmed that they do not have any objections to the proposed development, and do not consider the proposed development to result in any harm to heritage assets.
- 7.8.2 The nature of the site as a contemporary dwellinghouse with a small footprint and modern materials means that despite being out of keeping with the established character of the conservation area, its impact is overall neutral and not directly harmful. The proposed extension would mimic the stylings of the existing dwelling, and as above, is considered to be of a modest scale and subservient design. Its visual prominence would be limited and would maintain the established building set by the existing pattern of development on School Lane.

7.8.3 Taking the above into account, the application proposals would not result in any adverse impact on the setting and significance of the Uffington Conservation Area and, therefore, would be in accordance with Policy EN6 of the adopted Local Plan, and Section 16 of the Framework.

7.9 **Other Matters**

7.9.1 The proposed development would not result in any changes to the access or parking arrangements for the site. Nonetheless, Lincolnshire County Council (as Local Highways Authority) have confirmed that they have no objections.

8 **Crime and Disorder**

8.1 It is concluded that the proposals would not result in any significant crime and disorder implications.

9 **Human Rights Implications**

9.1 Article 6 (Rights to fair decision making) and Article 8 (Right to private family life and home) of the Human Rights Act have been taken into account in making this recommendation. It is concluded that no relevant Article of that Act will be breach in making this decision.

10 **Planning Balance and Conclusion**

10.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise.

10.2 The application proposals involve the development of 4 School Lane, Uffington and are acceptable in principle, in accordance with Policy SD1 of the adopted Local Plan, subject to material considerations.

10.3 In this case, the changes to the existing dwelling are limited, and it is Officers' assessment that the design, scale and materiality of the proposed development would preserve the character and appearance of the host dwelling and would not be incongruous when viewed in the context of the surrounding streetscene and conservation area. Furthermore, it is Officer's assessment that the application proposals would not result in any unacceptable adverse impacts on the amenity of neighbouring properties.

10.4 Taking the above into account, it is Officers' assessment that the application proposals would be in accordance with Policies DE1 and EN6 of the adopted Local Plan, the Design Guidelines SPD, and the National Planning Policy Framework. As such, the proposed development would be in accordance with the adopted Development Plan when taken as a whole, and there are no material consideration to indicate that planning permission should be withheld.

11 **Recommendation**

11.1 To authorise the Assistant Director – Planning to GRANT planning permission, subject to conditions.

Time Limit for Commencement

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

Reason: In order that the development is commenced in a timely manner, as set out in Section 91 of the Town and Country Planning Act 1990 (as amended).

Approved Plans

- 2) The development hereby permitted shall be carried out in accordance with the following list of approved plans:
 - a. Proposed Layout Plan and Elevations – dwg no. DFG/4School/04 – received 24/09/24
 - b. Proposed Layout Plan – dwg no. DFG/4School/05 – received 24/09/24
 - c. Proposed Details – dwg no. DFG/4School/06 – received 24/09/24

Unless otherwise required by another condition of this permission.

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

Before the Development is Occupied

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

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Standard Note(s) to Applicant:

- 1 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 38 of the National Planning Policy Framework.

Site Location Plan

Location Plan

Site Address: 4, School Lane, Uffington, PE9 4SU

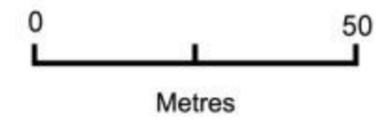


Date Produced: 24-Sep-2024

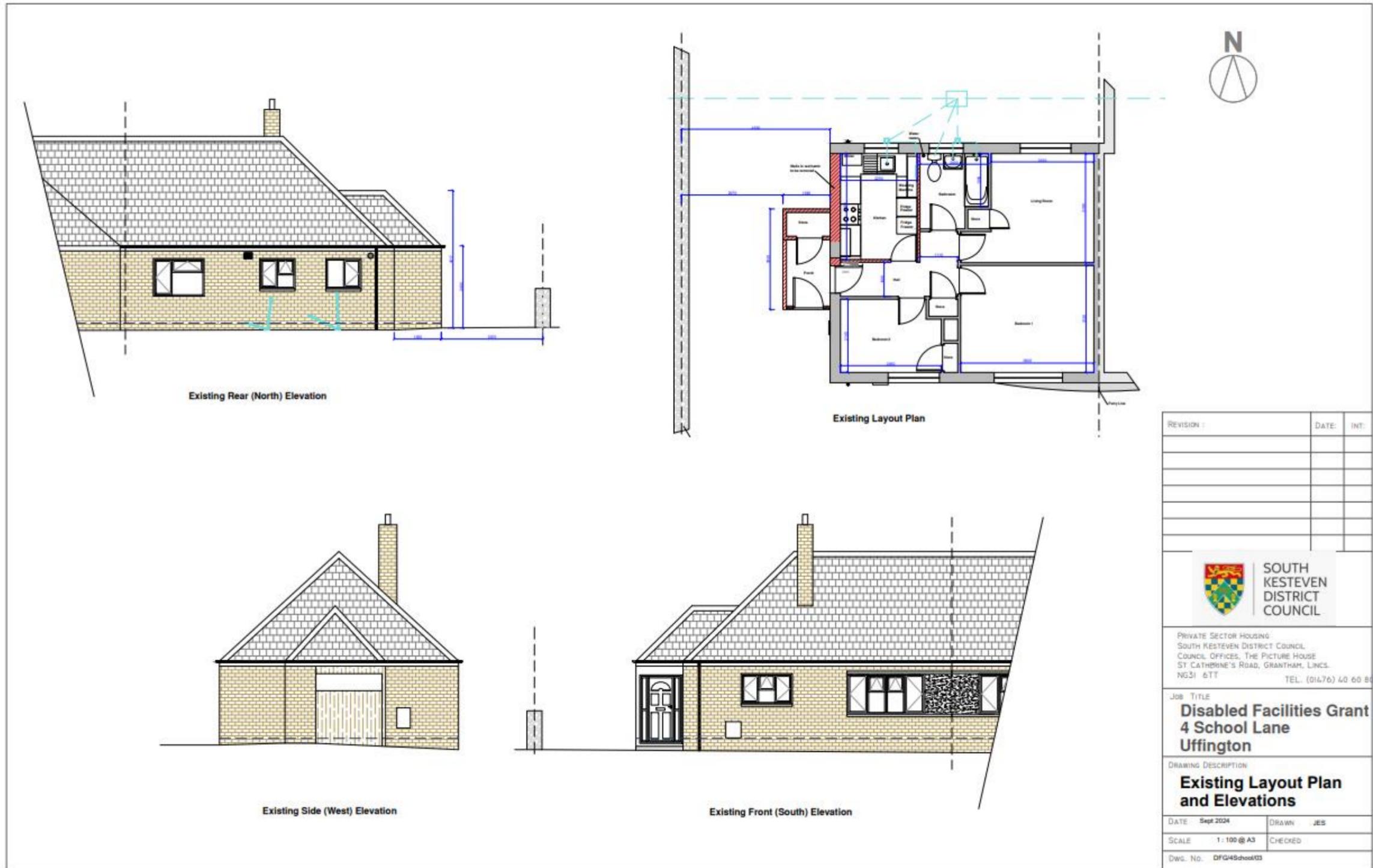
Scale: 1:1250 @A4



Planning Portal Reference: PP-13430409v1



Existing Elevations



REVISION :	DATE:	INT:



**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

PRIVATE SECTOR HOUSING
SOUTH KESTEVEN DISTRICT COUNCIL
COUNCIL OFFICES, THE PICTURE HOUSE
ST CATHERINE'S ROAD, GRANTHAM, Lincs.
NG31 6TT TEL: (01476) 40 60 80

JOB TITLE
**Disabled Facilities Grant
4 School Lane
Uffington**

DRAWING DESCRIPTION
**Existing Layout Plan
and Elevations**

DATE	Sept 2024	DRAWN	JES
SCALE	1:100 @ A3	CHECKED	
DWG. No.	DFG4School03		

Proposed Elevations and Floor Plan

Proposed Rear (North) Elevation

Proposed Plan

Proposed Side (West) Elevation

Proposed Front (South) Elevation

Proposed Layout Plan and Elevations

REVISION :	DATE:	INT:


SOUTH KESTEVEN DISTRICT COUNCIL
 PRIVATE SECTOR HOUSING
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DATE	Sept 2024	DRAWN	JES
SCALE	1:100 @ A3	CHECKED	
DWG. No.	DFG4School04		

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**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Planning Committee

5 December 2024



S23/0055

Proposal:	Outline planning application for the erection of up to 1,350 residential units (Use Class C2 and C3); a two-form entry primary school (Use Class F1); local centre (Use Classes E, F2 and public house, wine bar or drinking establishment; drinking establishment with expanded food provision; and hot food takeaway for the sale of hot food where consumption is mostly off premises); road between Ryhall Road and Little Casterton Road; removal of existing noise bund; associated green infrastructure including provision of public open space, landscaping, formal and informal play areas; utilities (including drainage); and associated access, including potential realignment of part of Ryhall Road, ancillary works and structures (All matters reserved)
Location:	Land to the north of Stamford
Applicant	Burghley Stamford North Limited, Burghley House Preservation Trust, John Stephen Banks and GummerLeathes
Agent	Savills (UK) Ltd
Application Type:	Outline Planning Application with Environmental Impact Assessment
Reason for Referral to Committee:	Major development which requires a Section 106 Agreement to secure financial contributions.
Key Issues:	<ul style="list-style-type: none"> • Principle of Development • Open Space Provision • Noise and Lighting Impacts • Access and Highways Impacts • Infrastructure for Growth
Technical Documents:	<ul style="list-style-type: none"> • Environmental Statement including chapters on: <ul style="list-style-type: none"> ○ Air Quality ○ Archaeology and Cultural Heritage ○ Climate Change and Greenhouse Gases ○ Ecology ○ Ground Conditions ○ Agricultural Land ○ Landscape and Visual ○ Noise and Vibration ○ Socioeconomics ○ Transport and Access • Design and Access Statement • Planning Statement • Flood Risk Assessment

	<ul style="list-style-type: none"> • Lighting Assessment • Phase I Ground Condition Assessment • Transport Assessment • Affordable Housing Report • Open Space Technical Note • Main Street Design Brief • Stamford North – Comprehensive Masterplan
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Report Author

Adam Murray – Principal Development Management Planner



01476 406080



Adam.Murray@southkesteven.gov.uk

Corporate Priority:	Decision type:	Wards:
Growth	Regulatory	Two or more Wards

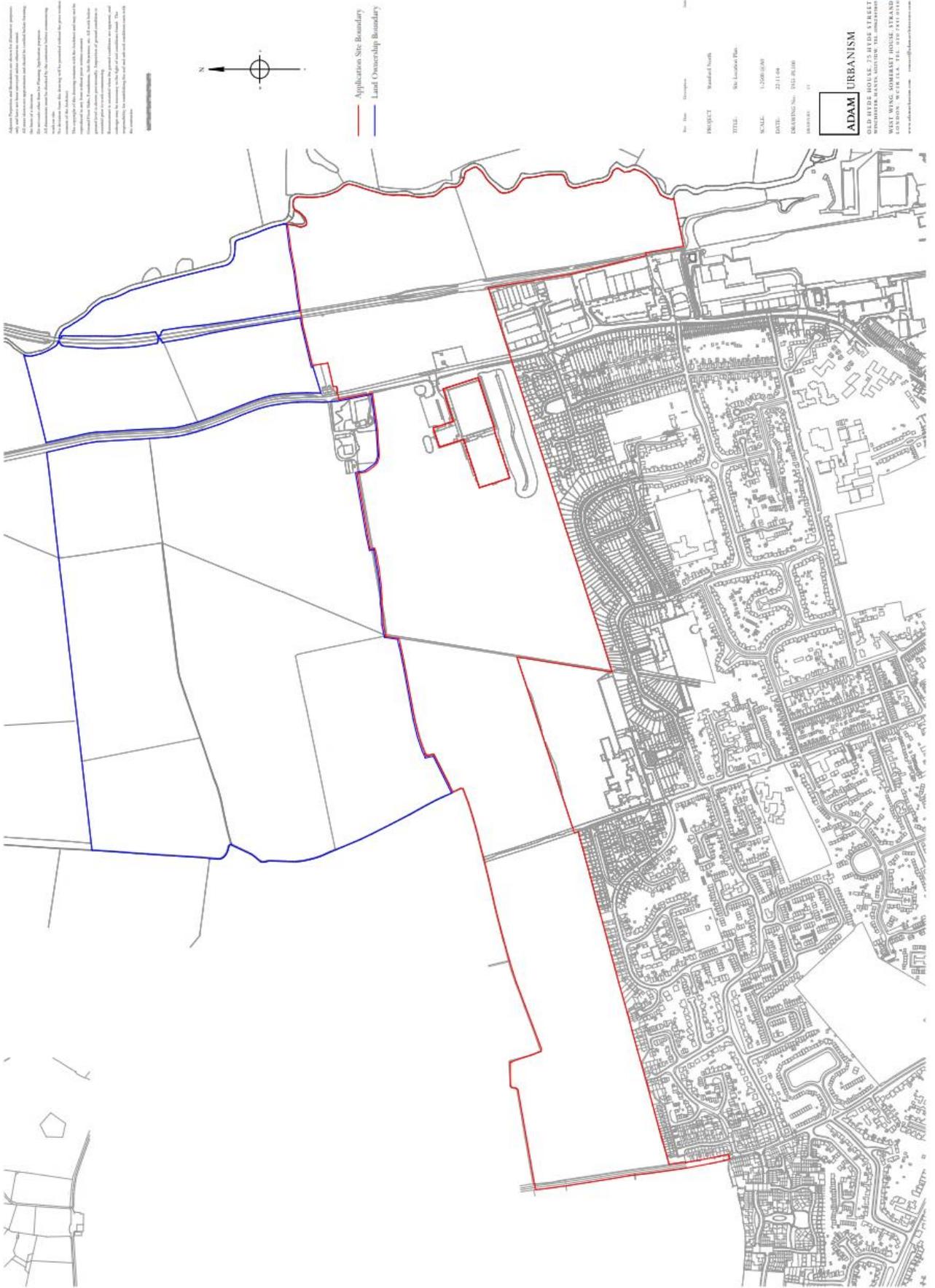
Reviewed by:	Phil Jordan, Development Management & Enforcement Manager	26 November 2024
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Recommendation (s) to the decision maker (s)

To authorise the Assistant Director – Planning and Growth to refer the application to the Secretary of State with a resolution to GRANT planning permission, subject to conditions, and the completion of a Section 106 Agreement and Joint Infrastructure Planning Agreement; and

In the event that the Secretary of State does not call-in the application, the Assistant Director – Planning and Growth is authorised to GRANT planning permission, subject to conditions, and the completion of a Section 106 Agreement and Joint Infrastructure Planning Agreement

S23/0055 – Land to the north of Stamford



EXECUTIVE SUMMARY

The application site comprises an area of approximately 81.12 hectares of land situated immediately to the north of the existing main built-up area of Stamford, between Little Casterton Road and the River Gwash.

The application seeks outline planning permission (all matters reserved) for the erection of up to 1,350 residential units (Use Class C2 and C3); a two-form entry primary school (Use Class F1); local centre (Use Classes E, F2 and public house, wine bar, or drinking establishment; drinking establishment with expanded food provision; and hot food takeaway for the sale of hot food where consumption is mostly off premises); road between Ryhall Road and Little Casterton Road; removal of existing noise bund; associated green infrastructure, including provision of public open space, landscaping, formal and informal play areas; utilities (including drainage); and associated access, including potential realignment of part of Ryhall Road; ancillary works and structures.

The application site, in conjunction with land to the west between Old Great North Road and Little Casterton Road known as Quarry Farm, has previously been identified as a proposed cross-boundary allocation for a mixed use sustainable urban extension comprising approximately 1950 dwellings, a distributor road, local centre, primary school and country park. The application site is allocated for development within the adopted South Kesteven Local Plan (Local Plan Ref: STM1:H1 – Stamford North); however, the land at Quarry Farm, which falls within Rutland County, has no formal policy allocation, albeit there is a planning application for this part of the SUE currently pending consideration. In this context, the principle of development on the application site has been established by the site's allocation within the adopted Local Plan, and the proposed development would result in a significant contribution to the Council's housing requirement, together with substantial infrastructure improvements and biodiversity enhancements. Therefore, the scheme represents sustainable development when taken as a whole, and there are significant benefits to be afforded substantial weight in the assessment of the application proposals.

It is accepted that the current application site includes land outside of the Local Plan allocation which forms part of Borderville Sports Centre and land around it, including training pitches, car parking, and a 10m acoustic bund.

Sport England have raised a formal objection to the application on the basis that the proposals would result in the loss of playing fields and prejudice the use of the remaining fields at Borderville Sports Centre, and in their view the application does not secure replacement playing fields of equivalent or better provision in terms of quantity and quality in a suitable location.

However, it is the Case Officer's assessment that sufficient evidence has been submitted to demonstrate that, as a matter of principle, replacement pitches of an equivalent quality and quantity can be provided as part of the development. The definitive location of the replacement pitches would be confirmed through the subsequent reserved matters applications relating to layout. Further, the site-specific Section 106 Agreement would secure the requirement to replace the pitches, with any grass pitches of the equivalent quantity and quality, with a detailed scheme to be approved by the Local Planning Authority, completed and made available for public use before any works that would result in the loss of any of the existing playing pitches.

In addition, it is also the Case Officer's assessment that the requirement for any replacement pitches to benefit from all necessary ancillary facilities i.e., changing rooms & car parking can also be secured through the Section 106 Agreement.

With regards to the impacts associated with the removal of the bund relating to noise and light from Borderville Sports Centre, the Local Planning Authority needs to be satisfied that appropriate living

conditions can be achieved for all existing and future residents in a manner that does not prejudice the existing operations of the sports centre. In this context, the Council's Environmental Protection Team have confirmed that an alternative scheme can be designed, and the details of this can be secured through planning conditions. Conditions are recommended to be included which require further detailed assessments for each reserved matters application assessing the effectiveness of the detailed design proposals; together with a requirement for the submission of a detailed phasing plan for the removal of the bund and any temporary mitigation that may be required.

In respect of access and highways impacts, the current application requires consideration of whether safe and suitable access can be achieved as a matter of principle, together with any potential off-site impacts on highways safety and capacity.

The current application has been subject to extensive review by National Highways and Lincolnshire County Council (as Local Highways Authority) following the completion of up-to-date modelling using the latest Stamford Traffic Model. The results of this modelling demonstrate that the proposed east-west link road will assist in alleviating pressure in the town centre by providing an alternative route for vehicular traffic to navigate Stamford from the A1. The modelling indicates that 6 junctions would operate over capacity with the addition of the development traffic; however, these junctions are also shown to operate over capacity without the development, and therefore, it would not be reasonable to obligate the applicant to mitigate issues that are not directly related to the development. Similarly, National Highways have accepted that the applicant should not be required to mitigate existing capacity constraints on the A1 junctions.

It is noted that Lincolnshire County Council have requested financial contributions for a scheme of traffic calming measures on Arran Road, Sidney Farm Lane and Radcliffe Road. However, it is the Case Officer's assessment that these requests have not been demonstrated to be necessary to make the development acceptable. The evidence submitted suggests that the proposed works would be desirable to encourage traffic to follow preferred traffic routes, but there is no evidence to suggest that failure to follow these routes would result in an unacceptable highways impact. As such, it is the Case Officer's assessment that these contributions would not meet the relevant legal tests and, therefore, they are not proposed to be included within the Heads of Terms for the Section 106 Agreement.

Nonetheless, the site-specific Section 106 Agreement will secure land and financial contributions towards the provision of suitable education and healthcare facilities, public transport contributions, together with affordable and self and custom-build housing. A cross boundary, Joint Infrastructure Planning Agreement entered into alongside Rutland County Council and the Quarry Farm landowners will also secure the delivery of the link road, including obligations in relation to the phasing / timing of delivery as well as an agreed design approach.

Taking all the above into account, it is the Case Officer's assessment that the application scheme accords with the adopted Development Plan as a whole, and the material considerations in this case also weigh in favour of granting planning permission.

However, in light of the formal objection from Sport England in relation to the loss of playing pitches at Borderville Sports Centre, statutory legislation requires the Local Planning Authority to refer the application to the Secretary of State for a determination on whether they wish to call-in the application for determination. Therefore, the Planning Committee are recommended to delegate authority to the Assistant Director – Planning & Growth to **refer the application to the Secretary of State with a resolution to GRANT planning permission, subject to conditions, and subject to the completion of a Section 106 Agreement and Joint Infrastructure Planning Agreement;**

and in the event that the Secretary of State does not call-in the application, the Assistant Director – Planning and Growth is authorised to GRANT planning permission, subject to conditions, and the completion of a Section 106 Agreement and Joint Infrastructure Planning Agreement

1 Description of the site

- 1.1 The application site comprises an area of approximately 81.12 hectares (200.45 acres) of land situated immediately to the north of the existing main built-up area of Stamford. The site currently comprises of a range of arable agricultural fields, playing pitches, parking areas and 10m acoustic bund associated with the Borderville Sports Centre, and the River Gwash Corridor. The site also includes areas of deciduous woodland, poor semi-improved grassland, and various field boundary hedgerows; and there are also two dilapidated buildings to the east of Ryhall Road (A6121) at the eastern end of the site.
- 1.2 The site has a distinct topography, which includes a central valley moving west-to-east through site, following the site's general fall to the east towards the River Gwash.
- 1.3 The site is bound to the south by the existing main built-up area of Stamford, with the boundary predominantly defined by existing residential development; at the eastern end of the site between Ryhall Road and the River Gwash, the boundary uses are predominately industrial, and transport infrastructure uses. The site is bound to the west by Little Casterton Road, beyond which lies Quarry Farm, which falls within the administrative area of Rutland County Council; and to the east the site is bound by the River Gwash. Immediately adjacent to the north-eastern corner of the central part of the site is Borderville Farm; the historic farmhouse which is part of a complex of agricultural buildings. Beyond the Farm lies Open Countryside, with the settlement of Little Casterton located approximately 1.16km to the north of the site boundary.
- 1.4 The site forms part of a previously identified cross-boundary allocation for a mixed-use sustainable urban extension to the north of Stamford, comprising approximately 1,950 dwellings, an east-west link road, local centre, primary school and country park, in conjunction with the land at Quarry Farm, to the west of the application site. However, the Rutland Local Plan 2018-2036 was withdrawn from Examination in 2021, and therefore, the land falling within Rutland County, which formed part of the proposed development allocation is not formally allocated. It is noted that the Regulation 19 version of the draft Rutland Local Plan 2021-2041 does include Quarry Farm as a draft allocation. Notwithstanding this, it is appreciated that a planning application has been submitted for the Quarry Farm site, which is currently pending consideration by Rutland County Council.
- 1.5 The current application site comprises of the South Kesteven Local Plan allocation site, which is formally allocated within the adopted South Kesteven Local Plan (LP Ref: STM1-H1) and is identified for the proposed development of approximately 1,300 dwellings, part of the east-west distributor road, a local centre and a primary school, and the provision of contributions towards the expansion or improvement of Stamford Welland Academy to the south. The current application site also includes additional land forming part of the Borderville Sports Centre, used as training pitches, car parking, and a 10m acoustic bund, which was not included within the Local Plan allocation site boundary.
- 1.6 The application site contains four Public Rights of Way (PRoW), which include STAM/5/7, STAM/3/1, STAM/3/2 and STAM/4/1, which traverse the site on a broad north-south alignment. The former Stamford to Essendine railway line, which was disused in 1959, bisects the land to the east of Ryhall Road.
- 1.7 The proposed development site itself does not contain any designated heritage assets (Listed Buildings and Scheduled Ancient Monuments), and the site is not located within either of the Stamford Conservation Areas. However, it is appreciated that there are a large

number of designated assets within the surrounding area, including the high number of listed buildings located within Stamford Town Centre, as well as at Great Casterton, Little Casterton and Belmesthorpe, and Registered Parks and Gardens at Burghley House and Uffington, and Scheduled Ancient Monuments at Great Casterton and Uffington.

- 1.8 The site is predominantly identified as being within Flood Zone 1 of the Flood Map for Planning, with some limited areas of Flood Zone 2 towards the River Gwash at the eastern edge of the site. The surface water flood map indicates that the site is largely identified as being at very low risk of surface water flooding, however, there are areas of lower risk towards the northern boundary of the site, as well as towards the western side of Ryhall Road.
- 1.9 The proposed development site is located within 2km of two Sites of Special Scientific Interest (SSSIs) at Great Casterton Banks and Tolethorpe Road, and the south-eastern corner of the site is also within the Impact Risk Zone of the Barnack Hills and Holes SSSI and Special Area of Conservation (SAC).
- 1.10 The site is also located within 1.5km of four County and Local Wildlife Sites including Little Casterton Verge (east and west), Burghley Park and River Welland. In addition, it is appreciated that land within the adjacent Quarry Farm site has also been identified as a candidate Local Wildlife Site.
- 1.11 Approximately 0.57 hectares of the site, forming part of the access arrangements from Little Casterton Road, falls within the administrative area of Rutland County Council.

2 Description of the proposal

- 2.1 The current application seeks outline planning permission for the erection of up to 1,350 residential units (Use Class C2 and C3); a two-form entry primary school (Use Class F1); local centre (Use Classes E, F2 and public house, wine bar, or drinking establishment; drinking establishment with expanded food provision; and hot food takeaway for the sale of hot food where consumption is mostly off premises); road between Ryhall Road and Little Casterton Road; removal of existing noise bund; associated green infrastructure, including provision of public open space, landscaping, formal and informal play areas; utilities (including drainage); and associated access, including potential realignment of part of Ryhall Road; ancillary works and structures. The current application has been submitted in outline with all matters reserved for future determination.
- 2.2 The application scheme has been accompanied by an Environmental Statement, which includes chapters relating to Air Quality, Heritage, Climate Change, Ecology, Ground Conditions, Landscape and Visual Impact, Noise and Vibration, and Transport and Access. The application has also been accompanied by a series of technical assessments including Flood Risk Assessment, Lighting Assessment, Phase I and Phase II Ecological Assessment, Noise Assessment and Transport Assessment.
- 2.3 Furthermore, the application submission is also accompanied by a Stamford North Illustrative Masterplan, which demonstrates how the site would be capable of being developed in a co-ordinated and comprehensive manner alongside the adjacent Quarry Farm application. A Parameters Plan which outlines the extent and nature of the development which has been assessed for the purposes of the Environmental Impact Assessment regulations has also been submitted.
- 2.4 The submitted Parameters Plan indicates that the site would comprise of a single point of vehicular access from Little Casterton Road to the west, and Ryhall Road to the east. A limit

of deviation between these two points has been identified for the position of the east-west link road; this corridor runs centrally through the site before moving southwards to be positioned to the south of the existing Borderville Sports Centre. An area of deviation is shown for a potential realignment of Ryhall Road, to allow for further consideration of a slight re-alignment of the existing road eastwards, and subsequent engineering works to address existing topographical challenges. A 'Valley Park' is proposed to run east-west from Little Casterton Road to Ryhall Road (and beyond to the River Gwash) following the existing valley landscape, and will incorporate a recreational walking route, SuDS and play areas. The majority of the built form is to be situated between Little Casterton Road and Ryhall Road; except for a small parcel of land immediately abutting Ryhall Road to the east, which is to include residential development. The remaining land to the east of Ryhall Road is indicated as providing informal open space.

- 2.5 The proposed development would involve the removal of four existing grass pitches at Borderville Sports Centre, together with an area of parking, to allow for the formation of the Valley Park; a further area to the north and west of the existing Sports Centre is identified for replacement provision and further expansion of activities at Borderville Sports Centre. Immediately to the west of the Sports Centre is the proposed Local Centre, which will include up to 3,000 sq. metres of local centre uses, including Class E, F2 and Sui Generis Uses; the Local Centre is identified to include an area for the provision of a Local Health Centre. A 2 form-entry primary school is proposed to be located to the west of the site, with immediate access from Little Casterton Road.
- 2.6 The proposed built form is identified as being up to 3 storeys, with the exception of land immediately adjacent to existing residential properties on the southern boundary, which is to be limited to a maximum of 2-storeys.
- 2.7 Additional points of pedestrian and cycle access are proposed throughout the southern boundary of the site.
- 2.8 The submitted Stamford North Illustrative Masterplan demonstrates how the scheme could be delivered as part of the wider Stamford North development, which would include the Quarry Farm development situated between Casterton Road and Little Casterton Road. Most notably, this includes the continued provision of the east-west link road that is proposed to run between Casterton Road and Ryhall Road, which includes alignment with the proposed point of access from Little Casterton Road in the south-west corner of the current application site.
- 2.9 In addition, the application has also been accompanied by a Main Street Design Brief produced jointly on behalf of the current applicant's (GummerLeathes) and the applicant's for the Quarry Farm site (Allison Homes); which sets out a shared design vision for the east-west link road, with a view to providing a co-ordinated design approach across the administrative areas and application site.

3 Relevant History

Application Ref.	Description of Development	Decision
2023/0019/OUT	Cross Boundary Outline Planning application with all matters reserved except Access for up to 1,350 no. residential units (use Classes C2 and C3); two form entry primary school (use class F.1); local centre uses (use classes E and F2, public house, wine bar, or drinking	Pending Consideration [by Rutland County Council]

	establishment, drinking establishment with expanded food provision, hot food takeaway for the sale of hot food where consumption of that food is mostly undertaken off the premises); removal of existing bund; associated green infrastructure including provision of public open space, landscaping, formal and informal play areas; utilities (including drainage); and associated access, ancillary works and structures. THIS APPLICATION ONLY RELATES TO ACCESS FROM LITTLE CASTERTON ROAD.	
2022/0227/MAO	Outline application for residential development (up to 650 dwellings), a local centre (up to 3,000 sq. metre gross floorspace for uses within Class E and F2), open space including a country park, access, link road between Old Great North Road and Little Casterton Road, drainage and landscaping. Land at Quarry Farm, Rutland	Pending Consideration [by Rutland County Council]
S13/0260	Development of a football stadium, with associated infrastructure and facilities to include multi-use training pitch. Erection of sports college building to include dual use facilities for the football stadium. Provision of car and coach parking area with additional use for car boot sales on up to 30 days in any calendar year. Creation of new means of access from Ryhall Road with associated highway alterations Borderville Sports Centre, Ryhall Road, Stamford	Approved Conditionally 14/06/2013
S13/1824	Application under Section 73 to vary the wording to conditions 27 and 30 of application S13/0260 to amend requirements relating to timing of access improvements Borderville Sports Centre, Ryhall Road, Stamford	Approved Conditionally 11/12/2013
S13/2015	Application for approval of details relating to Condition 25 (Acoustic Bund) in relation to application S13/0260 Borderville Sports Centre, Ryhall Road, Stamford	Approved without Conditions 25/10/2013
S13/2240	Approval of details relating to Condition 18 and 24 of application S13/0260 relating to noise mitigation measures Borderville Sports Centre, Ryhall Road, Stamford	Approved without conditions 03/10/2013

S14/2517	Section 73 application to vary conditions relating to application S13/1824 Borderville Sports Centre, Ryhall Road, Stamford	Approved Conditionally 10/06/2024
S19/1404	Erection of two-storey extension to sports centre with associated works Borderville Sports Centre, Ryhall Road, Stamford	Approved Conditionally 16.10.2019

Quarry Farm

3.1 As alluded to above, it is noted that an outline planning application for residential development of up to 650 dwellings, a local centre, open space including a country park, access, link road between Old Great North Road and Little Casterton Road, drainage and landscaping has been submitted to Rutland County Council (RCC Ref: 2022/0227/MAO) for the land at Quarry Farm; to the west of the current application site. Members will recall that in May 2022, the Planning Committee endorsed the submission of a holding objection against the application, and reserved the right to request that the Secretary of State calls-in the application for determination in the event that Rutland County Council were minded to approve the application, prior to the following issues being addressed:

- *Insufficient evidence to confirm that the proposals would provide suitable junction improvements to mitigate the impact on the A1 strategic road network and, therefore, there is the potential that the proposals could result in consequential unacceptable impacts on the local highways network with SKDC's administrative boundaries.*
- *The application has not been accompanied by an agreed masterplan / development brief for the wider Stamford North development. As such, there are a number of matters relating to the design of the spine road and the provision of suitable pedestrian and cycle connections, which require agreement between all parties, to ensure that the scheme forms a well-designed and coherent cross-boundary development proposal.*
- *There is insufficient evidence to demonstrate that the proposals would accord with the established hierarchy to avoid, mitigate, or as a last resort, compensate for potential impacts on ecological assets. In particular, the application fails to demonstrate sufficient measures to compensate for the loss of a significant area of the candidate Local Wildlife Site.*
- *There is no legal agreement to secure the quantum and mix of affordable housing, as well as making suitable allocation / nomination arrangements for the occupation of any affordable housing provided on site. In view of the nature and location of the development proposal, SKDC requests that any affordable housing on site should be allocated in a manner which prioritises meeting the needs of Stamford in the first instance.*
- *In the absence of a Section 106 Agreement, there is currently insufficient evidence to ensure that the application proposals would make a proportionate contribution towards mitigating the impacts of the Stamford North development. Likewise, further clarification is required in relation to the application of the CIL charging schedule by RCC as part of the application, and whether an exemption / relief will be applied to reflect the cross-boundary nature of the development site.*

- 3.2 Since the Planning Committee’s previous consideration of the Quarry Farm application, the Stamford North application has been received, and Officers have engaged in continued dialogue with both Developers and RCC Officers to address the issues previously identified. This has resulted in the preparation of a Joint Infrastructure Planning Agreement (JIPA), which will be entered into by all parties, in the event that the authorities resolve to grant planning permission. It is accepted that neither application can be approved without the formal completion of the JIPA agreement. Further details of the matters to be addressed within the JIPA are detailed later in this report; and a draft, revised consultee response to RCC on the Quarry Farm application is to be considered by the Planning Committee alongside the current application proposals.

Borderville Sports Centre

- 3.3 Planning permission was conditionally granted in June 2013 (LPA Ref: S13/0260) for the development of a football stadium, with associated infrastructure and facilities, to include multi-use training pitch; as well as the erection of a sports college building to include dual use facilities for the football stadium; which has subsequently come to be known as Borderville Sports Centre.

- 3.4 Condition 25 of the planning permission required the submission of details of an acoustic bund to be located to the south of the proposed playing pitches. The condition stated:

“Notwithstanding the submitted details, the proposed acoustic bund located to the south of the proposed pitches shall be at least 10m high in relation to the pitch levels directly adjacent to the bund and at least 4m high in relation to the ground level of the adjacent housing development to the south of the site. Precise details of the ground levels and acoustic bund, including cross sections, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The development shall then only be implemented in strict accordance with the approved details.

Reason: To ensure that the development does not result in noise and disturbance to the occupiers of the adjacent residential properties and in accordance with Policy EN1 of the adopted South Kesteven Local Plan.

- 3.5 In respect of the acoustic bund, it should be noted that this was an inherent element of the development proposals i.e., the Noise Impact Assessment submitted as part of the application did not recommend the noise bund as a form of mitigation and did not consider whether any alternative acoustic mitigation measures could have been implemented to achieve an appropriate noise level.
- 3.6 The approval of the details pursuant to the above condition was subsequently granted in October 2013 (LPA Ref: S13/2015). The approved details indicated the erection of landscaped bund, which is 6m high in relation to the neighbouring properties, and 10m high in relation to the football stadium.

4 Policy Considerations

4.1 South Kesteven Local Plan 2011-2036 (Adopted January 2020)

Policy SD1 – The Principles of Sustainable Development in South Kesteven

Policy SP1 – Spatial Strategy

Policy SP2 – Settlement Hierarchy

Policy H1 – Housing Allocations

Policy H2 – Affordable Housing Contributions

Policy H3 – Self and Custom Build Housing
Policy H4 – Meeting All Housing Needs
Policy EN1 – Landscape Character
Policy EN2 – Protecting Biodiversity and Geodiversity
Policy EN4 – Green Infrastructure
Policy EN4 – Pollution Control
Policy EN5 – Water Environment and Flood Risk Management
Policy EN6 – The Historic Environment
Policy DE1 – Promoting Good Quality Design
Policy SB1 – Sustainable Building
Policy OS1 – Open Space
Policy STM1-H1 – Stamford North
Policy ID1 – Infrastructure for Growth
Policy ID2 – Transport and Strategic Transport Infrastructure

4.2 **Stamford Neighbourhood Plan 2016-2036 (Made July 2022)**

Policy 1 – New Residential Allocation (Stamford North)
Policy 3 – Housing Type and Mix on New Developments
Policy 10 – Character Areas
Policy 11 – Sustainable Travel

4.3 **Lincolnshire Minerals and Waste Local Plan: Core Strategy and Development Management Policies DPD (Adopted June 2016)**

Policy M11 – Safeguarding of Minerals Resources

4.4 **Design Guidelines for Rutland and South Kesteven Supplementary Planning Document (Adopted November 2021)**

4.5 **National Planning Policy Framework (NPPF) (Published December 2023)**

Section 2 – Achieving sustainable development.
Section 4 – Decision-making
Section 5 – Delivering a sufficient supply of homes.
Section 8 – Promoting healthy and safe communities.
Section 9 – Promoting sustainable transport.
Section 11 – Making effective use of land.
Section 12 – Achieving well-designed and beautiful places.
Section 14 – Meeting the challenge of climate change, flooding and coastal change.
Section 15 – Conserving and enhancing the natural environment.
Section 16 – Conserving and enhancing the historic environment.
Section 17 – Facilitating the sustainable use of minerals.

4.6 **South Kesteven Local Plan Review 2021 – 2041 (Regulation 18 Draft)**

5 Representations received

5.1 **Anglian Water**

5.1.1 No objection subject to conditions

5.1.2 We are aware of both the Stamford North allocation in the Local Plan and also the Quarry Farm site. The local foul network surrounding these sites does not have the capacity to accommodate the additional flows from the proposed developments, both individually and

collectively. We therefore require both sites to connect to the foul 1050mm foul sewer in Uffington Road, via a pumping station.

5.1.3 We recommend a foul drainage pre-commencement planning condition is applied, if planning permission is granted to ensure that the required strategic foul drainage strategy is delivered, and sewer flooding is avoided.

5.1.4 Stamford is an area where we do not currently have the water supply to meet the demand from new residential developments coming forward.

5.1.5 We have a capital investment scheme to build a new water main to bring potable water to the area, however, this scheme will take time to deliver. We therefore recommend a planning condition, phasing the connection of properties, if planning permission is granted. This will allow us time to progress our capital scheme and will ensure that existing and new customers do not suffer from low water pressure.

5.2 **Cadent Gas**

5.2.1 No objections.

5.3 **East Midlands Building Control**

5.3.1 No comments received.

5.4 **Environment Agency**

5.4.1 No objection subject to conditions.

5.4.2 Based on the available information, the majority of the site is Greenfield land. However, the presence of a former railway line on the eastern part of the proposed development site presents a potential risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is located on a principal aquifer and within Source Protection Zone 3.

5.4.3 The application's Phase I Ground Condition Assessment demonstrates that it will be possible to manage the risks posed to controlled waters by this development. Further detailed information will be required before built development is undertaken. In light of the above, the proposed development will be acceptable if a planning condition is included requiring the submission of a remediation strategy.

5.5 **Greater Lincolnshire Nature Partnership**

5.5.1 No comments received.

5.6 **Heritage Lincolnshire**

5.6.1 No objection subject to conditions.

5.6.2 The site for the proposed development lies in an area of archaeological importance. Previous archaeological investigations within the proposed development redline boundary have revealed significant remains of late Iron Age and early Roman settlement with associated agricultural and industrial activity. The Historic Environment Desk-Based Assessment undertaken as part of the submitted Environmental Impact Assessment indicates that extensive archaeological remains are likely to be preserved within the proposed area of development. In addition, a geophysical survey of the area has identified anomalies which are characteristic of prehistoric and Roman settlement.

5.6.3 Given this, further information is required in the form of trial trenching to determine the nature, date and extent of remains present and inform the scope of further archaeological work to mitigate the impacts of the proposal (mitigation strategy).

5.7 **National Highways**

5.7.1 No objection subject to conditions.

5.7.2 National Highways has engaged with the applicant's transport consultants to agree the scoping methodology for the Transport Assessment, cumulative impact assessment and modelling methodology.

5.7.3 We have reviewed the updated Transport Assessment for this site and identified a number of queries in relation to the traffic modelling. Following this, we have been liaising directly with the transport consultants regarding these and the further modelling information required to resolve this.

5.7.4 Following our review of the most recent traffic modelling submission, we concluded that, on the basis of the evidence provided, the proposed development would not have an adverse impact on the operation of the Strategic Road Network (SRN). Consequently, there is no requirement for off-site mitigation on the SRN.

5.7.5 Managing construction traffic is key to maintaining the safe and efficient operation of the SRN during the construction phase of the development. Therefore, a condition is requested for the submission of a Construction Traffic Management Plan.

5.8 **Historic England**

5.8.1 No comments received.

5.9 **Lincolnshire County Council (Education)**

5.9.1 No objection subject to Section 106 Agreement.

5.9.2 The scale of the development is significant and to mitigate the impact on the existing community is critical. The development will generate a number of primary pupils, secondary and school based sixth form pupils.

5.9.3 There is some capacity in the planning areas for the development, but these cannot fully support the number of children created therefore there is a need to secure land for a new primary school with some capital, and some capital will be required from the developer for Stamford Welland Academy.

5.9.4 Based on the scale of development the need is for (up to) 2 forms of entry at Primary = 1 site of 1.83 hectares minimum.

5.9.5 In cost terms, it is assumed that the sites are provided levelled, services, and suitable for development of a school. The costs of providing these sites will be deducted from the capital ask of primary education.

5.10 **Lincolnshire County Council (Highways & SuDS)**

5.10.1 No objections subject to conditions and Section 106 contributions.

5.10.2 A copy of the full, consolidated comments is enclosed at **Appendix 1**.

5.11 **Lincolnshire County Council (Minerals)**

5.11.1 No objections.

5.11.2 In accordance with the criteria set out in Policy M11 of the Lincolnshire Minerals and Waste Local Plan, the Applicant has identified that the proposed development is, or forms part of, an allocation in the Development Plan. It is also noted that the submitted minerals assessment states “Following current best practice guidance for the sustainable use of mineral resources, where practicable and required by site preparation of infrastructure construction works, any incidental extraction of minerals would be utilised in the development in lieu of other imported primary aggregate”.

5.11.3 We therefore have no mineral safeguarding objections to the proposals.

5.12 **Lincolnshire Fire and Rescue**

5.12.1 No objections.

5.13 **Lincolnshire Wildlife Trust**

Initial Comments

5.14 Lincolnshire Wildlife Trust expect to see that mitigation measures are put into place for the impacts this development would have on the habitats and species that exist on and adjacent to the proposed development site. Of specific concern is the potential impact on the water quality of the River Gwash. We are glad to see that the mitigation hierarchy is being applied, as well as the use of plans specific to protected species.

5.15 The Trust would want to see that Biodiversity Net Gain (BNG) is delivered on site, with offsite options for gain being considered where this is not feasible. We would hope to see that a development of this scale would be able to achieve the mandatory BNG to a minimum of 10%. This site has the potential be exemplar and go beyond this minimum mandatory gain, being of a significant scale and located in the Stamford area. Stamford is an area well placed to deliver gains for biodiversity given its geology, allowing for the creation of limestone meadows which are a rapidly declining habitat in the UK.

5.16 Whilst we appreciate the subsequent species surveys were undertaken at appropriate times of the year; the initial Phase 1 habitat survey was conducted in February. We would therefore insist that another ecological survey is undertaken at an appropriate time of the year, between late March and mid-October.

A further re-consultation has been undertaken following the submission of additional information by the Applicant; this included a draft Statement of Common Ground prepared alongside the Lincolnshire Wildlife Trust. No further objections have been received following the publication of this information.

5.17 **Natural England**

Consolidated comments

5.17.1 No objection subject to conditions. Further information required to determine the impacts on designated sites at reserved matters stage.

5.17.2 As submitted, the application could have potential significant effects on Barnack Hills and Holes Special Area of Conservation (SAC), Barnack Hills and Holes Site of Special Scientific Interest (SSSI), Great Casterton Road Banks SSSI, Tolethorpe Road Verges SSSI.

5.17.3 Natural England requires a Recreational Impact Assessment with accompanying updated Habitats Regulations Assessment at reserved matters stage to determine the significance of these impacts and the scope for mitigation.

5.18 **NHS Lincolnshire Integrated Care Board**

5.18.1 No objection subject to Section 106 Agreement.

5.18.2 We recognise that additional NHS community service capacity will be needed to meet the needs of the population growth from Stamford North and adjacent developments. We estimate that this is around 450 sq. metres of space. We are comfortable with one of the options for this space being within the community centre area of the Stamford North development. It would need to be accessible and have adjacent parking for less mobile users. Visibility within the centre will be important. It could be over two floors with appropriate lifts etc. Access to adjacent community space for meetings, community well-being sessions would be useful to provide flexible space.

5.18.3 Land payments / transfers are acceptable, the value of which would be deducted from the capital contribution.

5.19 **Peterborough City Council**

Initial Comments

5.20 Peterborough City Council objects to the application as submitted.

5.21 From the Transport Assessment in the present form it is difficult to ascertain the full extent of the impact of the Stamford North site on the City Council's local highway network, as the extension of the area covered by the trip distribution and potential junction modelling to include the A1 junctions within the City Council's boundary as requested at the EIA Scoping stage has not been carried out.

5.22 There is currently no mitigation measures proposed for Peterborough City Council's local highway network, yet the applicant has failed to demonstrate no mitigation is necessary.

A formal re-consultation has been completed on the submitted additional information, and no further objections have been received from Peterborough City Council.

5.23 **Rutland County Council**

5.23.1 No comments received.

5.24 **SKDC Climate Change Officer**

5.24.1 No objections.

5.24.2 The documents provide a reasonably comprehensive summary of national / local policies relevant to climate and projections on future expected temperature and precipitation change. They do not review the implications any further for the site or make any commitments on carbon reductions or adaptation to climate change.

5.24.3 There is not further analysis provided at this stage of what adaptations the site will need to embed in order to ensure future resilience of communities and infrastructure with climate change impacts in line with the NPPF. These adaptations will need to be addressed as part of the detailed design stage.

5.25 **SKDC Conservation Officer**

5.25.1 No objections.

5.25.2 There are no objections in principle to this proposal given the distances identified from both designated and non-designated heritage assets and there are none within the site. There is

no intervisibility with neighbouring conservation areas and given the surrounding topography will see minimal impact on setting and character.

5.25.3 The proximity of the site to the environs of the setting of Grade II Listed buildings at Belmesthorpe Grange and Newstead Mill will require a high quality and sympathetic landscaping scheme or planting to mitigate any potential harm.

5.26 **SKDC Environmental Protection Officer**

Consolidated comments

5.26.1 No objection, subject to conditions.

Air Quality

5.26.2 The Air Quality and Odour Section of the Environmental Statement are accepted. The report acknowledges that a package of mitigation measures should be put in place to minimise the risk of elevated PM₁₀ concentrations and dust nuisance in the surrounding area during construction. Therefore, a Dust Management Plan should be submitted and agreed prior to the commencement of each phase of the development.

Contamination

5.26.3 The Ground Condition Assessment Phase 1 by Stantec dated December 2022 recommends that a Phase 2 intrusive investigation should be carried out for the site. Therefore, this should be required by planning conditions.

Noise and Light

5.26.4 The current bund south of Borderville Sports Centre protects existing residents from light and noise pollution from the activities at the Sports Centre. However, the removal of the bund opens up development land for both the proposed access road to the site and for housing to be built between the Sports Centre and the existing residents, providing similar benefit in terms of noise and light abatement as the existing bund. These details will need to be assessed further when the type / number / nature of the proposed housing in this block. However, I am satisfied that even if the bund is removed, there will be methods / means by which the current protection afforded by the bund can be matched.

5.26.5 A detailed Noise Assessment should be required for each development parcel, and this should be secured by planning conditions. The main risk of noise from the football stadium is during the construction phase as the bund is removed and before the new development is completed; this will need to be managed through planning conditions.

5.27 **SKDC Planning Policy – Affordable Housing Officer**

5.27.1 No objection subject to Section 106 Agreement.

5.27.2 Savills would like to deviate from the H2 Policy tenure split by proposing to deliver 45% for affordable rent and 55% for affordable ownership. This would consist of the following:

- 25% First Homes – 101 units
- 30% Shared Ownership – 122 units
- 45% Affordable Rent (including Rent to Buy) – 182 units.

5.27.3 To support this, they have submitted a Housing Needs Survey. Within the report it is noted that 91.86% of the 8,692 affordable units in Stamford are affordable rent. While the percentage for affordable ownership is 6.59%. Therefore, there is a disproportionately high

number of affordable rental units in comparison to affordable ownership units. Savills proposed new mix would help to address the imbalance. Therefore, I would support this tenure split proposed by Savills.

5.27.4 The application is looking to provide 15 Almshouses within the Affordable Housing for Rent quota. Rents are to be charged in line with the existing Almshouses managed by LBHT, not to exceed 80% of the market rent. The Almshouses and Supported Living are to be provided to support a range of individuals including older people, people with a learning or physical disability, individuals and families at risk of or who have experienced homelessness, people recovering from drug or alcohol dependence, and people with experience of the criminal justice system. The proposed Almshouses would fall within the definition of Affordable Housing.

5.28 **SKDC Urban Design Officer**

5.28.1 No objections

5.29 **Sport England**

5.29.1 A full copy of the consolidated comments is enclosed at **Appendix 2**.

5.29.2 Objection.

5.29.3 Sport England had no objections to housing allocation for Stamford North SUE in the South Kesteven Local Plan as it excluded the Borderville Sports Centre site and land within the application site boundary for planning permission S13/0260. Our concerns relate to the inclusion of this playing field land in the development scheme and the impact it will have on the loss of this land and the prejudicial impact on the remaining land in an area which has a deficiency in playing field provision. The amended Stamford North Open Space document does not secure replacement playing field of equivalent or better provision in terms of quantity and quality in a suitable location as required by Paragraph 103(b) of the NPPF.

5.30 **Stamford Civic Society**

5.30.1 No comments received.

5.31 **Stamford Town Council**

5.31.1 Objection.

5.31.2 Stamford Town Council is extremely concerned by the volume and speed of expansion that is planned for the town of Stamford over the next 20 years. Stamford North will combine with several other major developments across the town to boost the number of new homes to 2,511 by the year 2036. In terms of population, this means an increase of over 6,000 new inhabitants (28%). Growth at this rate would be challenging for any small market town to sustain, but Stamford has received no infrastructural improvement in preparation and there is an ongoing lack of healthcare provision and a poor road network.

5.31.3 With the creation of so much new housing, we are concerned that there has not been enough thought given to the creation of extra sewage capacity. Stamford's sewers are already overtaxed with an undesirable incidence of foul water discharge straight into the local river network. Such a huge increase of throughput could cause major problems from the town making breakdown and overspill more frequent. Anglian Water needs to be consulted and provided assurance that the system will be fit for purpose.

5.31.4 We strongly recommend that the data from the recently completed traffic survey (Lincolnshire County Council Transport Strategy) is used to inform the development rather

than the old, outdated models that were previously being cited. The developer should be required to wait for the new data to be proved before proceeding with their application. It is thought that sampling data should also be collected. All this information is crucial to building a sustainable traffic network across the town.

- 5.31.5 Currently, it is unclear whether or not there will be a dedicated road planned from the link road to the school. If not, children will be dropped off by their parents halfway along the link road and they will need to walk down to the school. This twice daily event could cause major disruption and congestion on the link road. A definite plan should be confirmed, so that appropriate traffic modelling can be put in place. To avoid congestion and ensure child safety, we recommend the creation of drop-off points.
- 5.31.6 We are concerned that adequate attention is given to keeping the Sydney Farm Road junction with the slip road onto the A1 as safe as possible. This junction is already notoriously complex to negotiate and will become even more so with increased traffic burden. To add to these issues, there is insufficient lighting across the site and a vulnerable pedestrian crossing onto Sydney Farm Lane. It is recommended that there should be a 7.5 tonne limit on all lorries travelling along the link road.
- 5.31.7 We recommend the implementation of an hourly local bus service which would travel on a circular route clockwise and counterclockwise through the Quarry Farm and Stamford North developments (along the link road) and through the town. It should arrive at Stamford station to allow passengers to catch hourly trains to Birmingham and Stanstead.
- 5.31.8 We are concerned that the proposed removal of the bund will cause sports stadium noise and light pollution for nearby residents. It should be noted that the bund was originally built as a planning condition for the Borderville Sports Centre development. We do not consider the proposed 2 rows of housing to be an acceptable means of blocking stadium noise and light from neighbouring residences. There are serious concerns regarding the re-location of the busy link road sandwiched between rows of homes and a sports ground. There is also concern that this move is being proposed primarily to increase the number of dwellings. With this in mind, if it is decided that the bund is retained, we would oppose any plans to build houses on the Gypsy Meadow to compensate.
- 5.31.9 There is concern that affordable housing and more expensive homes could be separately sited i.e., low-cost dwellings on the east side of Ryhall Road and high-priced houses on the west. We would like assurance that all types of housing will be integrated throughout the development.
- 5.31.10 It is proposed that the link road joins Little Casterton Road at this junction. However, we are concerned that a major road is being married with a lane barely wide enough to allow two cars to pass one another and that this will create a potential bottleneck. Any congestion caused here would be seriously compounded by the proposed primary school which will be located adjacent to the junction. There are also concerns that heavy traffic from the junction will cause congestion and hazards when entering existing residential areas on Little Casterton Road.

5.32 **The Gardens Trust**

5.32.1 No comments received.

5.33 **Uffington Parish Council**

5.33.1 No comments received.

5.34 **Councillor Bisnauthsing**

5.34.1 I fully agree with the reasons why the acoustic bund was put there to protecting the neighbouring inhabitants.

5.34.2 The Stamford North development should be conditioned to keep the acoustic bund in place on health grounds, on noise pollution, and traffic fumes. We should insist that the original proposal for the road to be located on the northern side of Borderville Sports Centre should be maintained.

5.35 **Stamford Target Shooting Club**

5.35.1 Objection.

5.35.2 The application shows loss of access & overflow parking and reduced tarmac parking with no additional parking identified at Borderville Sports Centre. STSC members are seriously concerned that the loss of parking will curtail our ability to continue at this venue.

5.35.3 Expansion of housing in Stamford will see our membership grow. If participants cannot bring equipment and park nearby that will not happen. Instead of continuing to meet our goals of being an inclusive sport STSC may struggle to survive.

5.35.4 STSC strongly opposes to the submitted plans which reduce access to and parking provision at Borderville Sports Centre.

5.36 **Stamford Tennis Club**

5.36.1 We ask that the Council ensures that the developers meet the additional demand for tennis facilities arising from the development. This mitigation should be either by way of financial contribution or provision in kind.

6 Representations as a Result of Publicity

6.1 The application has been advertised in accordance with the Council's Statement of Community Involvement and letters of representation have been received from 393 interested parties; of which 368 have raised formal objections, and 2 have provided formal support. It is also appreciated that there are 2 campaign groups who have provided petitions in relation to the Stamford North application, and the Quarry Farm development. The material considerations raised within the representations can be summarised as follows:

(1) Principle of Development

- a. Objection to the inclusion of land at Borderville Sports Centre in the application contrary to the Local Plan and Neighbourhood Plan.
- b. Objection to the quantum of development proposed.
- c. Objection to the inclusion of public houses and fast-food outlets as part of the development.
- d. Objection to further residential development without any strategic employment development in Stamford.
- e. Objection on the basis that local community support has not been demonstrated as required by Local Plan Policy SP4.
- f. Objection due to the absence of evidence of need for additional housing in Stamford.

- g. Objection on the basis that other allocations and developments in Stamford have not yet been completed.
- h. Objection on the basis that the development is interdependent with the Quarry Farm development.

(2) Open Space Provision

- a. Objection to the loss of existing public rights of way and informal green space.
- b. Objection to the loss of playing pitches at Borderville Sports Centre without detailed plans for appropriate replacement.
- c. Objection to the loss of parking at Borderville Sports Centre on the basis that it would harm their operations.

(3) Impact on the character of the area incl. landscape and heritage impact

- a. Objection to the reduction in separation between Little Casterton and Stamford
- b. Objection to the harm to the historic character of Stamford.
- c. The proposed density and layout of the development would not be in keeping with the character of the area.
- d. Proposals for reprofiling Ryhall Road would not be in keeping with the character of the area.

(4) Impact on amenity

- a. The development would impact on the privacy of existing properties to the north of Stamford.
- b. The scale of the properties would dominate the outlook of existing properties to the north of Stamford.
- c. The Parameters Plan shows 2 and 2.5 storey properties on the southern boundary, with a maximum ridge height of 12 metres, which would result in overlooking of existing properties along this boundary.

(5) Meeting All Housing Needs

- a. Priority should be given to people with a local connection to Stamford
- b. The proposed housing will not be affordable for local people.
- c. Objection to the positioning of affordable housing in inferior locations i.e., next to Borderville Sports Centre to provide a sound buffer.
- d. Support the provision of a variety of property types and prices as this would support more young people staying in Stamford.

(6) Access and Highways Impact

- a. The development should be required to use the latest Stamford Transport Model.

- b. The development will exacerbate existing highways capacity issues, particularly congestion in the town centre and main arterial routes.
- c. The development would exacerbate issues on Water Lane, Sidney Farm Lane, Little Casterton Road, Ryhall Road and Arran Road.
- d. The link road should be positioned at the northern end of the site, as shown in the Local Plan allocation.
- e. The proposed development would result in an unacceptable impact on highways safety and capacity in the nearby villages.
- f. The proposed link road would be unsafe and would have congestion issues, particularly due to the location of the Primary School.
- g. The proposed additional bus services would result in further congestion.
- h. The Transport Assessment and modelling does not take into account the existing and committed residential developments.
- i. The Transport Assessment relies too much on modal shift to sustainable transport options.
- j. The new development should be required to provide a new junction onto the A1 northbound and southbound.
- k. The Transport Assessment and modelling does not account for the restrictions on HGVs on Sidney Farm Lane.
- l. The Stamford Transport Model uses data collected during the post-Covid recovery period and so underestimates potential traffic impacts.
- m. Objection on the basis that there is insufficient town centre parking to accommodate further development.

(7) Flood Risk and Drainage

- a. The proposed development would increase surface water runoff leading to flooding of nearby properties.
- b. The proposed development is at risk of flooding.

(8) Pollution Control inc. noise impacts and Agent of Change

- a. Objection to the removal of the bund due to noise and light pollution from Borderville Sports Centre.
- b. Objection due to air pollution from the development causing harm to the historic buildings in Stamford Town Centre.
- c. Noise and air pollution from traffic using the link road would adversely affect existing residents and future occupiers.
- d. Objection on the basis that the Noise Impact Assessment is incomplete as it has not taken any readings from the Armley Grove turning point.

- e. Objection on the basis that the Noise and Lighting Assessments assume 12 metre buildings shielding existing residents. However, if this does not happen, the modelling would be incorrect.
- f. Objection on the basis that the Acoustic Modelling has not carried out any measurements either side of the bund.
- g. Objection on the basis that the Acoustic Model has only collected data from the main pitch and does not include the use of the training pitches and late-night use of the main pitch at Borderville Sports Centre.
- h. Objection to the removal of the bund on the basis that it would result in restrictions on operations at Borderville Sports Centre.
- i. Objection to the removal of the bund without specific modelled solutions for alternative mitigation being submitted.
- j. Objection on the basis that the Applicant has failed to identify all sensitive residential noise receptors. The model should also acknowledge sensitive receptors on Armley Grove, Berrybut Way and Turnpole Close.
- k. Objection to the proposed use of dwellings as replacement noise provision, as it would not be in accordance with ProPG Planning and Noise guidance, which requires a barrier block to be provided parallel to the noise source.
- l. Objection on the basis that the noise modelling only uses data from one match and does not measure the variability in noise levels at Borderville Sports Centre.
- m. Objection on the basis that the Noise Impact Assessment does not consider habituation to noise sources.

(9) Biodiversity and Ecology

- a. Objection to the adverse impact that the development would have on protected species and wildlife, particularly as a result of the removal of the bund.

(10) Climate Change

- a. The development would result in an unacceptable impact on carbon emissions through the construction and operational periods.
- b. The carbon generated during the construction of Borderville Sports Centre should also be included in the carbon emission calculations for the development, due to the removal of the parking and the bund.
- c. Objection on the basis that the development does not pursue the lowest carbon approach, particularly in light of the relocation of the mains pipes, the link road and the removal of the bund.

(11) Infrastructure for Growth

- a. No development should take place until infrastructure improvements have been delivered in full.

- b. Objection on the basis that there is insufficient secondary education provision in Stamford.
- c. Objection on the basis that there is no guarantee that the NHS will deliver the proposed health centre.
- d. Objection on the basis that the existing Lakeside Surgery is under special measures, which should be addressed before any further development is permitted.
- e. Objection on the basis that there is insufficient detail on the proposed foul water drainage arrangements.
- f. Objection on the basis that there is inadequate retail provision in Stamford to support the development.
- g. Objection on the basis that there are insufficient recycling centres in Stamford.
- h. Objection on the basis that there is insufficient utility provision to support the development.
- i. Objection on the basis that there is insufficient detail about the future maintenance of green spaces.

(12) Other Matters

- a. Construction traffic from the development would result in damage to the roads.
- b. Objection due to impact on property values
- c. Objection due to the lack of response to public consultation comments.
- d. Objection due to inadequate public consultation.
- e. Objection on the basis that the LPA cannot be trusted to hold the developers to account.

7 Evaluation

- 7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise. In this case, the Development Plan comprises of the following documents:
- South Kesteven Local Plan 2011-2036 (Adopted January 2020); and
 - Stamford Neighbourhood Plan 2016-2036 (Made July 2022).
- 7.2 The Lincolnshire Minerals and Waste Local Plan also forms part of the adopted Development Plan in relation to minerals planning.
- 7.3 The Local Planning Authority have also adopted a Design Guidelines Supplementary Planning Document (SPD) (Adopted November 2021), and this document is a material consideration in the determination of planning applications.
- 7.4 The policies and provisions of the National Planning Policy Framework (NPPF) (“the Framework”) (Published December 2023) are also a relevant material consideration in the determination of planning applications. In this regard, it is acknowledged that the

Government have recently completed a consultation on proposed changes to the National Planning Policy Framework. The draft revised NPPF is a material planning consideration; however, given that the proposed changes are currently in draft form and subject to review following the consultation expiry, they can only be given very limited weight in the determination of the current application.

7.5 It is also appreciated that the Local Planning Authority are also in the process of conducting a Local Plan Review. The Regulation 18 consultation on the draft Plan was carried out between February and April 2024. At this stage, the policies contained within the draft Plan Review can be attributed very little weight in the determination of planning applications. However, the updated evidence base which accompanies the ongoing Plan Review is a material consideration and must be taken into account in the determination of planning applications.

7.6 **Principle of Development**

7.6.1 It is acknowledged that public representations received on the application proposals have raised objections to the principle of the proposed development. In particular, public representations have objected on the basis of the lack of local community support, the absence of evidence of need for additional housing in Stamford, the absence of any strategic employment development in Stamford and on the basis that other allocations and developments within Stamford are ongoing and have not been completed.

7.6.2 As referenced above, the current application site comprises of the Stamford North allocation site identified in Policy STM1-H1 of the adopted Local Plan, which is allocated for the development of approximately 1,300 dwellings, part of an east-west distributor road, a local centre and a primary school, and the provision of contributions towards the expansion or improvement of Stamford Welland Academy. As such, the principle of development on the site has been established by virtue of the site's allocation within the adopted Local Plan. The absence of strategic employment opportunities and the status of other allocations and developments within Stamford does not outweigh the fact that the site is allocated within the adopted Local Plan.

7.6.3 It is accepted that the current application site also includes additional land forming part of the Borderville Sports Centre and land around it, including training pitches, car parking and a 10m acoustic bund, which does not form part of the Local Plan site allocation boundary. It is noted that public representations received on the application have raised objections to the principle of development on this land due to the conflict with the Local Plan allocation and the made Neighbourhood Plan policies.

7.6.4 In respect of the above, the additional land included outside of the allocation boundary currently forms an area of formal sports provision and informal open space. In this context, Policy OS1 of the adopted Local Plan adopts a permissive approach to the development of open space and allows for the loss of such land where it can be demonstrated that it meets a range of criteria. Further assessment of the development of the additional land at Borderville Sports Centre, including compliance with the criteria of Policy OS1, is set out in detail further in this report.

7.6.5 Notwithstanding the above, it is Officers' assessment that the additional land is bound on all sides by existing residential development, or the committed site allocation boundary. As such, the inclusion of this land would not result in the extension of development beyond the committed confines of Stamford, and therefore, would be in accordance with the principles of the spatial strategy, insofar as it seeks to direct development towards higher order

settlements. As such, the development of the additional land would be deemed to be in accordance with Policy SP2, when taken as a whole.

- 7.6.6 In respect of the nature of the development proposed, it is acknowledged that representations received from members of the public have raised objections on the basis that the quantum of residential development proposed exceeds the indicative capacity contained in the Local Plan allocation; and have also objected to the proposed public houses and fast-food operations within the proposed Local Centre.
- 7.6.7 With regards to these matters, it is noted that the Policy STM1-H1 refers to the development of an indicative 1,300 dwellings [emphasis added] at an approximate density of 30 dwellings per hectare. Whilst the proposed development would exceed the indicative quantum identified in the Local Plan allocation, it is noted that the proposed development would remain consistent with the approximate density of development expressed within the allocation policy. The current development proposes 1,350 dwellings on a site area of 81.12 hectares, which equates to a density of development of 16 dwellings per hectare. Furthermore, when excluding the Gwash Meadows greenspace to the east of the site, the density of development across the remainder of the site remains at 28 dwellings per hectare. This density of development remains within the density permitted by the Local Plan allocation. As such, it is Officers' assessment that the additional quantum of development would remain in accordance with the overall allocation policy and provides an appropriate density of development for an edge of settlement location. In addition, the proposed quantum of development would be consistent with the requirements of the Framework in relation to making an effective use of land.
- 7.6.8 Whilst the application site does include land at Borderville Sports Centre, which does not form part of the allocation policy, Officers are satisfied that the additional quantum of development is not a direct result of the inclusion of this additional land. As detailed later in the report, the submitted Design and Access Statement demonstrates how the inclusion of the land at Borderville Sports Centre has been driven by a holistic design process, which incorporate the natural valley topography, rather than being required to accommodate additional residential development. Conditions are proposed to be secured as part of the current application, which controls the overall quantum of development proposed.
- 7.6.9 In respect of the inclusion of public houses and hot food uses (not necessarily fast food uses) within the proposed Local Centre, it is noted that the Local Plan allocation requires the development to make provision for a local centre, to serve the needs of both the existing and new residents to the area. In this context, it is Officers' assessment that the proposed public house and hot food uses are appropriate uses for a Local Centre and would assist in providing facilities to serve the needs of residents on site, whilst also catering for the existing community to the north of Stamford.
- 7.6.10 Furthermore, the Local Plan site allocation policy includes a series of development principles, which are set out and commented on in relation to the application below:

(a) A high-level masterplan, supported by a detailed development brief, appropriate full transport assessment and phasing plan, is required for the entire site (to include for the land extending into Quarry Farm, Rutland with an additional capacity of 650 dwellings).

An overall masterplan for the Stamford North development, including Quarry Farm, has been submitted as part of the current application. This indicates how the two sites could deliver a comprehensive and co-ordinated development scheme: most notably through co-ordinating the connection of the east-west link road at the boundary between the

two sites on Little Casterton Road. Whilst a detailed development brief for the whole site has not been produced, a Main Street Design Brief produced jointly on behalf of the current applicant's (GummerLeathes) and the applicants for the Quarry Farm site (Allison Homes), sets out a shared design vision for the east-west link road together with the 'Valley Park'. This document has been reviewed by the Council's Urban Design Officer, who has confirmed that they are satisfied that the Design Brief will ensure a co-ordinated approach to this cross-boundary street. The JIPA sets out obligations for both developments to be carried out in accordance with the Main Street Design Brief, and conditions are proposed to require the submission of a detailed Design Code for the current application site, which will ensure a comprehensive, high-quality development is achieved.

Both applications have been accompanied by an Environmental Statement as required by the Environmental Impact Assessment Regulations 2017. This Statement has included a full Transport Assessment, which has been subsequently updated to include the results of further assessment work completed using the latest Stamford Transport Model. The results of the model have informed the trigger points for the completion of the east-west link road, which are to be secured through the JIPA and will ensure that the delivery of the development is appropriately phased to allow for the timely implementation of the link road across the application sites.

- (b) The layout of the development should provide appropriate transport infrastructure measures to encourage walking, cycling and use of public transport in order to maximise opportunities for sustainable modes of transport.

The current application has been submitted in outline with all matters reserved. As such, detailed matters relating to layout fall to be assessed as part of subsequent reserved matters applications. Notwithstanding this, the application has been accompanied by a Proposed Parameters Plan and Stamford North Masterplan, which demonstrate that a series of pedestrian and cycle access point would be made along the southern boundary of the site to connect the site to the existing northern edge of Stamford; this would include an area for a proposed bus access immediately adjacent to Stamford Welland Academy and upgraded connections from the site into Stamford Town Centre. In addition, the scheme also includes proposals for the provision of mobility hubs, which would include commercial kiosks, day use lockers, bike pump and tool stations, bus shelters, secure bike and scooter parking, and real-time information for public transport.

Conditions are proposed to require the submission of detailed Travel Plans for the site, which are in broad accordance with the submitted Framework Travel Plan, which will include a requirement to make provision for two free annual bus passes for each dwelling in the first year of occupation, together with active travel improvements via Kings Road to Stamford Town Centre. Furthermore, Lincolnshire County Council as Local Highways Authority have requested Section 106 contributions towards monitoring the travel plan, together with financial contributions to provide improvements to the public transport serving the development; these contributions are included in the Heads of Terms below.

- (c) Safe and convenient highway, footway, cycleway connections shall be provided throughout the site connecting it to local schools, community facilities and into the wider town.

This criterion is met through the masterplan and as detailed in criterion (b).

- (d) An East-West road to be provided through from Old Great North Road to Ryhall Road. This should offer mitigation to the town centre from the traffic generated as a result of this development.

The submitted Parameters Plan indicates that the site would comprise of a single point of access from Little Casterton Road to the west, and Ryhall Road to the east. A limit of deviation between these two points has been identified for the position of the east-west link road; this corridor runs centrally through the site before moving southwards to be positioned to the south of the existing Borderville Sports Centre.

The submitted Stamford North Masterplan demonstrates how this east-west link road would be continued through the adjacent Quarry Farm development before connecting onto Casterton Road.

In addition, the application has also been accompanied by a Main Street Design Brief produced jointly on behalf of the current applicant's (GummerLeathes) and the applicants for the Quarry Farm site (Allison Homes); which sets out a shared design vision for the east-west link road together with the 'Valley Park', with a view to providing a co-ordinated design approach across the administrative areas and application site.

The delivery of the east-west link road is to be secured through the Joint Infrastructure Planning Agreement, which is to be signed by all parties, and sets out the obligation for the respective sections of the east-west link road to be completed prior to the occupation of 300 dwellings at Quarry Farm or 500 dwellings on Stamford North or no later than 8 years following the commencement of either development.

- (e) The development shall accommodate specialist housing needs through the provision of retirement housing, extra care or residential care housing.

The application proposals seek permission for the provision of up to 1,350 residential unit including Use Class C2 (Residential Care) and Use Class C3 (Dwellinghouses). Conditions are proposed to be included which sets out the development specification to secure the provision of specialist accommodation.

The overall housing mix, including type, size and tenure would fall to be assessed as part of the reserved matters applications.

- (f) The development shall make provision for a new primary school.

Lincolnshire County Council (as Local Education Authority) have been consulted on the application proposals and have confirmed that 1.83 hectares of land would be required for a new primary school, together with financial contributions towards the construction of the primary school.

The submitted Parameters Plans identify land at the western boundary of the site, adjacent to the proposed access from Little Casterton Road.

Due to the extended build-out period for a development of this scale, it is not currently possible to define when the new Primary School is required. As such, the Section 106 Agreement is to secure financial contributions and the amount of land to be reserved for the Primary School, as well as allowing Lincolnshire County Council to request the delivery of the school at an appropriate point in the development.

- (g) The development shall make provision for contributions towards the expansion or improvement of the adjacent secondary school.

Lincolnshire County Council (as Local Education Authority) have been consulted on the application and have requested financial contributions towards the expansion or improvement of Stamford Welland Academy.

The requested financial contribution is to be secured through the site-specific Section 106 Agreement.

- (h) The development shall make provision for a local centre, to serve the needs of both existing and new residents to the area. The local centre should include the provision of appropriate social and community facilities.

The current application seeks outline planning permission for a local centre, with the submitted development specification identifying that this will include up to 3,000 sq. metres of local centre uses. The proposed local centre is to include the following potential uses:

- Commercial, business and service (retail, restaurants, medical or health facilities, creche or day nursery) (Use Class E)
- Community hall or meeting place (Use Class F1)
- Public house, wine bar or drinking establishment.
- Drinking establishment with expanded food provision
- Hot food takeaway for the sale of hot food where consumption of that food is mostly undertaken off the premises)

- (i) The development should positively respond to green infrastructure opportunities and provide sensitive landscaping to the northern edge of the site.

As detailed above, the current application has been submitted in outline with all matters reserved. As such, detailed matters relating to layout and landscaping fall to be determined as part of any future reserved matters applications.

Notwithstanding this, the submitted Parameters Plan indicates the provision of a landscaped buffer to the northern boundary of the site, together with a “valley park” to run east-west from Little Casterton Road and Ryhall Road, as well as the land to the east of Ryhall Road being used to provide informal open space.

- (j) Land to the east of the dismantled railway line should be utilised primarily for the provision of open space and strategic landscaping including surface water drainage features only, in order that the character of this area remains open and verdant.

As detailed in criterion (i).

- (k) The development should provide net gains in biodiversity on site and contribute to wider ecological networks where possible.

A Biodiversity Impact Assessment has been undertaken which demonstrates that, based on the submitted Parameters Plans and Illustrative Masterplan, the proposed scheme is capable of achieving a 25.52% net gain in habitat units and a 27.82% net gain in hedgerow units.

Further biodiversity assessments will be required as part of the reserved matters applications to ensure that this is achieved.

(l) The development will provide appropriate mitigation measures to the Strategic Road Network to be agreed with Highways England.

The application has been accompanied by a comprehensive Transport Assessment, as part of the Environmental Statement supporting the application. The application has been subject to consultation with National Highways (as Strategic Highways Authority) who have confirmed that they have no objections and accept that the development is not required to provide mitigation to the strategic road network.

- 7.6.11 Taking the above into account, it is Officers' assessment that the principle of development on this site has been established through its allocation within the adopted Local Plan. The proposed development would accord with the development principles included within the allocation policy, and these matters are discussed in further detail in later sections of the report.
- 7.6.12 In addition, it is noted that Policy 1 of the made Stamford Neighbourhood Plan sets out a requirement for development proposals to respond to an appropriate masterplan for the site and accord with a series of development principles. In this respect, it is acknowledged that these development principles are related to the detailed design of the development, and therefore, would be appropriately assessed as part of subsequent reserved matters applications.
- 7.6.13 It is noted that public representations received have raised objections on the basis that the proposed development is interdependent on the neighbouring Quarry Farm development; this has included the submission of a petition on behalf of the Protect Quarry Farm action group.
- 7.6.14 As stated previously, Officers acknowledge that the current application is inherently dependent on the Quarry Farm scheme insofar as the development requires the provision of an east-west link road from Casterton Road to Ryhall Road, which needs to run through the Quarry Farm development site. The co-ordination of this strategic infrastructure requirement is to be secured through a Joint Infrastructure Planning Agreement.
- 7.6.15 Furthermore, it is also noted that the allocation of the Stamford North site within the adopted South Kesteven Local Plan acknowledges the co-dependence of the site on the Quarry Farm development, and therefore, in this respect the principle of the development has been deemed acceptable by SKDC; this is reflected in the SKDC response to the Quarry Farm application.
- 7.6.16 Notwithstanding the above, Rutland County Council are the Local Planning Authority for the Quarry Farm development, and therefore, the decision on that application will ultimately be their decision rather than one made by SKDC.
- 7.6.17 In summary, it is Officers' assessment that the proposed development, as a matter of principle, would be in accordance with the overall spatial strategy for the District, as set out in Policy SP1, SP2, H2 and STM1-H1 of the adopted Local Plan, the Stamford Neighbourhood Plan, and Section 5 and 11 of the Framework.
- 7.6.18 Conditions are proposed to define the development specification, which confirms the overall quantum of development as well as the approved land uses for the site, to ensure that the outline planning permission is appropriately defined.

7.7 **Open Space Provision**

Effect of the development on existing facilities

- 7.7.1 As indicated above, it is accepted that the current application site includes land outside of the Local Plan allocation which forms part of Borderville Sports Centre, that is used as training pitches, car parking, and a 10m acoustic bund.
- 7.7.2 Public representations received on the application have raised objections to the loss of playing pitches at Borderville Sports Centre without any detailed plans being provided for appropriate replacement. As detailed above, detailed matters relating to layout and landscaping fall to be determined as part of any future reserved matters applications.
- 7.7.3 Notwithstanding this, the submitted Parameters Plan indicates that the existing grass pitches to the west of the clubhouse are to form an area for sport club alteration / expansion or development, whilst the grass pitches to the north-west of the building are to form part of the Local Centre and proposed “valley park”. The existing car park is proposed to form part of the sports club alteration / expansion or development; whilst the land including the bund to the south is identified as forming the route of the proposed east-west link road, together with residential development.
- 7.7.4 Appendix 3 of the Environmental Statement Addendum sets out an assessment of the impact of the development proposals on the existing playing pitches at Borderville Sports Centre, and identifies the following:

- The topography of the site makes providing level playing pitches whilst retaining the inherent undulating character of the site challenging. Indeed, the existing grass pitches required levelling of the land and the loss of the valley feature in this part of the site.
- The reintroduction of the valley as a new linear park requires relocation / replacement of these grass pitches totalling 1.57 hectares. In addition, additional space will be provided to meet the needs of the new residents, which results in a requirement of 3.13 hectares of outdoor sports space.
- A number of options are being explored and precise details are to be secured through a combination of planning conditions and obligations secured via a Section 106 Agreement.

Option 1: Kettering Road (off-site) – Given the challenge in providing level playing pitches on site, the preference is for a minimum of 1.57 hectares of formal open space and a minimum of 4 pitches to be provided off site on land owned by the Burghley House Preservation Trust southwest of Stamford Junior School on Kettering Road. Access to parking and toilets, the details of which would be agreed with the Council, would be provided alongside any off-site pitches.

An assessment has been carried out which demonstrates that this site can provide pitches with the same flexibility and the same quality as the potential of the existing pitches at Borderville Sports Centre. Any off-site provision would be dependent on planning permission for the replacement provision being secured.

Option 2: Little Casterton Road & Option 3: Borderville Sports Centre replacement (on-site) – Notwithstanding the challenge in providing level playing pitches on-site, if provision is not feasible off-site, provision for the replacement pitches would be made on-site. The description of development allows for public open space as part of the development and the Parameter Plan provides for this option by stating “Additional formal open space provision (playing pitches) may be located within either or both green open space and development areas”.

An assessment has been carried out which demonstrates that provision could be made adjacent to the proposed primary school in the west of the site; these pitches would have the same flexibility and the same quality as the potential of the existing pitches to be replaced.

Similarly, the assessment also demonstrates that land to the west of the existing grass pitches at Borderville Sports Centre could be capable of providing replacement pitches of the same quality as the existing pitches. None of the works required to create new pitches would be different to those required to create the existing pitches, albeit it is more expensive compared to other sites.

- Whichever of these options is implemented, the planning conditions and obligations secured via the Section 106 Agreement will ensure that replacement pitches of the same area, of at least the same quality, and with access to parking and toilets would be provided. There would be no net loss of playing fields as a result of the development. The phasing of the development would also ensure that the new pitches were available for use before the existing pitches were lost, and new car parking was provided before any existing parking at Borderville Sports Centre was lost to ensure that the existing level of formal parking provision was always available.

7.7.5 Sport England are the statutory consultee for planning applications which are likely to result in the loss of use of land being used as a playing field or prejudice the use of land being used as a playing field.

7.7.6 In this case, Sport England have been consulted on the application and a full copy of their comments can be found at **Appendix 2** of this report. Sport England have raised a formal objection to the application on the basis that the application proposals would result in the loss of playing fields and prejudice the use of the remaining fields at Borderville Sports Centre, and in their view the application does not secure replacement playing fields of equivalent or better provision in terms of quantity and quality in a suitable location.

7.7.7 In respect of above, there have been extensive discussions between Officers and Sport England to understand the objections raised and potential options to overcome the identified concerns. It is important to note that there is agreement between all parties about the quantum of playing pitch land which requires replacement, and therefore, the primary area of objection relates to whether appropriate replacement can be secured through the planning application.

7.7.8 In this context, it is noted that Sport England have raised objections on the basis that the submitted Parameters Plan does not include sufficient areas to allow for replacement pitches to be provided on site, and specifically that it does not provide opportunities for the replacement pitches to be provided at Borderville Sports Centre, which is their preferred option. In this regard, the Case Officer notes that the submitted Parameters Plan identifies an area for “sports club alteration / expansion and / or development” immediately to the north-west and west of the existing Borderville Sports Centre, which includes the land assessed as part of the Agronomy Assessment of the potential quality of replacement pitches that could be achieved. Indeed, during the application, the Applicants have provided indicative plans demonstrating how adequate replacement pitches could be delivered on the land identified within the Parameters Plan.

7.7.9 Furthermore, the Parameters Plan also notes that additional formal open space provision (playing pitches) may be located within either, or both, green open space and development

areas. Therefore, the Parameters Plan is sufficiently flexible that it allows all future options to be pursued.

- 7.7.10 Whilst it is appreciated that Sport England wishes to have confirmation on the location of any replacement pitches to be provided prior to the determination of the current application and have indicated their preference for any replacement pitches to be provided at Borderville Sports Centre, the current application is submitted in outline with all matters reserved. As such, detailed matters of layout are not for consideration as part of the current application, and therefore, even if the Parameters Plan were updated to provide a specific location for the replacement pitches, this could not be relied upon for the assessment of the current application. Consequently, for the purposes of the current application, the key consideration is whether as a matter of principle, replacement provision of equivalent quality and quantity can be secured.
- 7.7.11 In this regard, the submitted Open Space Report has been accompanied by Agronomy Assessments, which conclude that the soils on site are capable of providing grass playing pitches of as a minimum the same quality and flexibility as the potential use of the existing pitches at Borderville Sports Centre. As alluded to above, this includes the areas identified as potential replacement pitches within the submitted Parameters Plan. As such, the Case Officer is satisfied that, as a matter of principle, replacement pitches of an equivalent quality and quantity could be provided as part of the development. The definitive location of the replacement pitches will be confirmed through the subsequent reserved matters applications relating to layout, which will be required to be in broad compliance with the Parameters Plan. Notwithstanding this, the site-specific Section 106 Agreement secures the requirement to provide 1.57 hectares of playing pitches to replace those lost at Borderville Sports Centre and requires a detailed scheme relating to the location of the replacement pitches to be submitted and approved by the Local Planning Authority. The replacement pitches must then be completed and made available for community use before any works commence that would result in the loss of playing pitches at Borderville Sports Centre.
- 7.7.12 In respect of the concerns raised in relation to future maintenance and management costs for the replacement pitches, the Applicants have confirmed that they will not impose any additional financial burden on the future users. Nonetheless, the details of the future maintenance and management of the replacement pitches is to be secured through the Section 106 Agreement.
- 7.7.13 Likewise, it is noted that Sport England have indicated their preference for the replacement pitches to be provided at Borderville Sports Centre because it benefits from existing ancillary facilities i.e., changing rooms & car parking. As above, the requirement for any replacement pitches to also include ancillary facilities, such as changing facilities and parking, can be secured through the Section 106 Agreement; and this is included in the Heads of Terms set out below.
- 7.7.14 To summarise, it is the Case Officer's assessment that, in principle, appropriate replacement pitches can be secured as part of the development; with formal details to be secured through the Section 106 Agreement prior to the loss of any of the existing pitches on site. As such, it is the Case Officer's assessment that all of the concerns raised by Sport England can be addressed through the Section 106 Agreement.
- 7.7.15 Nonetheless, in circumstances where a proposed development involves the loss of a playing field and Sport England have submitted a formal representation objecting to the development on such grounds, statutory legislation requires the Local Planning Authority to

refer the application to the Secretary of State prior to the granting of planning permission. The Secretary of State then has 21 days in which to determine whether they wish to call-in the application. Therefore, Members are asked to resolve to delegate authority to the Assistant Director – Planning & Growth to refer the application to the Secretary of State with a recommendation for approval, subject to conditions and completion of the necessary legal agreements.

- 7.7.16 It is noted that representations received from members of the public and Stamford Target Shooting Club have raised objections to the development on the basis that the proposal would result in the loss of parking at Borderville Sports Centre and would therefore be harmful to the operation of this existing site.
- 7.7.17 In relation to the above, the Case Officer notes that the submitted Parameters Plan identifies an area for “sports club alteration / expansion and / or development” immediately to the north-west and west of the existing Borderville Sports Centre, which includes sufficient space to accommodate the reconfiguration of the car park to replace any parking spaces lost to the proposed linear park. Indeed, the submitted Illustrative Masterplan for the scheme demonstrates how the existing car park could be re-located to the rear of the existing clubhouse and could be expanded to accommodate any increase in demand as a result of the proposed development. Whilst matters relating to location of any replacement parking provision would be subject to determination as part of any reserved matters relating to layout for that part of the site, it is considered reasonable and necessary to impose planning conditions to require details of replacement car parking to be submitted and approved prior to the removal of any of the existing parking at Borderville Sports Centre.
- 7.7.18 Public representations have also raised objections in relation to the loss of existing public rights of way and the existing informal open space, which is stated to be used recreationally by existing Stamford residents.
- 7.7.19 In this regard, four Public Rights of Way (PRoW), which include STAM/5/7, STAM/3/1, STAM/3/2 and STAM/4/1, traverse the site on a broad north-south alignment. These are shown dotted pink in Figure 1 below:

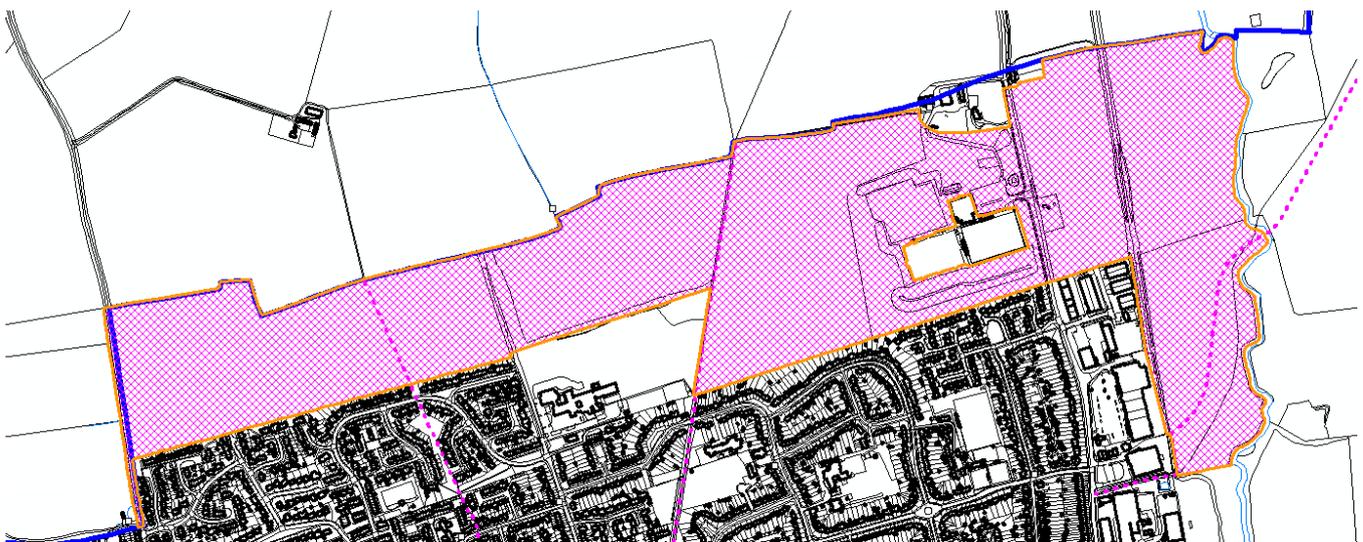


Figure 1: Public Rights of Way

- 7.7.20 In relation to the above, the submitted Parameters Plan demonstrates that these existing public rights of way will be retained and incorporated into the development; they are to form part of an active travel corridor connecting the site with Stamford Town Centre.
- 7.7.21 With regards to the loss of the existing informal open space, as stated previously, the principle of development on this site has been established through the site allocation within the adopted Local Plan and, therefore has been deemed to be acceptable. The application scheme includes the provision of new formal and informal open space, which is discussed in further detail below.

Provision of new open space to mitigate the impact of the development

- 7.7.22 In respect of the provision of new open space to mitigate the increased population as a result of the development, matters of layout and landscaping as reserved for future determination. However, the current application, as a matter of principle, falls to be assessed against the requirements of Policy OS1 of the adopted Local Plan, to ensure that the application secures sufficient provision of open space to meet the needs of the development.
- 7.7.23 In connection with the above, it is noted that Stamford Tennis Club have submitted representations which has included a request for Section 106 funding or provision in kind for additional tennis facilities.
- 7.7.24 The proposed development would generate a requirement to provide 6.26 hectares of informal / natural greenspace. The application proposals, which are indicated on the Parameters Plan, includes the provision of the “Valley Park” running east-west across the site, following the historic valley landscape, and will include recreational walking routes and play areas; as well as the “Gwash Meadows” which is the extensive area of open space to be provided to the east of Ryhall Road and the River Gwash. These areas would result in a total of 25 hectares of informal open space being provided as part of the development; a significant overprovision against the policy requirements.
- 7.7.25 In respect of outdoor sports space, the application proposals generate a requirement of 3.13 hectares of formal outdoor sports space to be provided. The application proposals would include the provision of playing fields at the proposed Primary School, and these playing fields are to be dual-use and subject to a Community Use Agreement to ensure that they are made available to the public when not in use by the school. In addition, the submitted Open Space Assessment indicates that the Applicant is seeking to provide new pitches at Borderville Sports Centre (in addition to any replacement pitches required). The quantum of outdoor sports space to be provided is to be secured through the Section 106 Agreement, with a detailed scheme confirming the amount of outdoor sports space provided on site in accordance with a programme to be agreed. Alternatively, financial contributions may be paid in lieu of enhancing the existing sports facilities within Stamford; such funding would be available to bidding by local sports clubs.
- 7.7.26 With regards to other open space (equipped play space, allotments and parks), the proposed development generates a requirement for 2.51 hectares of other open space. The submitted Parameters Plan includes the provision of 3 equipped play areas, together with areas of allotments and parkland running through the development proposals. The submitted Parameters Plan indicates sufficient greenspace to meet these requirements.

Summary

7.7.27 Taking all of the above into account, it is the Case Officer's assessment that, subject to the imposition of conditions and obligations secured via the Section 106 agreement, the application scheme would not result in any loss of existing playing pitches and would provide sufficient new open space to meet the needs of the development. As such, the application would be in accordance with Policy OS1 of the adopted Local Plan and Section 8 of the National Planning Policy Framework.

7.7.28 Nonetheless, in light of Sport England's formal objection, the LPA will be required to refer the application to the Secretary of State for a decision on whether they wish to call-in the application, prior to planning permission being granted.

7.8 **Pollution Control (Noise, Light and Air Quality)**

Removal of the bund – Effect on existing residents

7.8.1 Representations received from members of the public and Stamford Town Council have raised objections due to the adverse effects of noise and light from Borderville Sports Centre, following removal of the bund. Similarly, public representations have also raised objections to the removal of the bund in the absence of any detailed scheme of alternative / replacement mitigation being set out as part of the application.

7.8.2 In this respect, the application has been submitted in outline with all matters reserved, and as such detailed design matters relating to the scale and layout of the development proposals, which may assist in mitigating noise and light from Borderville Sports Centre will be determined as part of future reserved matters applications. As such, for the purposes of the current application, the Local Planning Authority needs to be satisfied that, as a matter of principle, suitable noise and lighting conditions can be achieved for all existing and future residents.

7.8.3 In the context of the above, the Chapter 14 of the Environmental Statement assesses matters of noise and vibration, which includes the impact of the removal of the bund. The ES sets out the following key conclusions in relation to the impact on existing residents:

- Detailed design proposals are not confirmed for the development area between SAFC (Borderville Sports Centre) and the existing receptors. However, the assessment has been undertaken on the basis of an indicative layout provided by the design team.
- Calculations indicate that replacing the bund with the proposed development has the potential to reduce noise levels during a football game by around 2dB at the nearest noise sensitive receptors.
- It is proposed that should planning consent be granted it should include a suitable noise condition. The condition should require that a noise assessment taking into account noise from SAFC on both existing and proposed receptors is undertaken during the detailed planning stage of the development, and that mitigation measures outlined within that assessment are included within the finished development.

7.8.4 The Council's Environmental Protection Team have been consulted on the application and have confirmed that they have no objections, subject to conditions requiring the submission of a Noise Assessment following confirmation of the final site layout, and the submission of a Construction Management Plan.

7.8.5 In light of the above, it is proposed to include conditions for the submission of a further Noise Impact Assessment as part of any reserved matters application, which will be required to

take account of the detailed site layout and identify any acoustic mitigation measures necessary to ensure that noise levels meet the recommended standard. In addition, conditions are also proposed to require the submission of a detailed Phasing Plan relating to the removal of the existing acoustic bund, and the subsequent development of that part of the site; this will include identification of any temporary mitigation measures necessary to mitigate the effects of noise and light from Borderville Sports Centre in the intervening period until this phase of the development proposals is completed.

7.8.6 In respect of lighting impacts, the application has been accompanied by a Lighting Assessment (Stantec) (December 2022), which identifies the following:

- Calculations have shown that the removal of the bund does not result in significant quantifiable changes to lighting conditions at the properties across open ground. New residential properties although in different locations to the bund are expected to provide similar screening. A neutral / negligible effect is recorded.
- Within the emerging masterplan it is understood that any residential dwellings will be sufficiently distanced from the pitches that obtrusive light thresholds for the E2 Environmental Lighting Zone will not be exceeded (based on photometric studies undertaken). Light on the vertical plane to residential dwellings may near the 5lux threshold as cumulative from any highways lighting and sports pitch lighting pre-curfew. For residential receptors a minor adverse effect is predicted, in potential elevated lighting levels compared to the surrounding areas. This is subject to confirmation through the detailed design process.

7.8.7 The Council's Environmental Protection Team have been consulted on the application and have not raised any objections in relation to potential lighting impacts of the development. Nonetheless, conditions are proposed to require the submission of an updated Lighting Assessment as part of any reserved matters application, which will be required to take account of the detailed design of the development and identify any necessary scheme of mitigation to ensure that lighting does not adversely affect residential amenity.

Removal of the bund – Effect on Borderville Sports Centre

7.8.8 Representations received from members of the public and Sport England have raised objections on the basis that the proposed development would have a prejudicial impact on the use of Borderville Sports Centre. In particular, public representations have raised concerns that the removal of the bund is likely to result in statutory noise nuisance complaints from existing and future residential occupants.

7.8.9 As detailed above, the submitted Environmental Statements demonstrate that, as a matter of principle, suitable alternative noise mitigation measures can be implemented as part of the development to ensure that the proposals would provide an appropriate internal and external noise environment for existing and future residents.

7.8.10 Furthermore, the submitted Statement indicates that the proposed development could result in a reduction in noise levels at the nearest noise sensitive receptors, and therefore, the scheme would provide a betterment in respect of the relationship between Borderville Sports Centre and the nearest existing residential properties.

7.8.11 As identified, conditions are proposed to require the submission of a Noise Impact Assessment as part of the reserved matters applications, together with validation testing to ensure that the alternative scheme of mitigation is demonstrably effective.

Link Road – Effect on residential amenity

- 7.8.12 Public representations received on the application have raised objections on the basis that noise and air pollution from traffic using the east-west link road would have an unacceptable adverse impact on the amenity of existing and future residential properties. Furthermore, it is noted that representations received from members of the public have also raised objections to the proposed use of dwellings as part of an alternative scheme of acoustic mitigation. In particular, it has been suggested that such practice would not be in accordance with professional guidance, which requires a barrier to be provided parallel to the noise source.
- 7.8.13 As detailed above, Chapter 14 of the Environmental Statement consider the impact of the development in relation to noise and vibration. This Statement, which has been updated to consider the results of the additional modelling completed using the Stamford Transport Model, sets out the following conclusions:
- The proposed development includes a section of the Main Street. The creation of a new road has the potential to effect noise levels at the existing noise sensitive receptors identified in the ES.
 - At this stage of the outline application, there is no detailed design or housing layout. As the built form will provide a significant amount of acoustic screening, the assessment considers the development of two stories in residential areas as per the submitted parameter plan.
 - The change in traffic noise levels for existing receptors when compared to the future baseline are considered to be negligible and not significant to moderate beneficial.
 - The change in traffic noise levels at the majority of receptors located close to the road links are negligible / minor adverse / beneficial and not significant.
- 7.8.14 As identified, conditions are proposed to require the submission of a Noise Impact Assessment as part of the reserved matters applications, together with validation testing to ensure that the alternative scheme of mitigation is demonstrably effective.
- 7.8.15 In respect of the impact of the proposed east-west link road on air quality conditions, Chapter 7 of the Environmental Statement identifies the following:
- Concentrations of NO₂, PM₁₀, and PM_{2.5} have been predicted for a number of worst-case locations representing existing properties adjacent to the road network. Predicted concentrations are well below the relevant objectives at all existing receptor locations with the proposed development in place. Therefore, the development is considered to comply with the relevant requirements of the NPPF in relation to impacts on air quality.
- 7.8.16 The Council's Environmental Protection Team have accepted the findings of the Air Quality chapter and have raised no objections, subject to the imposition of conditions requiring the submission of a dust management plan. These details are proposed to be secured as part of the Construction Environmental Management Plan that will be required to be submitted and approved prior to the commencement of each phase of the development.

Living conditions for future occupants

- 7.8.17 The submitted Environmental Statement identifies the following in relation to the noise conditions for future residential occupants of the site:

- Based on the results of the acoustic modelling, noise associated with the operation of the football club is unlikely to exceed noise levels associated with both the existing and proposed roads at the proposed residential receptors. Measures to mitigate noise from these elements are therefore expected to be sufficient to also control noise from the operation of the football club. Appropriate internal and external noise levels are achievable provided the detailed design of the scheme considers aspects of good acoustic design. The impact of noise from the operation of the football club on proposed receptors is therefore considered to be minor and not significant.
- Subject to detailed assessments undertaken at the detailed design stage, the assessment indicates that:
 - With appropriate specification of building elements, internal ambient noise levels are likely to fall below the guideline levels of BS8233:2014.
 - Open windows could form part of the overheating mitigation strategy and still result in compliance with the noise requirements within Approved Document O.
 - Appropriate noise levels in private external amenity areas are achievable.

7.8.18 As outlined above, the Council's Environmental Protection Team have reviewed the submitted documents and have confirmed that they accept the findings. As such, they have raised no objections to the proposed development, subject to the imposition of conditions requiring the submission of further Noise Assessments as part of the detailed design approval process.

Impact of pollution on heritage assets in Stamford Town Centre

7.8.19 Public representations received on the application have raised objections on the basis that pollution from the additional vehicular movements generated by the development would result in harm to designated heritage assets located within Stamford Town Centre.

7.8.20 Chapter 7 of the Environmental Statement identifies the following:

- Concentrations of NO₂, PM₁₀, and PM_{2.5} have been predicted for a number of worst-case locations representing existing properties adjacent to the road network. Predicted concentrations are well below the relevant objectives at all existing receptor locations with the proposed development in place. Therefore, the development is considered to comply with the relevant requirements of the NPPF in relation to impacts on air quality.

7.8.21 The Council's Environmental Protection Team and Conservation Officer have both been consulted on the application and neither have raised any concerns in relation to the effect of air pollution on heritage assets in Stamford Town Centre.

Adequacy of the Assessment

7.8.22 A number of representations received from members of the public have raised objections to the development and have questioned the adequacy of the assessments undertaken, particularly in relation to the noise and lighting impacts of the removal of the bund. Specifically, public representations have stated that the noise assessment does not include measurements of existing noise conditions at all sensitive receptors, it has not modelled noise either side of the bund, and that it only uses noise measurements collected from one match. Furthermore, public representations have also raised concerns that the Noise and

Light Assessment assume that mitigation will be provided by 12m buildings, which are the maximum height indicated on the Parameters Plan.

- 7.8.23 Sport England have also raised concerns that the submitted Assessment contains baseline data from the use of the stadium pitch but does not account for use of the training pitches or late-night use of the pitches at Borderville Sports Centre.
- 7.8.24 Section 14.3 of the Environmental Statement details the methodology of the Noise Survey undertaken as part of the assessment. This confirms that the survey comprised of an unattended sound survey undertaken from 1500 hours on Friday 9 September 2022 to 1730 hours on Tuesday September 2022. Therefore, the survey collected data representative of a typical weekday and weekend period. Noise monitoring equipment was placed in 5 locations determined to be most representative of noise sources and sensitive receptors: this included data taken from Borderville Sports Centre and to the rear of the existing bund.
- 7.8.25 In view of the above, Officers are satisfied that the baseline noise assessment has been based on a representative noise survey, which accounts for potential late night use of the pitches, and dual use of the training pitches at Borderville Sports Centre.

Summary

- 7.8.26 Taking all of the above into account, subject to the imposition of conditions, it is the Case Officer's assessment that the application proposals would not give rise to any unacceptable adverse impacts on residential amenity in respect of noise, light or air pollution, and would not result in any unacceptable adverse impacts on the operations of Borderville Sports Centre. As such, the application proposals would be in accordance with Policy EN4 of the adopted Local Plan, the made Stamford Neighbourhood Plan, the Design Guidelines SPD, and the NPPF in respect of noise, light and air quality considerations.

7.9 Access and Highways Impacts

- 7.9.1 The current application has been submitted in outline with all matters (including access) reserved. Nonetheless, the proposed development would include the provision of part of an east-west link road from Casterton Road to Ryhall Road, which would span the current application and the adjacent Quarry Farm development. The scheme also includes the potential realignment of Ryhall Road, as part of the formation of the new access into the site.
- 7.9.2 The submitted Parameters Plan indicates that the access to the site would comprise of a single point of access from Little Casterton Road to the west and Ryhall Road to the east. Additional points of pedestrian and cyclist access are shown to be provided along the southern boundary from the existing residential estates. A limit of deviation between Little Casterton Road and Ryhall Road has been identified for the position of the east-west link road; this corridor runs centrally through the site before moving southwards to be positioned to the south of the existing Borderville Sports Centre. Similarly, an area of deviation has also been identified for the potential realignment of Ryhall Road, to allow for re-alignment eastwards together with engineering works to address the existing topographical variations.
- 7.9.3 Whilst submitted in outline, the current application requires consideration of the impacts of the development in respect of whether a safe and suitable access can be achieved together with any potential off-site impacts on highways safety and capacity, as a matter of principle.

Background

- 7.9.4 Representations received from members of the public and Stamford Town Council during the initial statutory consultation undertaken in 2023 raised objections on the basis that the Transport Assessment submitted did not use the Stamford Transport Model being developed by Lincolnshire County Council.
- 7.9.5 In this respect, the original submission was supported by Transport Assessments produced using traffic modelling undertaken in 2018 in support of the allocation in the adopted South Kesteven Local Plan. However, following completion of the Stamford Transport Model in 2023, it was requested that the whole development (including the Quarry Farm proposals) was re-assessed using the new model. This information was submitted in March 2024, which included an addendum to the Environmental Statement, and subject to a further period of formal consultation. The submitted modelling results has since been subject to extensive analysis by Lincolnshire County Council (as Local Highways Authority) and National Highways (as Strategic Highways Authority) to ensure that the impacts of the development on the local highways network and the A1 are fully assessed.
- 7.9.6 Further representations received on the Transport Assessment Addendum have raised objections suggesting that the updated Assessment does not take into account all existing and committed developments in Stamford; it underestimates the transport impacts due to using traffic count data during the post-Covid recovery period; it is suggested that the modelling assumes too much use of sustainable travel options; and it has also been suggested that the modelling does not account for weight restrictions on Sidney Farm Lane.
- 7.9.7 As outlined above, the submitted Transport Assessment Addendum, including the results of the modelling completed using the Stamford Traffic Model has been subject to validation by Lincolnshire County Council and National Highways and both of whom have confirmed that they accept the findings of the Assessment Addendum, and have no objections subject to conditions.
- 7.9.8 It is important to note that the Transport Assessment Addendum explicitly confirms that the committed development projects have been included in the impact assessments, whilst the additional traffic from more recent completed developments are included within the baseline conditions. Furthermore, the existing 7.5 tonne weight restriction in Stamford has been accounted for in the modelling, and the potential trip dispersal assumptions.
- 7.9.9 The up-to-date modelling for the site has been completed accounting for 0% modal shift, and therefore, presents a worst-case scenario in relation to the potential vehicular impacts of the development. However, the application scheme has been accompanied by a Travel Plan, which includes extensive proposals to encourage the use of sustainable modes of travel; this is discussed further below.

Access

- 7.9.10 As part of the current application, assessment must be made as to whether a safe and suitable access can be achieved as a matter of principle.
- 7.9.11 The submitted Parameters Plan indicates a single point of access to the site from Little Casterton Road to the west and Ryhall Road to the east. Access to the site will be taken using the proposed east-west link road (Main Street), which is proposed to run between Casterton Road and Ryhall Road. A further additional point of access is proposed on Ryhall Road to serve the built form to the east of this existing route.
- 7.9.12 Whilst the detailed design of the access is a matter for future consideration, the application has been accompanied by a Main Street Design Brief, which sets out a shared vision for the

east-west link road and ensures that a comprehensive point of connection can be provided from Quarry Farm to the current application site at the shared boundary on Little Casterton Road.

- 7.9.13 Lincolnshire County Council (as Local Highways Authority) have been consulted on the application and have raised no objections in relation to matters of access to the site, subject to conditions.
- 7.9.14 These conditions require the formation of a new point of access from Little Casterton Road and Ryhall Road to be completed prior to the occupation of the development; this is in recognition of the fact that there are no existing accesses into the site, which can accommodate the volume of traffic generated. However, as matters of access design are subject to future determination at reserved matters stage, it would not be appropriate to include these conditions on the outline planning permission; these could form planning conditions for the future reserved matters application relating to access.
- 7.9.15 Conditions are also recommended, which would require the submission and approval of an Estate Road phasing plan, to ensure that the roads within the site are not left at unsuitable levels whilst construction activities are continuing.

Effect of the development on highways safety and capacity

- 7.9.16 Public representations received on the application have raised objections on the basis that the application scheme would result in unacceptable off-site highways impacts. In particular, it has been stated that the development would exacerbate existing capacity issues within Stamford Town Centre, including the main arterial routes into the town centre; as well as resulting in unacceptable adverse impacts on the residential roads on the neighbouring estates, and on Sidney Farm Lane and Arran Road, as a result of vehicles seeking to access the A1.
- 7.9.17 As previously identified, a key element of the proposed development, which underpins the allocation in the adopted Local Plan, is the provision of an east-west link road running between Casterton Road and Ryhall Road, including the adjacent Quarry Farm development, as well as the current application scheme. The rationale for the east-west link road is to mitigate the impact of the proposed development together with alleviating congestion in the town centre by providing an alternative route across the town.
- 7.9.18 The submitted Transport Assessment Addendum has modelled the impact of the development on the town centre, including the impacts on all key junctions within Stamford. In short, the results of the modelling identify the following key conclusions:
- There will be additional traffic from this development and the Quarry Farm development combined of around 1,000 vehicles per hour (vph) in the AM and PM peaks, these will be spread across the network due to the multiple access points from the development and there is clear tidal flow to / from the A1 in the AM / PM peaks.
 - The traffic modelling also shows this dispersal with limited increases in peak hours of trips on existing roads, whilst the modelling also estimates that around 300 vph will transfer from existing links and use the proposed Main Street.
 - Modelling results of the individual 17 junctions across the network show that for 12 junctions, the RFC (Ratio of Flow to Capacity) will remain below the theoretical capacity.

- Of the 6 junctions that would go over 100% capacity, all 6 would be over capacity in the 2041 “Do Minimum without any development scenario”, and the additional development traffic would not have a materially different impact on this scenario.
- 7.9.19 Lincolnshire County Council (as Local Highways Authority) have extensively reviewed and accepted the results of the modelling and have raised no objections. A copy of their full comments is enclosed at **Appendix 1**.
- 7.9.20 In respect of the above, it is important to note that the submitted modelling indicates that of the 6 junctions predicated to operate over 100% capacity with the development flows included, all of these junctions are already anticipated to operate over capacity by 2041 without the development taking place. Therefore, mitigation would be required for these junctions without the development taking place and, as such, it is not reasonable or justified to require the developer to mitigate an existing issue.
- 7.9.21 Similar to the above, it is noted that the comments received from Lincolnshire County Council (as Local Highways Authority) has included a request for Section 106 contributions towards traffic calming measures on Arran Road, upgrading the crossing on Sidney Farm Lane to a signalised crossing, and for traffic calming on Little Casterton Road / Radcliffe Road / Scotgate.
- 7.9.22 Based on the current information, it is the Case Officer’s assessment that there is insufficient evidence to demonstrate that the requested contributions would meet the legal tests set out in the CIL Regulations and National Planning Policy Framework. In particular, it is considered that it has not been demonstrated that the contributions are necessary to make the development acceptable in planning terms, directly related to the development or proportionate to the development.
- 7.9.23 As stated above, the results of the Stamford Traffic Model demonstrate that the local highways network would either operate under capacity or, where the network would operate over capacity, it would do so without the development taking place. As such, it is unreasonable to request the Developer to provide mitigation for an issue that is not directly related to the impacts of the development. Officers at LCC have advised that the traffic modelling provides a comprehensive assessment of what is likely to happen, but that it is possible that the driving patterns are not as predicted and therefore mitigation would be required. However, it should be noted that planning applications are required to be determined on the basis of the evidence available at the point of determination, this available evidence demonstrates that there are no highway safety or capacity issues which require mitigation. Furthermore, the Case Officer notes that the highways modelling assumes 0% modal shift and therefore assumes a worst-case scenario. However, the Developer is making a significant contribution towards active travel improvements and bus service enhancements, therefore, it is likely that any discrepancies between the predicted and the actual traffic flows may result in reduced impacts on junctions rather than requiring mitigation. There is no evidence to suggest that the requested contributions are necessary to mitigate any highways safety issue.
- 7.9.24 Whilst it is appreciated that it would be desirable for vehicles to use Sidney Farm Lane rather than Arran Road due to the lack of frontage development, there is no evidence to suggest that this is necessary to make the development acceptable in planning terms, and the proposed mitigation would not necessarily ensure that this situation would be realised. Notwithstanding this, it is noted that the results of the modelling combine both the current

application and the Quarry Farm application, and therefore, it is inappropriate that contributions are being sought solely from the current applicant.

- 7.9.25 As alluded to above, the proposed east-west link road is intended to mitigate the impact of the development, as well as alleviating some of the existing traffic pressures within the town centre. Consequently, the results of the modelling have been used to determine the phasing of the completion of the link road, which is to be secured through the JIPA that will cover both the Quarry Farm development and the current application. The terms of the JIPA requires the respective sections of the link road to be completed prior to the occupation of 300 dwellings at Quarry Farm or 500 dwellings on Stamford North or no later than 8 years following the commencement of either development, whichever is the sooner. The wording of the JIPA means that the Developers will be required to complete their section of the link road even if they have not commenced development on site, and therefore, ensures that the link road will be provided even if one development does not commence or is stalled.
- 7.9.26 It is appreciated that public representations received on the application have raised objections on the basis that the proposed development would have unacceptable impacts on highways safety and capacity in the neighbouring villages, namely Little Casterton and Great Casterton.
- 7.9.27 With regards to this, the modelling indicates that the proposed development would result in a reduction in vehicle movements through these villages as the proposed east-west link road would take some of the vehicle movements that were previously passing through these villages. Notwithstanding this, these villages fall within the administrative area of Rutland County Council and the impacts on these villages are a matter for their consideration. RCC have been consulted on the current application and have raised no objections.
- 7.9.28 Furthermore, it is acknowledged that representations received from members of the public and Stamford Town Council have raised objections due to the potential impact of the development on the A1. Public representations have also suggested that the development should be required to provide a new junction onto the A1.
- 7.9.29 National Highways (as Strategic Highways Authority) have been consulted on the submitted proposals and have confirmed, that following extensive review of the modelling results, they have accepted that no mitigation is required to the A1 junctions.
- 7.9.30 In relation to the above, it is noted that Peterborough City Council submitted an objection to the initial round of consultation on the basis that further consideration of the development on the A1 junctions within their administrative area was required. These additional junction assessments were carried out as part of the updated modelling and the results contained in the Transport Assessment Addendum. Peterborough City Council have been consulted on the revised Assessment and have not made any further comments. Nonetheless, as stated above, National Highways have considered the impact of the development on the A1 trunk road, including areas along the A1 outside of the District, and have confirmed that they have no objections.
- 7.9.31 It is noted that public representations received on the application have indicated that there is insufficient town centre parking to accommodate further development.
- 7.9.32 In respect of this, Lincolnshire County Council have raised no objections in relation to the impact of the development on parking capacity. Whilst it is likely that the proposed development will increase demand for parking within the town centre, the current application

is seeking to facilitate sustainable travel options to minimise the need to travel by private vehicle, which are discussed in further detail below.

7.9.33 It is acknowledged that the Protect Quarry Farm Campaign Group have submitted a 3rd party report completed by Railton TPC Ltd. which comments on the adequacy of the Transport Assessment Addendum and raises concerns about the results of the Stamford Traffic Model.

7.9.34 Lincolnshire County Council (as Local Highways Authority) have reviewed the matters raised within the “Railton Report” and a copy of their response is enclosed at **Appendix 1**. LCC Highways have confirmed that the Railton Report does not raise any issues which would alter their own assessment of the application proposals.

Link Road

7.9.35 Public representations received on the application have raised objections on the basis that they consider that the east-west link road should be positioned at the northern end of the site and should be a bypass for the town. Furthermore, it is suggested that the Parameters Plan does not accord with the Local Plan allocation, which indicated that the link road would be at the northern end of the site.

7.9.36 Figure 10 of the adopted Local Plan (as shown below) shows the location of the allocated sites within Stamford. The Local Plan clearly states that the plan below is intended to be contextual and illustrate the location of the allocations within the wider Stamford context only. The Stamford North development shown in pink (and Quarry Farm development in green) indicates that the development is to include the east-west distributor road. The routing of this road on the contextual map below is for illustrative purposes only and does not establish any policy obligations in relation to the route of the link road.

Policies maps have been prepared and are contained within the Policies Maps Appendix 2: the policies maps depict all land allocations and other policy designations. The contextual plan below is for purely illustrative purposes and details allocations

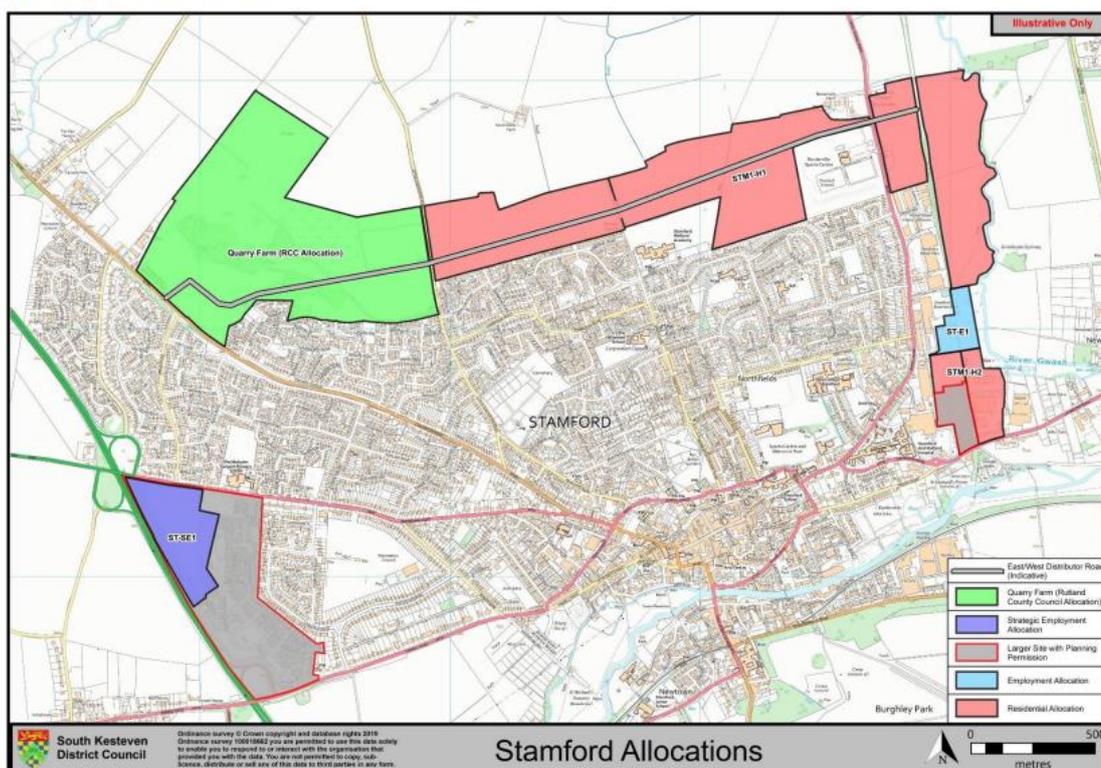


Figure 10: Stamford Illustrative Map

- 7.9.37 The current application has been submitted in outline with all matters reserved. As such, the final routing of the east-west link road will be determined as part of a future reserved matters application. Nonetheless, the submitted Parameters Plan demonstrates a limit of deviation for the route of the link road to ensure that it aligns with the Quarry Farm proposals. The corridor for the link road has been informed by the design objectives for the link road, which has been for it to form a street with frontage development, rather than a bypass; as well as enabling the realisation of the “valley park” along the north of Borderville Sports Centre, which is reflective of the historic topography of the site. The submitted Main Street Design Brief includes a series of principles to ensure that the east-west link road would operate in this manner, including a series of traffic calming measures. Compliance with the Main Street Design Brief is to be secured through the JIPA.
- 7.9.38 Furthermore, it is noted that comments received on the application have also raised concerns that the proposed link road would be unsafe and experience traffic congestion without the provision of a formal drop-off point for the proposed Primary School as well as for Stamford Welland Academy to the south of the site.
- 7.9.39 The provision of a drop-off point would be a matter of detailed design and would be subject to consideration as part of the future reserved matters application relating to the layout of the site. An informative is proposed to be included to highlight this requirement to future developers.

Sustainable Travel

- 7.9.40 As detailed above, the up-to-date modelling completed using the Stamford Traffic Model has been completed using a worst-case scenario which assumes 0% modal shift as part of the development. Notwithstanding this, the Applicants have submitted a Travel Plan, which includes a wide range of active travel improvements together with proposals to extend and enhance the existing bus services, so that they provide a viable alternative to private car travel.
- 7.9.41 Lincolnshire County Council (as Local Highways Authority) have reviewed the proposed active travel and public transport strategy contained within the Transport Assessment Addendum and have confirmed that it is acceptable. A Section 106 contribution of £40,000 per annum for 5 years is requested to cover the cost of delivery the bus service enhancements identified within the Transport Assessment Addendum, as well as subsidising the service whilst occupations of dwellings are being established. Furthermore, Lincolnshire County Council have also requested provision of 2 free travel passes per dwelling in the first year of their occupation. Whilst the comments received from Lincolnshire County Council have indicated that this should be secured through a financial contribution, discussions with Officers at LCC have confirmed that the more appropriate method would be to secure this through planning conditions which requires the Developer to make provision directly to occupants; as this reduces administrative burden and therefore, increases the likelihood the future occupants will access the available passes. In addition, a financial contribution of £5,000 is requested to allow for monitoring of the implementation of the Travel Plan, this is proposed to be included within the Heads of Terms for the site-specific Section 106 agreement; and conditions are proposed to require the submission of a detailed Travel Plan based on the Framework Travel Plan, as part of each reserved matters application.
- 7.9.42 Furthermore, conditions are proposed to require the completion of the active travel improvements linking the application site via Kings Road to the Town Centre. Whilst the

comments received from LCC Highways requested that these improvements are delivered prior to occupation of 200 dwellings, it is the Case Officer's assessment that this trigger point is unjustified and could result in safety issues if these improvements are provided whilst construction is still ongoing in the phase where the travel corridor enters the site. As such, it is proposed that details of the timetable for delivering this active travel enhancement is provided as part of the phasing plan for the site, with subsequent completion to be in line with the agreed phasing.

- 7.9.43 Finally, it is noted that LCC Highways have also recommended conditions requiring the realignment of Ryhall Road, as well as works to improve Little Casterton Road. It is the Case Officer's assessment that these are matters relating to the detailed access to the site, and therefore, would be appropriately assessed and conditioned as part of the future reserved matters application.

Summary

- 7.9.44 Taking all of the above into account, it is the Case Officer's assessment that, subject to the imposition of conditions and Section 106 contributions, the application proposals would not give rise to any unacceptable impacts on highways safety and capacity, and would include appropriate arrangements to encourage use of sustainable models of transport as well as active travel opportunities. Consequently, the application proposals would be in accordance with Policy STM1-H2 and ID2 of the adopted Local Plan and Section 9 of the Framework.

7.10 **Meeting All Housing Needs**

Affordable Housing

- 7.10.1 Policy H2 (Affordable Housing Contributions) requires all developments comprising 11 or more dwellings to make provision for 30% of the scheme's total capacity as affordable housing.
- 7.10.2 Representations received on the application have given support for the provision of a variety of property types and tenures on the basis that it would enable young people to stay within Stamford. However, concerns have been raised that priority for affordable housing will not be given to people with a local connection to Stamford, and that the price of housing will not be affordable for local people. In addition, Stamford Town Council have also highlighted concerns about the potential for affordable housing to be positioned in inferior locations.
- 7.10.3 The application has been accompanied by an Affordable Housing Proposals Report (Savills) (August 2023), which contains the results of a local housing needs assessment for Stamford; this has included direct engagement with Stamford Town Council to understand the localised housing needs.
- 7.10.4 The Affordable Housing Report confirms that the site will provide 30% affordable housing on the whole; and, based on the local housing need assessment, it is proposed to deliver 45% as affordable rent and 55% as affordable home ownership, which is intended to address an existing imbalance in which the number of affordable rent units in Stamford is disproportionately high in comparison to affordable ownership units. As part of the 30% provision, the proposed development also includes the provision of up to 13 Almshouses and up to 2 Supported Housing units (up to 15 in total), which are to be provided to support a range of individuals including those at risk of or who have experienced homelessness, people recovering from drug or alcohol dependence, or people with experience of the criminal justice system.

- 7.10.5 The proposed Heads of Terms for the Section 106 Agreement detailed below, includes the requirements for the scheme to provide 30% affordable housing across the site as a whole, in line with the identified tenure split. In view of the phased nature of the delivery of the development, together with the infrastructure burden associated with the initial phases of development, it will be necessary for the developer to submit an Affordable Housing Scheme prior to the commencement of each phase of the development. This will allow for variation in the quantum of affordable housing to be delivered in each phase dependent on the costs of infrastructure to be provided as part of that phase of the development; whilst also ensuring that the site fulfils the obligations to deliver 30% affordable housing. The Heads of Terms requires that no less than 15% of each phase is delivered as affordable housing; this ensures that the affordable housing is appropriately distributed across the site. The submitted Affordable Housing Scheme will also require the developer to identify which plots of the relevant phase are to be delivered as affordable housing; this will allow the Local Planning Authority to control the distribution of affordable housing throughout each phase, to ensure that they are not located in inferior locations or inappropriately clustered. The Section 106 Agreement will also include an obligation for priority to be given to people with a local connection to Stamford as part of the nomination and allocations process for affordable housing.
- 7.10.6 The Council's Planning Policy – Affordable Housing Officer has been engaged extensively in the application proposals, and has confirmed that, subject to the completion of a Section 106 Agreement, the application proposals would be acceptable.
- 7.10.7 As such, subject to the completion of a Section 106 Agreement, the scheme would be in accordance with Policy H2 of the Local Plan.

Housing Mix

- 7.10.8 In terms of the mix of property types and sizes to be provided across the development, Policy H4 (Meeting All Housing Needs) requires all major proposals for residential development to provide an appropriate type and size of dwellings to meet the needs of current and future households in the District. This includes supporting the provision of specialist housing across all tenures in sustainable locations, which shall include retirement accommodation, extra care and residential care housing.
- 7.10.9 The current application has been submitted in outline with all matters reserved. As such, the proposed housing mix would be subject to assessment as part of each reserved matters application for the residential parcels of development.
- 7.10.10 Notwithstanding this, the proposed development specification, which is to be secured via planning condition, allows for the provision of Class C3 (Dwellinghouses) as well as Class C2 (Residential Institutions); this will ensure that the scheme provides a wide variety of private dwellings as well as a range of specialist residential accommodation opportunities.

Self and Custom-Build Housing

- 7.10.11 Furthermore, the Local Planning Authority has a statutory duty to grant sufficient permissions for enough serviced plots to meet the demand for self-build and custom housebuilding in the area, based on the number of entries on the Self Build Housing Register. Policy H3 (Self and Custom Build Housing) requires 2% of the plots, on developments of 400 dwellings or more, to be provided as self-build and custom housebuilding in accordance with the statutory definition.

7.10.12 In view of the above policy requirement, the proposed Section 106 Heads of Terms secures the requirement for the development to provide 2% of the proposed residential plots as serviced plots made available to people on who meet the definition of Self-Build and Custom Housebuilding. In view of the large scale, and phased nature of the development, the Section 106 Agreement secures the requirement to provide 2% of plots as serviced plots, together with the requirement to submit a scheme highlighting the location of self-build plots within a Phase together with the strategy for their disposal. This allows for plots to be sold directly to individuals who meet the definition, or to an operator who specialises in building custom dwellings for individuals, which also accords with the definition.

Summary

7.10.13 Taking the above into account, it is Officers assessment that, subject to the completion of a Section 106 Agreement to secure the required affordable housing contributions and self-build and custom housebuilding plots, the proposed development would be in accordance with Policy H2 and H3 of the adopted Local Plan, the Stamford Neighbourhood Plan, and Section 5 of the National Planning Policy Framework.

7.11 Effect of the development on the character and appearance of the area

7.11.1 Public representations received on the application have raised objections to the effect of the development in reducing the separation distance between Little Casterton and Stamford; whilst concerns have also been raised on the basis that the density of development and the layout would not be in keeping with the character of the area.

7.11.2 As the current application has been submitted in outline with all matters reserved, detailed design matters relating to appearance, layout, landscaping and scale are reserved for future determination and would be subject to assessment as part of a future reserved matters application.

7.11.3 Nonetheless, it is appreciated that the proposed development would invariably result in a visual impact as a result in the change from current, undeveloped agricultural fields to a mixed-use urban extension. However, the principle of this change, and the extension of the urban form of Stamford towards Little Casterton and Great Casterton, has been established through the site's allocation within the adopted Local Plan.

7.11.4 As highlighted previously, in order to secure a high quality and comprehensive development, which is appropriate for the local context, the Local Plan allocation includes a series of development principles, which are further supplemented by the development principles contained within the Stamford Neighbourhood Plan. This includes a requirement for the development to provide sensitive landscaping to the northern edge of the site, and for land to the east of the former railway line to be used for open space and strategic landscaping only.

7.11.5 In this regard, the submitted Parameters Plan indicates the provision of a landscaped buffer to the northern boundary of the site, together with a "valley park" to run east-west from Little Casterton Road to Ryhall Road; as well as the land to the east of Ryhall Road forming an area of informal open space referred to as "Gwash Meadows". As such, it is the Case Officer's assessment that the submitted Parameters Plan is consistent with the development principles identified with the adopted Development Plan.

7.11.6 In respect of the distribution of land uses within the site, it is noted that the Parameters Plan identifies the co-location of the proposed Local Centre adjacent to the existing / upgraded Borderville Sports Centre. It is Officers' assessment that this co-location of facilities is

appropriate and would enhance the likelihood of access through sustainable modes of travel. In addition, the proposed location would also ensure that the proposed facilities would be accessible to existing residents at the northern end of Stamford with access being made available from the Main Street as well as the upgraded active travel route from Kings Road.

- 7.11.7 With regards to matters of density, it is noted that the Policy STM1-H1 refers to the development of an indicative 1,300 dwellings [emphasis added] at an approximate density of 30 dwellings per hectare. Whilst the proposed development would exceed the indicative quantum identified in the Local Plan allocation, it is noted that the proposed development would remain consistent with the approximate density of development expressed within the allocation policy. The current development proposes 1,350 dwellings on a site area of 81.12 hectares, which equates to a density of development of 16 dwellings per hectare. Furthermore, when excluding the Gwash Meadows greenspace to the east of the site, the density of development across the remainder of the site remains at 28 dwellings per hectare. This density of development remains within the density permitted by the Local Plan allocation. As such, it is Officers' assessment that the additional quantum of development would remain in accordance with the overall allocation policy and provides an appropriate density of development for an edge of settlement location. In addition, the proposed quantum of development would be consistent with the requirements of the Framework in relation to making an effective use of land.
- 7.11.8 As detailed above, in order to ensure a comprehensive approach to the full Stamford North Development, a Main Street Design Brief has been produced on behalf of the current applicants and the Quarry Farm applicants. This document sets out a shared design vision for the east-west link road, which will ensure that the future reserved matters applications for this key cross-boundary infrastructure is comprehensively designed and have a consistent character. This document has been reviewed by the Council's Urban Design Officer, who has confirmed that they accept the details contained within the Design Brief will ensure that the co-ordinated approach is achieved. The JIPA sets out obligations for both developments to be carried out in accordance with the Main Street Design Brief.
- 7.11.9 With regards to ensuring a comprehensive approach to the residential parcels of the development site, conditions are proposed to require the submission of a detailed Design Code, which will set out the overall principles for each part of the site including principles in relation to street hierarchy, the provision of open space, the approach to parking, identification of key gateways and landmark properties; and specifications for areas with the public realm i.e. the approach to street trees, lighting, and street furniture. This document will need to be submitted and agreed by the Local Planning Authority prior to the determination of any reserved matters applications for the site.
- 7.11.10 Consequently, it is Officers' assessment that, subject to the imposition of conditions requiring future reserved matters applications to be in broad accordance with the submitted Parameters Plan together with the submission and approval of a Design Code, as a matter of principle, the development of the site would be appropriate for the site's context and would not result in any unacceptable adverse impacts on the character and appearance of the area. As such, the application proposals would be in accordance with Policy DE1, EN1 and STM1-H1 of the adopted Local Plan, the made Stamford Neighbourhood Plan, the adopted Design Guidelines SPD, and Section 12 of the Framework in this regard.

7.12 **Impact on amenity**

- 7.12.1 It is noted that public representations received on the application have raised objections on the basis that the proposed development would have an adverse impact on the amenity of residents at the northern edge of Stamford. Comments have stated that the scale of the development would mean that the proposed dwellings would dominate the outlook of existing properties and would result in a loss of privacy.
- 7.12.2 The current application has been submitted in outline with all matters reserved. Therefore, the appearance, layout and scale of the built form would be subject of a future reserved matters application. Any consideration of that application would require an assessment of the proposals against the Council's adopted Design Guidelines SPD, which sets out the relevant standards for assessing the provision of an appropriate standard of amenity.
- 7.12.3 However, as a matter of principle, it is Officers' assessment that the submitted Parameters Plans demonstrate that appropriate separation distances would be maintained between the existing and proposed residential parcels to enable the delivery of the development in a manner that would adhere to the amenity standards contained within the adopted Design Guidelines.
- 7.12.4 In respect of the impact of construction activities, it is appreciated that the proposed development site borders the existing residential edge of Stamford, and therefore, there is the potential for construction activities to impact on residential amenity. In view of the above, conditions are proposed to require the submission and approval of a Construction and Environmental Management Plan prior to the commencement of each phase of the development; and such scheme will also include a requirement to include appropriate dust suppression measures.
- 7.12.5 Taking the above into account, subject to the imposition of conditions, it is Officers assessment that, as a matter of principle, the application proposals would not give rise to unacceptable adverse impacts on the privacy, outlook or loss of light of existing properties, and would be capable of providing an appropriate level of amenity for all future occupants of the proposed development site. As such, the application proposals would accord with Policy DE1 of the adopted South Kesteven Local Plan, the made Stamford Neighbourhood Plan, the adopted Design Guidelines, and Section 12 of the National Planning Policy Framework in respect of residential amenity considerations.

7.13 **Flood Risk and Drainage**

- 7.13.1 Representations received on the application have raised objections on the basis that the application site is at risk of flooding, and that the proposed development would increase surface water runoff leading to flooding of neighbouring dwellings.
- 7.13.2 The proposed development site is identified as being within Flood Zone 1 of the Flood Map for Planning, with some areas of Flood Zone 2 towards the River Gwash on the eastern edge of the site. The surface water flood map also indicates that the site is predominantly at very low risk of surface water flooding; however, there are areas of low risk towards the northern boundary of the site, as well as on the immediately west of Ryhall Road.
- 7.13.3 The application has been accompanied by a Flood Risk Assessment (Stantec) (October 2022), which sets out the following:
- A sequential approach, as advocated by national planning policy, has been followed such that all built development will be located in Flood Zone 1 and outside the area at risk of surface water flooding.

- Preliminary infiltration testing has been carried out across the site and the results conclude that there are good infiltration rates where the Upper Lincolnshire Limestone bedrock is present at shallow depth, and infiltration rates are good throughout the central valley running through the site where infiltration features are proposed.
- The outline surface water drainage strategy has been developed, and the surface water sub-catchments consider the development phasing and are based on the different land-use areas, separated by the Main Street and access roads. The flow routes follow the natural drainage paths conveying flows towards the dry valley which runs west to east across the site; however, the surface water runoff will discharge by infiltration into the ground throughout the central green spine. SuDS features to maximise infiltration as close to source as feasible will minimise surface water runoff and will include swales and permeable paving. The Gwash wetland park in the eastern part of the site has been designed to be a floodable area of wetland landscape in an extreme rainfall event.
- The detailed surface water drainage design will be developed at the detailed design stage with consideration of the above. For the purposes of the outline application, the outline strategy has been developed to demonstrate that it is feasible for the site to meet the requirements in relation to infiltration / attenuation of surface water runoff.

7.13.4 Lincolnshire County Council (as Lead Local Flood Authority) have been consulted on the application proposals and have confirmed that they have no objections, subject to the imposition of conditions requiring the submission of a detailed drainage strategy. Following discussions between the Case Officer and Officers at Lincolnshire County Council, it has been confirmed that the detailed drainage strategy can be determined on a phase-by-phase basis. As such, conditions are recommended to require the submission of a detailed surface water drainage strategy as part of each reserved matters application relating to the layout of each phase of the development.

7.13.5 In addition, the Environment Agency have been consulted and have confirmed that they have no objection subject to the imposition of conditions requiring compliance with the submitted Flood Risk Assessment which requires built development to be located in Flood Zone 1. These measures are secured by the aforementioned surface water drainage strategy condition as well as conditions requiring compliance with the submitted Parameters Plans.

7.13.6 In respect of foul water drainage, Stamford Town Council have raised concerns that insufficient consideration has been given to foul drainage capacity within the Town.

7.13.7 Anglian Water have been consulted on the application proposals and have confirmed that there is insufficient localised capacity to accommodate the development, and therefore a new connection will be required through the site to a new foul water sewer in Uffington Road via a pumping station, which is to be located on the application site. Furthermore, Anglian Water have confirmed that the absence of capacity to accommodate new development also includes the adjacent Quarry Farm proposals, and as such, the same Grampian planning conditions will need to be imposed on both applications should they be recommended for approval. As such, subject to the imposition of conditions, the proposed development will benefit from adequate foul drainage capacity.

7.13.8 Furthermore, Anglian Water have also advised that there is insufficient clean water supply to accommodate the Stamford North proposals in full. A capital investment project has been identified, and is being progressed by Anglian Water, which involves the provision of a new water supply from a site near Tallington; however, the delivery of the development will need to be phased to ensure that properties are not occupied until the capital investment project has been delivered. As such, Grampian conditions are proposed to be replicated on the Stamford North and Quarry Farm applications, which will require the development to be phased, and no dwellings to be occupied until it can be demonstrated that they benefit from adequate clean water supplies.

7.13.9 Taking the above into account, subject to the imposition of conditions requiring the submission of a detailed surface water strategy, clean water strategy, and foul water drainage scheme, including details for the phasing and implementation of the strategy, the application proposals would accord with Local Plan Policy EN5 and Section 14 of the Framework.

7.14 **Biodiversity, Ecology and Arboriculture**

Effect of the development on on-site features

7.14.1 Public representations received on the application have raised objections on the basis that the proposed development would have an adverse impact on protected species, wildlife and ecological assets, particularly as a result of the proposed removal of the bund.

7.14.2 The effect of the development on biodiversity and ecology is assessed as part of the Environmental Statement (Chapter 10), as well as the accompanying Phase I and II Ecological Assessments. These reports identify the following key conclusions:

- The site is dominated by large areas of arable fields which are of low biodiversity value, punctuated with some areas of elevated value including woodland, scrub and hedgerows.
- It is recognised that the bund and the area around it to the south of the football club has acquired biodiversity value since it was installed. Its removal has been assessed as part of the BNG calculation with similar habitats and condition (in terms of neutral grassland) being provided over larger areas within the Gwash Meadows. There will also be an element of grassland compensation within the Valley Park with similar wildflower grassland being provided there.
- The development proposals include designs that retain the important features present within the site (including hedge and tree features, mature trees, woodland and the existing scrub) with these features incorporated into green infrastructure corridors, which include new habitat and open space areas and also SuDS features. These areas form corridors that connect into the existing River Gwash corridor along the eastern boundary of the site.
- Proposed mitigation and enhancement measures are proposed to include habitat retention and protection, appointment of an Ecological Clerk of Works, implementation of Natural England licences as required – with all details to be included with Construction Environmental Management Plans for each development phase.
- New habitat areas are proposed with the enhancement of retained features and creation of specific wildlife features such as hibernacula and installation of bird and

bat boxes. Further enhancements and habitat management proposals would be set out in supporting Landscape and Environmental Management Plans for each detailed phase, including long-term maintenance and monitoring commitments for species and habitats.

- A Biodiversity Impact Assessment has been undertaken which demonstrates that, based on the indicative plans, the proposed scheme could achieve a 25.52% net gain in habitat units and 27.82% net gain in hedgerow units. Further assessments of the scheme would be undertaken at the detailed design stage.

7.14.3 Lincolnshire Wildlife Trust have been consulted on the application and have registered a holding objection; and have requested the submission of a Biodiversity Net Gain Report, updated site surveys, and evidence that the scheme would not impact nearby SSSIs.

7.14.4 As part of their comments, it is noted that Lincolnshire Wildlife Trust have requested a 10% net gain in biodiversity, which is a requirement of the Environment Act 2021. The current application was submitted in advance of the statutory BNG obligations for major development coming into effect. As such, whilst the proposed development falls to be assessed against the site allocation policy and Policy EN2 of the Local Plan, which require the scheme to achieve an on-site net gain, there is no policy basis for the site to be required to achieve a minimum 10% net gain. Notwithstanding this, the submitted assessments demonstrate that, as a matter of principle, the site can achieve a 25.52% net gain in habitat units and 27.82% net gain in hedgerow units.

7.14.5 Furthermore, it is noted that Lincolnshire Wildlife Trust has also expressed concerns in relation to the timing of the surveys undertaken to support the application. In this respect, it is acknowledged that the Preliminary Ecological Appraisal was undertaken outside of the optimal survey season. However, the application has also been accompanied by a Phase II Ecological Assessment, which has included the results of further ecological surveys undertaken at the appropriate time of the year, in accordance with the recommended professional guidance. As such, the Case Officer is satisfied that the application has been accompanied by sufficient evidence on which to make an informed assessment of the impacts.

7.14.6 Nonetheless, in view of the time-limited validity of ecological surveys, it is the Case Officer's assessment that it is reasonable and necessary to require the submission of an up-to-date Ecological Impact Assessment and Biodiversity Plan, prior to the commencement of each phase of the development. This will ensure that the impacts of the detailed designs can be appropriately assessed and mitigated within each phase. In addition, a Construction Environmental Management Plan will be required to mitigate the impacts of construction activities on site; this will include a requirement for an Ecological Management Plan, containing details of an Ecological Clerk of Works and evidence of compliance with Natural England's licencing requirements. Conditions are also proposed to require the submission of a phased Arboricultural Method Statement and Tree Protection Plan to ensure that construction activities on site do not result in any unnecessary loss of trees and hedgerow.

Effect of the development on off-site ecological assets

7.14.7 Barnack Hills and Holes SSSI is approximately 4.7km to the south-east of the site. The site is also a National Nature Reserve (NNR) and a designated Special Area of Conservation (SAC) in recognition of its national and international importance for biodiversity. The site is designated as a result of its semi-natural dry grasslands and scrubland habitats, including orchid sites which have developed on an area of Jurassic Limestone Grassland. These

habitats are identified as Annex 1 priority habitats, which are important at the European scale.

- 7.14.8 The Council has a legal duty to ensure that it carries out an Appropriate Assessment to determine whether a proposal would be likely to have a significant adverse effect on the integrity of an internationally important site. The Conservation of Habitats and Species Regulations 2017 (“the Habitats Regulations”) is a highly precautionary piece of legislation which places the burden on the Council as the “competent authority” to be sure, beyond reasonable scientific doubt, that such harm will not occur.
- 7.14.9 Officers have carried out a Screening Assessment and have concluded that the proposals are likely to have a significant effect on Barnack Hills and Holes, due to potential increased recreational pressure. The potential for recreational pressures to adversely affect this designated site is referenced in the consultation response from Natural England.
- 7.14.10 Therefore, an Appropriate Assessment has been carried out to examine the nature and extent of the potential adverse effects on the SAC, as well as mitigation measures which might be secured to avoid or reduce those impacts. The screening process and the Appropriate Assessment are contained in a Habitat Regulations Assessment document at **Appendix 3**.
- 7.14.11 It is possible to mitigate some of the recreational pressures arising from the development by providing Suitable Alternative Natural Greenspace (SANG). In this respect, the application proposals include an extensive area of informal open space to the east of Ryhall Road referred to as Gwash Meadows. The submitted details indicate that this area would provide a significant resource for public use, which would ensure that a large proportion of future residents remain within the site for recreational activities rather than travel to the SAC; but also, the proposed development may attract visitors who currently travel to the SAC for recreational use. Therefore, it is suggested that the proposed development would result in no net increase in recreational visits to the SAC. Consequently, Officers are satisfied that it can be concluded beyond reasonable doubt that the proposed development would not have an adverse effect on the integrity of the Barnack Hills and Holes SAC.
- 7.14.12 During the drafting of the HRA, consultation has taken place with Natural England (as the statutory nature conservation body), Barnack Parish Council and Lincolnshire Wildlife Trust; and no formal objections were received from these bodies.
- 7.14.13 Natural England have confirmed that a further Recreational Impact Assessment and updated Habitats Regulations Assessment will be required at reserved matters stage; this should inform the final design of the Gwash Meadows, which is proposed to form a SANG feature. As such, conditions are proposed to require the submission of a Recreational Impact Assessment as part of the reserved matters applications relating to the areas of open space identified on the Parameters Plan. An informative is proposed to be included on the design to require the Applicant to demonstrate how the Recreational Impact Assessment has informed the final design of the Gwash Meadows as part of the relevant reserved matters application.
- 7.14.14 As such, subject to the imposition of conditions, the application proposals would satisfy the requirements of the Habitats Regulations, and Policy EN2 and STM1-H1 of the adopted Local Plan, the made Stamford Neighbourhood Plan, and Section 15 of the Framework.

7.15 **Heritage and Archaeology**

- 7.15.1 With regards to the impact of the development on heritage and archaeology, the proposed development site itself does not contain any designated heritage assets (Listed Buildings or Scheduled Ancient Monuments), and the site is not located within either of the Stamford Conservation Areas. However, it is appreciated that there are a large number of designated assets within the surrounding area, including the high number of listed buildings located within Stamford Town Centre, as well as at Great Casterton, Little Casterton and Belmesthorpe, and Registered Parks and Gardens at Burghley House and Uffington, and Scheduled Ancient Monuments at Great Casterton and Uffington.
- 7.15.2 Public representations received on the application have raised objections on the basis that the proposed development would cause harm to the historic character of Stamford.
- 7.15.3 In this regard, the Council's Conservation Officer has been consulted on the application and has confirmed that they have no objections. They have confirmed that there would be no harm to the setting or significance of any designated heritage assets.
- 7.15.4 Similarly, Historic England and the Gardens Trust have both been consulted and neither party has raised any objections.
- 7.15.5 With regards to the impact of the development on archaeology, Heritage Lincolnshire (as Local Archaeological Advisors) have been consulted on the application and have confirmed that the site offers the potential for archaeological remains to be present. Therefore, further investigation is required, which should include a programme of trial trenching. These works are proposed to be secured via pre-commencement conditions.
- 7.15.6 Therefore, subject to the imposition of conditions, the application proposals would not have any unacceptable adverse impacts on any below ground archaeological assets, or any designated heritage assets. As such, the proposals would be in accordance with Policy EN6 of the Local Plan, and Section 16 of the Framework and Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

7.16 **Climate Change**

- 7.16.1 Public representations received on the application have raised objections on the basis that the proposed development would have an unacceptable impact on carbon emissions throughout the construction and operational periods. In addition, comments have also raised objections that the development proposals do not pursue a low-carbon approach, particularly due to the location of the link road and the removal of the bund.
- 7.16.2 In this respect, the application has been accompanied by an Environmental Statement, which includes a chapter specifically relating to the Climate Change. However, it should be noted that the whole ES considers the effects of each technical matter in relation to climate change, and the application has been accompanied by a Sustainability Strategy (Stantec), which also identifies the following:
- Throughout the design and construction stages, it is crucial that Stamford North's use of resources is considered and monitored, so that it has the lowest impact on the surrounding environment. To minimise energy use and waste generation the design of the masterplan has brought in both energy and waste hierarchies – focusing on the most sustainable options possible for the development.
 - The homes at Stamford North will use high fabric energy efficiency standards, as well as low carbon energy technologies such as heat pumps and solar power. These will

allow houses to be zero carbon ready, as well as providing safe, healthy, ventilated and warm spaces for residents during climate change induced weather patterns.

- Stamford North will take a holistic approach to reducing its environmental impact. By adopting a whole lifecycle carbon assessment, the development will be able to measure and assess carbon across its infrastructure and buildings.

7.16.3 The Council's Sustainability & Climate Change Officer has been consulted on the application and has confirmed that they have no objections. They have stated that the application provides a comprehensive assessment of relevant matters relating to climate. However, further details of the site-specific climate adaptations will be required as part of the detailed design stage. As such, conditions are proposed to require the submission of a detailed Sustainability Statement, that should be in accordance with the submitted Sustainability Strategy, which outlines how each phase of the development will comply with the requirements of Policy SB1. It is important to note that these matters are also addressed through Building Regulations and, therefore, compliance with the proposed condition will not override any obligation to achieve higher energy efficiency standards imposed through Building Regulations.

7.16.4 Therefore, subject to the imposition of conditions securing details of sustainable building measures as part of the detailed design approval process, the proposal would represent sustainable development when taken as a whole, and as such would fulfil the requirements of Policy SB1 and SD1 of the adopted Local Plan.

7.17 **Ground Contamination**

7.17.1 The Environmental Statement includes a Ground Conditions chapter, which details the results of the initial ground investigations undertaken to date. These studies have identified radon, arsenic and vanadium present on the site. These components are naturally occurring site contaminants which do not preclude development but will require appropriate mitigation and management throughout construction and operation of the site.

7.17.2 In relation to the above, the Council's Environmental Protection Team have raised no objections, subject to conditions requiring the completion of an intrusive site investigation together with the submission of a remediation scheme and subsequent verification.

7.17.3 The Environment Agency have also been consulted and have echoed the comments from the Council's Environmental Protection Team.

7.17.4 Therefore, subject to the imposition of conditions, the proposed development would not give rise to any unacceptable risks of ground contamination and, therefore, the application proposals would be in accordance with Policy EN4 of the adopted Local Plan and Section 15 of the Framework on these matters.

7.18 **Infrastructure for Growth**

7.18.1 Comments received on the application from Stamford Town Council and members of the public have raised objections on the basis that there is insufficient infrastructure capacity within the town to accommodate new development. In particular, representations have referred to an absence of education, healthcare, utility and waste management provision to serve the development.

7.18.2 In relation to the above, it is acknowledged that the site allocation policy requires the development to make provision for a new Primary School, and to make provision for contributions towards the expansion of improvement of Stamford Welland Academy. With

regards to this, Lincolnshire County Council (as Local Education Authority) have been consulted on the application and have confirmed that there is some existing capacity within the area to accommodate the development, but this is not sufficient to accommodate the development in full. Therefore, financial contributions and 1.83 hectares of land would be required to accommodate the provision of a new Primary School. In addition, a financial contribution is required to accommodate additional teaching and playing field capacity at Stamford Welland Academy. LCC Education have also confirmed that financial contributions are required towards providing sixth form education facilities to support the development.

- 7.18.3 It should be noted that the timing for the delivery of the Primary School is to be determined by the birth rates over the course of the construction of the site i.e., higher birth rates means that the school will be required earlier in the phasing of the development. Therefore, the Heads of Terms are to include an appropriate “notification period” through which the County Council can notify the Developer when the school will be required, and the Developer subsequently has to make the serviced site available to meet the notification timescales. In addition, the Applicant has engaged with the County Council to agree the option for the master developer to build the new primary school; this provides the potential for the school to be developed at a higher specification than would normally be required if it were to be built out by County Council. The minimum specification is set out by the Department for Education, and the Section 106 Agreement will ensure that the school specification is agreed in writing with the County Council prior to the master-developer building the school. The Section 106 Agreement also includes arrangements for capital contributions to be paid by the Developer in the event that the County Council serves notice of the requirement for the school, and the Developer elects to revert back to the County Council building the school under the usual terms. These Section 106 contributions are to be secured as part of the Heads of Terms detailed below.
- 7.18.4 In respect of healthcare provision, the Lincolnshire Integrated Care Board (LICB) have been consulted on the application proposals and have confirmed that additional capacity will be required to accommodate the development. However, the ICB are currently in the process of undertaking a capital assets review in which they are reviewing their existing assets and establishing a plan for meeting their clinical needs of the future; until this review process has been completed the ICB cannot confirm whether a new community care facility will be required to be provided on site. Therefore, the Heads of Terms for the Section 106 Agreement refers to 450 sq. metres of land for the provision of a new health centre as part of the Local Centre within the Development. In the event that the centre is not provided on site by the Applicants, the Applicants will be required to provide the financial contribution in full.
- 7.18.5 In connection with the above, it is appreciated that comments on the application have raised objections on the basis that the existing health services in Stamford is currently under special measures. In this regard, the quality of care provision within Stamford is a matter for the Care Quality Commissioner and relates to the operators of the facility the planning requirement is ensure that there is sufficient capacity in respect of space available to meet the needs of the development. Matters relating to the number of doctors available, or the quality of care are not within the control of the Applicant and, therefore, cannot be addressed through planning obligations.
- 7.18.6 Similarly, public representatives have raised objections on the basis that there is no guarantee that the NHS will secure a new health centre as part of the Stamford North development. As referenced above, Officers have sought to engage with the NHS

throughout the consideration of the application; this has included invitations to attend meetings of the Stamford North Strategic Project Board, as well as joint meetings between Lincolnshire ICB and Leicestershire and Rutland ICB. As identified, the Lincolnshire ICB are currently undertaking a strategic review and are unable to confirm whether they require a new facility on land at Stamford North until this process has been completed. However, the proposed Heads of Terms requires the Applicants to deliver a health centre or make a financial contribution to meet the needs of the development.

- 7.18.7 In relation to the provision of adequate utilities and waste management services, matters relating to water supply and management have been discussed elsewhere within this report, and conditions are recommended to ensure that the development is appropriately phased to allow for the timely upgrades to these utilities. In respect of waste management, Lincolnshire County Council are the Waste Planning Authority, and have been consulted on the development, and have raised no objections in relation to waste management capacity.
- 7.18.8 Public representations have also commented that no development should take place until the infrastructure improvements are delivered. As referenced above, the statutory consultees have identified whether there is an existing capacity within the town to accommodate the development, and where appropriate, have recommended delivery triggers to ensure that mitigation is available when required to meet the needs of the development. These triggers are secured through the Heads of Terms and recommended conditions detailed below to ensure that mitigation is delivered in a timely manner.
- 7.18.9 Furthermore, comments have also been received raising concerns about the lack of detail on the maintenance of open spaces to be provided as part of the development. These details are secured through the proposed conditions requiring the submission of a Landscape and Ecological Management Plan.
- 7.18.10 In respect of concerns relating to inadequate retail provision to support the development, this is a matter which would be determined by market forces. The adopted Local Plan includes policies which encourage the delivery of retail development; however, market forces will determine whether a retailer considers there to be sufficient demand to support their business.

Planning Obligations Heads of Terms

- 7.18.11 Taking the above into account, the application proposals are for a major, cross-boundary residential-led urban extension which results in the need for a Section 106 Agreement to secure contributions to mitigate the impacts of the application proposals specifically, together with a Joint Infrastructure Planning Agreement to secure the delivery of cross-boundary infrastructure.
- 7.18.12 The proposed Heads of Terms for the site-specific Section 106 Agreement are as follows:

Section 106 Agreement

- **Open Space**

- Replacement Playing Fields
 - 1.57 hectares of land for playing pitches with additional land for changing rooms, toilet facilities, and car parking if required.
 - Replacement pitch location and details of maintenance and management to be provided prior to the first reserved matters application containing dwellings. Scheme must confirm that there will

- be no additional costs of maintenance to the users than the existing playing pitches.
 - Replacement pitches must be of equivalent or better quality than those to be lost at Borderville Sports Centre
 - Replacement pitches to be made available for use before any loss of existing playing field land at Borderville Sports Centre.
 - New Playing Fields
 - 3.13 hectares of land for new outdoor sports space, including the playing fields at the Primary School, which are to be subject to a community use agreement.
 - Details to be provided as part of a Programme which must be determined by the Council prior to the first reserved matters application containing dwellings.
 - In the event that land requirements cannot be achieved in full, financial contributions equivalent to land requirements to be payable in accordance with the timetable contained within the Programme. Financial contribution to be used towards improving facilities at Borderville Sports Centre or at other existing sports facilities in the Stamford area.
- **Affordable Housing**
 - 30% of the total number of dwellings consisting of:
 - 25% First Homes, 45% Affordable Rent and 30% Shared Ownership, unless otherwise agreed in writing by the Council.
 - Almshouses and Supported Housing Units to be provided as part of the Affordable Housing provision.
 - Nominations Agreement to be secured as part of the Section 106 Agreement which prioritises local connection to Stamford.
 - An Affordable Housing Scheme will be submitted for each phase of the development setting out how the affordable housing will be distributed throughout the site.
 - No more than 15 affordable dwellings or 20 apartments in a single cluster
 - A minimum of 15% of dwellings on each phase will be provided as Affordable Housing.
- **Self-Build and Custom Build Housing**
 - 2% of all dwellings to be provided as Self-Build and Custom Build Housing in accordance with statutory definition.
 - Scheme to be submitted detailing the location of Custom and Self-Build Plots within a phase and how these are to be made available to those meeting the definition of Self-Build and Custom Housebuilder.
 - Developer to provide the plots to purchasers as serviced plots.

- **Healthcare**
 - Applicants to deliver a health centre of no less than 450 sq. metres; or
 - £891,000.00 financial contribution towards the construction of the health centre.
 - The land will be safeguarded until the occupation of the 650th dwelling. If the land has not been requested by that time, the full financial contribution will be payable.
- **Highways**
 - Public Transport
 - £40,000 per annum for 5 years towards improving public transport to serve the development.
 - Travel Plan Monitoring
 - £1,000 per annum for 5 years towards the cost of monitoring the implementation of the travel plan.
- **Education**
 - Primary Education
 - 1.83 hectares of land to be made available as a serviced site for a 2-form entry (2FE) school.
 - Financial contribution towards the construction of the school.
 - The financial contribution will be reduced by the cost of providing the serviced site.
 - The County Council will service notice on the Owner when the Primary School is required. At which time, the Developer will have the option to build the school or confirm that the County Council will be responsible for delivery of the school.
 - Subject to the responsible party, additional financial contributions may be payable between each party.
 - Secondary Education
 - Financial contribution towards expanding secondary education provision at Stamford Welland Academy calculated based on number of dwellings confirmed at reserved matters.
 - Sixth Form Education
 - Financial contribution towards expanding sixth-form provision calculated based on number of dwellings confirmed at reserved matters.
 - Priority to be given to providing sixth-form education at Stamford Welland Academy
 - If there are no sixth-form facilities at Stamford Welland Academy, expansion to be made at Bourne Academy.

Monitoring Fee – £30,000.00

7.18.13 The proposed Heads of Terms for the Joint Infrastructure Planning Agreement, which is to be signed by the SKDC, Rutland County Council and the Landowners and Applicants for the Stamford North and Quarry Farm applications are as follows:

- **Link Road**

- Quarry Farm Link Road

- Completion before first occupation of 300 dwellings on Quarry Farm site or 8 years from the commencement of either development (whichever is the sooner)

- Stamford North Link Road

- Completion before first occupation of 500 dwellings on Stamford North site or 8 years from the commencement of either development (whichever is the sooner)

- **Main Street Design Brief**

- Requirement for all reserved matters applications relating to the Main Street to be in compliance with the details contained with the Main Street Design Brief.

As stated above, the trigger points relating to the completion of the link road include a backstop date which is initiated by the commencement of either development. Therefore, in the event that only one Developer commences their permission, the other party will still be obligated to complete their section of the link road within the 8-year time period, even if they have not commenced delivery of dwellings on site.

7.18.14 Taking the above into account, it is Officers assessment that the completion of the Joint Infrastructure Planning Agreement will provide appropriate legal security to the delivery of the link road, together with ensuring that the design of the link road is consistent across the administrative boundaries.

7.18.15 In addition, in the event that the current application was deemed to be acceptable in all other respects, the site-specific Section 106 Agreement secures the necessary infrastructure improvements on site and / or financial contribution to ensure that the impacts of local infrastructure are appropriately mitigated. As such, it is concluded that these obligations are compliant with the statutory tests of the CIL regulations, as well as local and national policy requirements.

7.18.16 Therefore, subject to the completion of the site-specific Section 106 Agreement and the Joint Infrastructure Planning Agreement, the application proposals would accord with Policy STM1-H1, ID1, H2 and H3 of the adopted South Kesteven Local Plan.

7.19 **Other Matters**

Minerals Safeguarding

7.19.1 As identified, it is appreciated that the application site falls within a Minerals Safeguarding Area as designated in the Lincolnshire Minerals and Waste Local Plan.

7.19.2 Lincolnshire County Council (as Minerals Planning Authority) have been consulted on the application and have confirmed that they have no objections.

7.19.3 As such, the application is deemed to comply with the requirements of Policy M11 of the Lincolnshire Minerals and Waste Local Plan.

Public Consultation

- 7.19.4 It is noted that comments received on the application have raised objections on the basis that there has been inadequate consultation with members of the public, and that the Applicant has failed to respond to matters raised through public representations.
- 7.19.5 In this respect, Officers can confirm that public notification on the application has been carried out in accordance with the statutory requirements of the Town and Country Planning (Development Management Procedure) Order, the Town and Country Planning (Environmental Impact Assessment) Regulations, and the Council's Statement of Community Involvement. This has involved formal notification sent to properties immediately adjacent to the site, displays of site notices at multiple points across the perimeter of the site, and formal publication of a notice within the Stamford Mercury. This process has been completed as part of an initial consultation process upon receipt of the application and repeated as part of the publication of the Environmental Statement Addendum. As such, the public consultation undertaken by the Local Planning Authority has fulfilled the statutory obligations.
- 7.19.6 With regards to public consultation undertaken on behalf of the Applicant, there is no statutory obligation for an Applicant to engage with the local community prior to the submission of a planning application, and likewise there is no statutory obligation for an Applicant to demonstrate how they have responded to any formal consultation responses. Paragraph 40 of the National Planning encourages Applicants to engage with the local community and statutory and non-statutory consultees prior to the submission of an application; but it would be unreasonable for the Local Planning Authority to refuse planning permission due to failure to consult with members of the public. The LPA would need to demonstrate how the development was unacceptable as a result of poor public engagement.

Impact on property values

- 7.19.7 A number of public representations received on the application have raised objections on the basis that the proposed development would devalue their property; this is not a material planning consideration.

Potential breaches of conditions and planning obligations

- 7.19.8 Public representations have also raised objections on the basis that the Local Planning Authority will not enforce any suggested planning conditions and / or planning obligations. Any future potential breaches of proposed planning conditions and / or obligations and subsequent consideration regarding formal enforcement action is not relevant to the determination of the current application.

Damage during construction activities.

- 7.19.9 Comments received on the application have also raised objections on the basis that the proposed development would result in damage to property and roads during the construction period. Any damage caused by construction of the development would be subject to private civil action and would not be a material planning consideration. Similarly, as advised by Lincolnshire County Council, where extraordinary damage occurs to the public highway as a result of construction activities, the Developer may be liable to paying the costs of repairing the damage under Section 59 of the Highways Act. This is a separate legislative regime outside of the planning process.

8 Crime and Disorder

- 8.1 It is concluded that the proposals would not result in any significant crime and disorder implications. Lincolnshire Police Crime Prevention Officer and Lincolnshire Fire and Rescue have both been consulted on the application and have raised no objections.

9 Human Rights Implications

- 9.1 Article 6 (Rights to fair decision making) and Article 8 (Right to private family life and home) of the Human Rights Act have been taken into account in making this recommendation. It is concluded that no relevant Article of the Act will be breached in making this decision.

10 Planning Balance and Conclusions

- 10.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise.
- 10.2 The current application seeks outline planning permission for the erection of up to 1,350 residential units (Use Class C2 and C3); a two-form entry primary school (Use Class F1); local centre (Use Classes E, F2 and public house, wine bar, or drinking establishment; drinking establishment with expanded food provision; and hot food takeaway for the sale of hot food where consumption is mostly off premises); road between Ryhall Road and Little Casterton Road; removal of existing noise bund; associated green infrastructure, including provision of public open space, landscaping, formal and informal play areas; utilities (including drainage); and associated access, including potential realignment of part of Ryhall Road; ancillary works and structures. The current application has been submitted in outline with all matters reserved for future determination.
- 10.3 As identified, the proposed development site forms Local Plan allocation STM1-H1, which is allocated within the adopted Local Plan for a cross-boundary sustainable urban extension, to include land at Quarry Farm within Rutland County Council's administrative area. As such, the principle of development on the site has been established by the site's allocation within the adopted Local Plan, and is acceptable in principle, subject to material planning considerations. The proposed development scheme would make a significant contribution towards meeting the identified housing needs of the District, together with the provision of key strategic infrastructure improvements for the local area, these are significant public benefits which Officers advise should be given substantial weight. Therefore, the scheme represents sustainable development when taken as a whole, and there are significant benefits to be afforded substantial weight in the assessment of the application proposals
- 10.4 In this respect, it is acknowledged that the application site also includes land outside of the Local Plan allocation boundary, which currently forms playing pitches, car parking and an acoustic bund at Borderville Sports Centre and land around it. Whilst the application proposals would result in the loss of playing fields, it is the Case Officer's assessment that appropriate replacement provision, including ensuring that any replacement grass pitch provision is of equivalent quality, benefits from the required ancillary facilities, and does not impose additional maintenance costs on future users can be secured through obligations contained within a Section 106 Agreement. Sport England, as the statutory consultee, have registered a holding objection and, therefore, in accordance with the statutory requirements, the Local Planning Authority will be required to refer the application to the Secretary of State for consideration on whether to use their powers to call-in the application.

- 10.5 With regards to all technical matters, it is the Case Officer's assessment that, subject to the imposition of conditions and planning obligations, as a matter of principle, the proposed development is capable of complying with the adopted development plan.
- 10.6 As referenced above, the proposed development forms a cross-boundary urban extension, which includes the provision of an east-west link road from Casterton Road to Ryhall Road across the width of the proposed development. A Joint Infrastructure Planning Agreement is required to be completed by South Kesteven District Council, Rutland County Council and the Owners of the Quarry Farm site, and Stamford North site, to ensure that this cross-boundary infrastructure is delivered in a comprehensive, co-ordinated and timely manner.
- 10.7 A site-specific Section 106 Agreement would also ensure that local infrastructure is appropriately upgraded to mitigate the impacts of the additional population generated by the development.
- 10.8 Taking the above into account, it is Officers' assessment that the application proposals would accord with the adopted Development Plan when taken as a whole, and the material considerations in this case also weigh in favour of granting planning permission.

11 Recommendation

- 11.1 To authorise the Assistant Director – Planning and Growth to refer the application to the Secretary of State with a resolution to GRANT planning permission, subject to conditions, and the completion of a Section 106 Agreement and Joint Infrastructure Planning Agreement; and
- 11.2 In the event that the Secretary of State does not call-in the application, the Assistant Director – Planning and Growth is authorised to GRANT planning permission, subject to conditions, and the completion of a Section 106 Agreement and Joint Infrastructure Planning Agreement.

Schedule of Condition(s)

Time Limit for Commencement

Time Limit for Commencement

- 1) The development hereby permitted shall be commenced before the expiration of three years from the date of this permission, or two years from the approval of the last reserved matters for the first phase, whichever is the later.

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).

Reserved Matters

- 2) Details of the reserved matters set out below shall be submitted to the Local Planning Authority for approval:
 - i. Access
 - ii. Appearance
 - iii. Layout
 - iv. Landscaping
 - v. Scale

Approval of all reserved matters shall have been obtained from the Local Planning Authority in writing before any development is commenced in respect of that reserved matters area.

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)

Time Limit for Reserved Matters

- 3) Details of the reserved matters set out in Condition 2 for the 1st phase of development shall have been submitted for approval within three years of the date of this permission.

An application for the approval of reserved matters must be made no later than 15 years from the date of this permission.

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).

Approved Plans

Approved Plans

- 4) The development hereby permitted shall be carried out in accordance with the following list of approved plans:
 - i. Site Location Plan (Ref: 5951-PL00) received 06 January 2023

Unless otherwise required by another condition of this permission.

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

Parameters Plans

5) The development hereby permitted shall be carried out in accordance with the broad principles of the following plans:

- i. Parameter Plan (Ref: 5951-PL102A) received 28 May 2024

Unless otherwise required by another condition of this permission.

Reason: To define the permission and for the avoidance of doubt, and to ensure that the development operates as assessed.

Before the Development is Commenced

Phasing Plan

6) Prior to the submission of the 1st reserved matters application, a detailed phasing plan for the development, which identifies the order at which they shall be commenced, completed and made available for use, together with a programme for the provision of site wide infrastructure including active travel improvements, and open space provision, including the equipped play areas, shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter, the Phasing Plan and programme shall be implemented as approved (or an alternative Phasing Plan and programme submitted to and approved in writing by the Local Planning Authority).

Reason: To ensure that the development comes forward in a timely and co-ordinated manner.

Site Levels and Groundworks Strategy

7) Prior to the determination of the 1st reserved matters application, a Groundworks Strategy detailing the existing and proposed site levels and land profiling (areas of cut, areas of fill, mounding, shaping and contouring works), with reference to an off-site datum point, shall have been submitted to and approved in writing by the Local Planning Authority. Site Levels Plans shall then be submitted as part of each reserved matters application in broad accordance with the approved Groundworks Strategy.

Thereafter, the development shall be carried out in accordance with the approved details.

Reason: In the interests of visual and residential amenity and in accordance with Policy DE1 of the adopted South Kesteven Local Plan 2011-2036.

Open Space

Replacement Parking

8) As part of any reserved matters applications involving any of the existing 109 car park spaces at Borderville Sports Centre, a detailed parking plan(s) (which may include temporary and permanent plans) showing the location of the replacement parking, and which must ensure that the number of parking spaces is not reduced at any time, shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter, the replacement parking shall be laid out in accordance with the approved details, and made available for public use, prior to the removal of any existing parking spaces; and thereafter shall be retained for use for the lifetime of the development.

Reason: To ensure that the development does not adversely affect the operations of the existing sports facilities as required by Policy OS1 (Open Space) of the adopted South Kesteven Local Plan.

Pollution Control

Construction Management Plan

9) Before the development hereby permitted is commenced on each phase, a detailed Construction and Environmental Management Plan (CEMP) for that phase shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include measures to mitigate against the adverse effects of vehicular movements, noise, dust and vibration and means to manage drainage and ecological impacts during the construction stages of the development. The submitted CEMP shall include:

- i. Access construction and build routes.
- ii. The hours of construction work and delivery hours.
- iii. The parking of all vehicles of site operatives and visitors.
- iv. The loading and unloading of all plant and materials.
- v. The storage of all plant and materials used in constructing the development.
- vi. Wheel washing facilities.
- vii. The routing of all vehicles associated with the construction of the development, including any offsite routes for the disposal of excavated material.
- viii. A strategy stating how surface water will be managed during the construction stage and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (temporary or permanent) connect to an outfall (temporary or permanent) during construction.
- ix. A Dust Management Plan.
- x. Ecological Management Plan, including appointment of an Ecological Clerk of Works, and the implementation of Natural England licences as required.

Any variation of the approved CEMP shall be submitted to and approved in writing by the Local Planning Authority. The approved CEMP shall be strictly adhered to throughout the construction period.

Reason: To minimise the effects of the construction stage of the development on the amenity of existing residents, and to ensure that the proposed development does not result in unacceptable adverse impacts on highways and drainage assets.

Noise Assessment

10) As part of any reserved matters applications, a detailed Noise Impact Assessment considering the impact of the development on all residential receptors, shall be submitted to and approved in writing by the Local Planning Authority. The Assessment must be carried out in accordance with the current best practice and shall be based on up-to-date modelling of all noise sources.

Where necessary, the submitted Noise Assessment shall identify a scheme of acoustic mitigation to ensure that internal and external noise levels meet the recommended professional standards.

Reason: To ensure that the proposed development does not give rise to any unacceptable impacts on residential amenity, and to ensure that the proposed development does not result in an adverse impact on the operations of the existing sports facility.

Lighting Assessment

11) As part of any reserved matters applications, a detailed Lighting Assessment and Lighting Spillage Plan of the existing and proposed sports facility lighting within or adjoining the site shall be submitted to and approved in writing by the Local Planning Authority. The assessment must be carried out in accordance with the current best practice and guidance at the time of submission.

Where necessary, the submitted Assessment shall identify a scheme of mitigation to ensure that the proposed development meets the recommended professional standards.

Reason: To ensure that the proposed development does not give rise to any unacceptable impacts on residential amenity, and to ensure that the proposed development does not result in an adverse impact on the operations of the existing sports facility.

Bund Removal Phasing Plan

12) No works relating to the removal of the existing acoustic bund to the south of Borderville Sports Centre shall commence until a detailed Phasing Plan for the removal of the bund and the implementation of the mitigation measures identified in the Noise Impact Assessment approved under Condition 10 above and Lighting Impact Assessment approved under Condition 11, has been submitted to and approved in writing by the Local Planning Authority. The submitted Phasing Plan shall include:

- The programme for the removal of the bund;
- The programme for the completion of the identified acoustic mitigation measures;
- The programme for the completion of the identified lighting mitigation measures;
- Where necessary, any temporary acoustic mitigation measures to be provided to ensure that the proposed development provides an appropriate internal and external noise level for all existing and future residents, during any period following the removal of the bund and prior to the completion of the alternative acoustic mitigation measures; and
- Where necessary, any temporary lighting mitigation measures to be provided to ensure that the proposed development provides appropriate lighting condition for all residential properties during any period following the removal of the bund, and prior to the completion of the alternative mitigation measures.

Reason: To ensure that the proposed development does not give rise to any unacceptable impacts on residential amenity, and to ensure that the proposed development does not result in an adverse impact on the operations of the existing sports facility.

Access and Highways

Active Travel Improvements

13) A detailed scheme for active travel connections from the site to Stamford Town Centre along Green Lane / Kings Road (as shown indicatively in Plate 5.1 of the Transport Assessment Addendum by Stantec, March 2024), shall be submitted to and approved in writing by the

Local Planning Authority. Thereafter, the active travel connections shall be provided in accordance with the Phasing Timetable approved under Condition 6.

Reason: To ensure the provision of safe and adequate means of access to the permitted development.

Estate Road Phasing & Completion Plan

14) Before the development hereby permitted is commenced on each phase, an Estate Road Phasing and Completion Plan for that phase shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall set out how the construction of the development will be phased and the standards to which the estate roads on each phase will be completed during the construction period of the development.

Thereafter, the development shall be carried out in accordance with the approved details.

Reason: To ensure that a safe and suitable standard of vehicular and pedestrian access is provided for residents throughout the construction period of the development.

Travel Plan

15) As part of any reserved matters applications relating to layout, a detailed Travel Plan for that phase shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be in broad accordance with the approved Framework Travel Plan (Stantec) (Ref: 332210767/2010.4) and shall set out measures for that phase which will contribute to the attainment of the site-wide targets set out within the approved Framework Travel Plan. This shall include a scheme making available 2 free annual travel passes per dwelling for the first year of their occupation.

Thereafter, the Travel Plan shall be implemented in accordance with the approved details prior to first occupation and shall be in place/action for the lifetime of the development.

Reason: In order that the permitted development conforms to the requirements of the National Planning Policy Framework, by ensuring that access to the site is sustainable and that there is a reduced dependency on the private car for journeys to and from the development.

Design Quality and Visual Impact

Design Code and Masterplan

16) Prior to the determination of any reserved matters application, a detailed design code and masterplan covering the whole of the site shall be submitted to, and approved in writing by, the Local Planning Authority. The design code shall be formulated having regard to Parameters Plan (Ref: 5951-PL102A) received 28 May 2024, and shall include the following details:

- i. The character area objectives and principles for each part of the site in support of the overall vision for the scheme to guide the design for each component of the development
- ii. The proposed movement network delineating the primary, secondary and tertiary streets and pedestrian and cycleway connections, setting out the approach to estate design, treatment of non-vehicular routes and car and cycle parking.

- iii. The proposed layout, use and function of all open space and green infrastructure within the development
- iv. The approach to and design principles applied to parking (on street and off-street)
- v. Layout principles to include urban structure, form and layout of the built environment, building heights, densities, legibility, means of enclosure, key gateways, landmark buildings and key groups
- vi. Specifications for areas within the public realm including landscaping and hard surface treatments, lighting, street trees, boundary treatments, street furniture and play equipment
- vii. Servicing, including utilities, design for the storage and collection of waste and recyclable materials
- viii. The design principles that will be applied to the external appearance and layout of dwellings.
- ix. The design principles that will be applied to the development to encourage security and community safety.
- x. The specific design principles that will be applied to the local centre
- xi. The specific design principles that will be applied to the green infrastructure; and
- xii. The design principles for the incorporation of SuDS throughout the development.

Any variations to the approved Design Code shall be submitted to and approved in writing by the Local Planning Authority.

Any reserved matters application for any phase of development shall comply with the principles established.

Reason: To ensure a comprehensive and co-ordinated approach to development.

Drainage

Foul Water Strategy

17) No development shall commence until a strategic foul water strategy has been submitted to and approved in writing by the Local Planning Authority, in consultation with Anglian Water. This should identify the connection point to the 1050mm sewer network along Uffington Road, unless otherwise agreed in writing by the Local Planning Authority, in consultation with Anglian Water.

Prior to the occupation of any phase of the development, the foul drainage works relating to that phase must have been carried out in complete accordance with the approved scheme, or any variation to the approved scheme submitted to and approved in writing by the Local Planning Authority.

Reason: To reduce the impacts of flooding and potential flood risk.

Surface Water Drainage

18) As part of the reserved matters application relating to layout for each phase of the development, a surface water drainage scheme shall first have been submitted to, and approved in writing by, the Local Planning Authority. The submitted scheme must:

- i. Be based on the results of evidenced groundwater levels and seasonal variations

- ii. Be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development
- iii. Provide flood exceedance routing for storm events greater than 1 in 100 year
- iv. Provide details of how runoff will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the runoff rate for the undeveloped site
- v. Provide attenuation details and discharge rates which shall be restricted to greenfield runoff rate
- vi. Provide details of the timetable for and any phasing of implementation for the drainage scheme; and
- vii. Provide details of how the scheme shall be maintained and managed for the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.
- viii. Provide details of an assessment of the risks to controlled waters.

Thereafter, no dwelling / part of that phase of development shall be occupied / brought into use until the approved scheme has been completed or provided on site in accordance with the approved phasing.

The approved scheme shall be retained and maintained in full, in accordance with the approved details.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development.

Ecology and Arboriculture

Recreational Impact Assessment

19) As part of any reserved matters relating to layout and landscaping of the areas identified as “green open space” on the approved parameters plan, a Recreational Impact Assessment shall be submitted to, and approved in writing by, the Local Planning Authority.

The assessment should include an assessment of direct impacts from the proposed development to the qualifying features of the Barnack Hills and Holes Special Area of Conservation from recreational disturbance.

Reason: To ensure that the proposed development adheres to the requirements of the Conservation of Habitats and Species Regulations 2017, and Local Plan Policy EN2.

Ecological Impact Assessment

20) Before the development hereby permitted is commenced on each phase, an Ecological Impact Assessment and Biodiversity Plan for that phase, shall have been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the development shall be carried out in accordance with the approved details.

Reason: To ensure that the development as a whole achieves a Biodiversity Net Gain as required by Policy EN2 and STM1-H1 of the adopted South Kesteven Local Plan, and in accordance with Section 15 of the National Planning Policy Framework.

Arboricultural Impact Assessment and Tree Protection Plan

21) Before the development hereby permitted is commenced on each phase, a detailed arboricultural method statement and tree protection plan for the protection of retained trees, including a tree protection programme for provision and retention of the tree protection measures within that phase, shall be submitted to and approved in writing by the Local Planning Authority. The method statement and plan shall meet with the standards set out in BS5837:2012 Trees in relation to Design, Demolition and Construction – Recommendations. The protection scheme and plan shall be completely implemented prior to site preparation, clearance on building works starting on that phase, and shall be retained in accordance with the approved programme, unless otherwise agreed in writing by the Local Planning Authority. The protection scheme must include details of all trees to be retained and positioning of tree protection fencing, and ground covers to create construction exclusion zones. No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be pruned in any manner without the prior written approval of the Local Planning Authority.

Reason: In the interests of visual amenity, tree health and for the avoidance of doubt.

Heritage and Archaeology

Written Scheme of Investigation

22) Before the development hereby permitted is commenced, a Written Scheme (WSI) of Archaeological Investigation shall have been submitted to and approved in writing by the Local Planning Authority.

Thereafter, all works on site shall be carried out in accordance with the approved WSI.

Reason: In order to provide a reasonable opportunity to record the history of the site and in accordance with Policy EN6 of the adopted South Kesteven Local Plan.

Ground Contamination

Land Contamination Risk Management Phase II Investigation

23) No works pursuant to this permission shall commence, unless otherwise agreed in writing by the Local Planning Authority, until there have been submitted to and approved in writing:

- i. A site investigation report assessing the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the submitted desk based study; and if required
- ii. A detailed scheme for remedial works (should such works be required) and measures to be undertaken to avoid risk from contaminants and / or gases when the site is developed and proposals for future maintenance and monitoring. Such a scheme shall include nomination of a competent person to oversee the implementation of the works.

Reason: Previous activities associated with this site may have caused, or had the potential to cause, land contamination and to ensure that the proposed site investigations and remediation will not cause pollution in the interests of the amenities of future residents and

users of the development; and in accordance with Policy EN4 of the adopted Local Plan and guidance contained in the NPPF.

During Building Works

Climate Change

Sustainable Construction

24) No development above damp-proof course on each phase shall commence until a Sustainability Statement outlining how the proposed dwellings would comply with the requirements of Local Plan Policy SB1 have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of how carbon dioxide emissions have been minimised through the design and construction of the development, details of water efficiency, and the provision of electric car charging infrastructure.

The approved sustainable construction measures shall be completed in full for each dwelling, in accordance with the agreed scheme, prior to first occupation of each dwelling.

Reason: To ensure that the development mitigates against, and adapts to climate change, in accordance with Policy SB1 of the adopted South Kesteven Local Plan.

Ground Contamination

Precautionary Ground Conditions

25) Any contamination that is found during the course of construction of the approved development that was not previously identified shall be reported immediately to the Local Planning Authority. Development on the part of the site affected shall be suspended and a risk assessment carried out and submitted to and approved in writing by the Local Planning Authority.

Where unacceptable risks are found, remediation and verification schemes shall be submitted to and approved in writing by the Local Planning Authority.

These approved schemes shall be carried out before the relevant phase of the development is resumed or continued.

Reason: Previous activities associated with this site may have caused, or had the potential to cause, land contamination and to ensure that the proposed site investigations and remediation will not cause pollution in the interests of the amenities of future residents and users of the development; and in accordance with Policy EN4 of the adopted Local Plan and guidance contained in the NPPF.

Before the Development is Occupied

Pollution Control

Noise Mitigation – Implementation and Retention

26) Before any dwellings hereby permitted are occupied, the acoustic mitigation measures identified within the Noise Impact Assessment shall have been completed and a Validation Report shall be submitted to, and approved in writing by, the Local Planning Authority, which demonstrates the scientific and technical effectiveness of the noise mitigation measures.

Thereafter, the acoustic mitigation shall be maintained and retained in full for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not give rise to any unacceptable impacts on residential amenity, and to ensure that the proposed development does not result in an adverse impact on the operations of the existing sports facility.

Access and Highways

Estate Road Completion Compliance

27) Before any dwelling hereby permitted is occupied, all of that part of the estate road and associated footways that form the junction with the Main Street, Little Casterton Road or Ryhall Road, which will be constructed within the limits of the existing highway, and which serves that dwelling shall be laid out and constructed to finished surface levels in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.

Reason: In the interests of safety, to avoid the creation of pedestrian trip hazards within the public highway from surfacing materials, manholes and gullies that may otherwise remain for an extended period at dissimilar, interim construction levels.

Drainage

Water Supply Strategy

28) Before any development hereby permitted is occupied / brought into use, a potable water strategy shall be submitted to, and approved in writing by the Local Planning Authority, in consultation with Anglian Water. This strategy shall provide confirmation that there is sufficient potable water to supply each phase of the development.

Thereafter, the approved development shall be carried out in accordance with the approved strategy.

Reason: To ensure a supply of potable water to new and existing customers; and to ensure new and existing customers do not suffer from low water pressure.

Ecology and Arboriculture

Landscape and Ecological Management Plan

29) Before any part of the development hereby permitted is occupied / brought into use, a Landscape and Ecological Management Plan shall have been submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- i. Long term design objectives
- ii. Management responsibilities; and
- iii. Maintenance schedules for all landscaped areas, other than privately owned, domestic gardens.

Reason: Soft landscaping makes an important contribution to the development and its assimilation with its surroundings and in accordance with Policy EN2 of the adopted Local Plan.

Ground Contamination

Verification Report

30) No part of the development hereby permitted shall be occupied or brought into use until a verification report for that part of the development has been submitted to and approved in writing by the Local Planning Authority. The report shall have been submitted by the agreed competent person and identify that the approved remedial works have been implemented. The report shall include, unless otherwise agreed in writing:

- i. A complete record of remediation activities, and data collected, as identified in the remediation scheme to support compliance with the agreed remediation objectives.
- ii. Photographs of the remediation works in progress; and
- iii. Certificates demonstrating that imported and / or material left in situ is free from contamination.

Thereafter, the scheme shall be monitored and maintained in accordance with the approved details.

Reason: Previous activities associated with this site may have caused, or had the potential to cause, land contamination and to ensure that the proposed site investigations and remediation will not cause pollution in the interests of the amenities of future residents and users of the development; and in accordance with Policy EN4 of the adopted Local Plan and guidance contained in the NPPF.

Ongoing Conditions

Development Specification

31) The development hereby permitted shall not exceed the following development parameters:

- i. Up to 1,350 residential units (Use Class C3 – Dwellinghouses and Use Class C2 – Residential Institutions)
- ii. Two-form entry Primary School (Use Class F1)
- iii. Up to 3,000 sq. metres Local Centre, to include:
 - I. Commercial, business and service uses (Retail, restaurant, medical or health facilities, creche or day nursery – Use Class E)
 - II. Community hall or meeting place (Use Class F2)
 - III. Public house, wine bar or drinking establishment
 - IV. Drinking establishment with expanded food provision
 - V. Hot food takeaway for the sale of hot food where consumption of that food is mostly taken off the premises)
- iv. Road between Little Casterton Road and Ryhall Road
- v. Removal of existing bund
- vi. Associated green infrastructure including provision of public open space, landscaping, formal and informal play areas
- vii. Utility provision (including drainage); and
- viii. Associated access, potential realignment of part of Ryhall Road, ancillary works and structures.

Reason: To define the permission and for the avoidance of doubt, and to ensure that the development proceeds as assessed.

Ecology and Arboriculture

Landscape and Ecological Management Plan

32) Following first occupation of any dwellings, the approved Landscape and Ecological Management Plan shall be adhered to in full, unless otherwise agreed in writing by the Local Planning Authority.

Reason: Soft landscaping makes an important contribution to the development and its assimilation with its surroundings and in accordance with Policy EN2 of the adopted Local Plan.

Standard Note(s) to Applicant

- 1) In reaching this 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 Paragraph 38 of the National Planning Policy Framework (2023).
- 2) In accordance with Section 59 of the Highways Act 1980, please be considerate of causing damage to the existing highway during construction and implement mitigation measures as necessary. Should extraordinary expenses be incurred by the Highway Authority in maintaining the highway by reason of damage caused by construction traffic, the Highway Authority may seek to recover these expenses from the developer.
- 3) All roads within the development hereby permitted must be constructed to an acceptable engineering standard. 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. Those roads that are not voluntarily put forward for adoption may be subject to action by the Highways Authority under Section 219 (Advanced Payments Code) of the Highways Act.
- 4) Any reserved matters application relating to the layout of parcels in the vicinity of the proposed Primary School and Stamford Welland Academy will be required to make appropriate provision for drop off / collection points for use in relation to the school(s).
- 5) The results of the Recreational Impact Assessment required by Condition 18 must be used to inform the design of the Suitable Alternative Natural Greenspace to be provided on site to ensure that it meets the requirements of local residents and provides an effective alternative
- 6) The presence of a former railway line presents a potential risk of contamination. Sustainable drainage systems (SuDS) proposed in areas of potentially contaminated ground present a risk of contamination that could be mobilised by surface water infiltration. This could pollute controlled waters. Ground conditions should be established in any proposed locations for SuDS where contamination may be present, and an appropriate risk assessment undertaken.
- 7) We strongly recommend the use of flood resistance and resilience measures. Physical barriers, raised electrical fittings and special construction materials are just some of the ways you can help to reduce flood damage. To find out which measures will be effective for this development, please contact your building control department.
- 8) Under the Environmental Permitting (England and Wales) Regulations 2016, permission must be obtained from the Environment Agency for any proposed activities which will take place:
 - a. In, over, under or within 8m of a main river (16m if tidal)
 - b. On or within 8m of a flood defence structure or culvert
 - c. On or within 16 metres of a sea defence
 - d. Within 16m of any main river, flood defence (including a remote defence) or culvert for quarrying or excavation.
 - e. In a flood plain more than 8m from the river bank, culvert or flood defence structure if planning permission has not already been granted for the works.

Proposed Parameter Plan



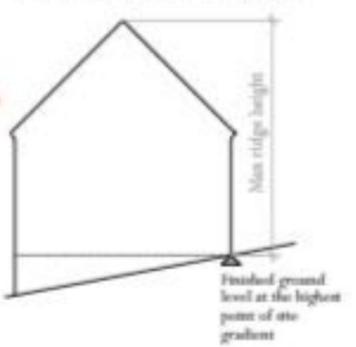
- Site boundary
- Proposed pedestrian and / or cycle access
- Proposed all modes access and inter-SIB connectivity
- Zone for Active Travel inter-SIB connectivity
- Public Right of Way
- Limit of deviation for Main Street (Link Road)
- Ryhall Road to remain within this limit of deviation. Alignment and position of access points to be determined at reserved matters stage.
- Indicative location of NEAP/LEAP Play areas
- Location for 2HE Primary School site, buildings, associated equipment and structures.
- Location for Mobility Hub
- Area for public highway
- Current use unchanged
- Retained buildings
- Location for landmark building or structure with a height in excess of surrounding built form. Max 18m eaves height (1). Max footprint 7x/7m of building or part of building.
- Option for bus gate / bus access alongside pedestrian and cycle access
- Green open space including amenity space, drainage and SUDs, play areas, footpaths/cycleways, vegetation and/or planted areas and retained trees. Routes for occasional vehicular access between development parcels are permitted.
- Development abutting existing dwellings
- Area for sports club alteration / expansion and/or development (see below notes re. max 3 storey development). Additional formal open space provision (playing pitches) may be located within either or both green open space and development areas.
- Max 2 storey C2/C3 residential development (2). Max ridge height 12m (1)
- Max 2.5 storey C2/C3 residential development (2). Max ridge height 12.5m (1)
- Max 3 storey C2/C3 residential development (2). Habitable rooms in roof space permitted. Max ridge height 15.0m (1)
- Zone for residential and mixed use local centre including use classes C.2, C.3, E, F.2 and Sui Generis (2). Max 3 storey development. Rooms in roof space permitted. Max ridge height 15.0m (1)

Notes

(1) Above finished ground level at the highest point of site gradient

(2) To include secondary and tertiary streets, footways/cycleways, incidental open space and attenuation ponds/basins

All land use areas and features subject to a location tolerance of +/- 10m unless stated otherwise



Adopted Properties and Reservations are shown for illustrative purposes only and their use forms no part of the planning application. All reserved matters require separate applications and should be decided before issuing the final planning permission. It is the applicant's responsibility to ensure that all reserved matters are submitted to the relevant authority in accordance with the relevant legislation. The applicant is responsible for ensuring that the proposed development complies with all relevant legislation and planning requirements. The applicant is responsible for ensuring that the proposed development complies with all relevant legislation and planning requirements. The applicant is responsible for ensuring that the proposed development complies with all relevant legislation and planning requirements.

PROJECT	Drawn/Marked
STEL	Parameter Plan
SCALE	1:5000 @A0
DATE	07.11.24
DRAWING No.	001_04_001A
REVISION	00

ADAM URBANISM

OLD HYDE HOUSE, 75 HYDE STREET
WIMBORNE, DANTS, DORSET, TEL: 01962 64840

WEST WIND, SOMMERSET HOUSE, STRAND
LONDON, WC2E 1EA, TEL: 020 7841 8148

www.adamurbanism.com adam@adamurbanism.com

Illustrative Stamford North Masterplan



- SUE site boundary
- Proposed development blocks
- Open green space
- Existing buildings
- Existing woodlands
- Existing trees & hedges
- Existing school
- Local centres
- Existing sports centres
- Proposed location of school
- Gwash meadows
- Country park
- Indicates location of play areas
- Indicates location of MUGA
- Primary access points
- Trees and vegetation

Adopted Plans and Resolutions are shown for reference purposes only and have not been amended since adoption. All areas shown are approximate and should be verified before taking any action. The location of the proposed development is shown for reference purposes only. All dimensions are to be checked by the contractor before commencing work on site. The location of the proposed development is shown for reference purposes only. The responsibility for obtaining the relevant planning and building regulations is the responsibility of the contractor. The responsibility for obtaining the relevant planning and building regulations is the responsibility of the contractor.

PROJECT	10111
	Stamford North
TITLE	Stamford Urban Extension (SUE) Masterplan
SCALE	1:1000 @A3
DATE	12/01/19
DRAWING NO.	10111-0111A
ISSUES	00

ADAM ARCHITECTURE
 OLD HYDE HOUSE, 75 HYDE STREET
 WINCHESTER, HANTS, SO1 1JW, TEL: 01962 842641
 WEST WIND, BOMBEY HOUSE, STANG
 LONDON, WC2E 1LA, TEL: 020 7641 0140
www.adamarchitecture.com

Appendix 1 – Lincolnshire County Council (Highways & SuDS)

Appendix 2 – Sport England 29 August 2024

Thank you for sending through additional information submitted for the above application. The additional information relates to a revised Stamford North Open Space Document, a letter from Alex Vickers at Grounds Management Association (GMA) entitled “Alternative pitch layouts and re-provision of Borderville” and an email from Andy Moffat at Savills dated 5 August 2024.

Assessment of the Additional Information against Sport England’s Playing Fields Policy and the NPPF

Paragraph 103 in the NPPF requires that open space including playing fields shall be protected from development unless one of 3 criteria are satisfied, Sport England’s Playing Fields Policy and Guidance (PFPG) is the published guidance of Sport England who are a statutory consultee. Exception 4 in the PFPG requires that the replacement area of playing field should be “of equivalent or better quality and of equivalent or greater quantity.” Policy OSI (Open Space) in the South Kesteven District Council Local Plan (2020) also protects open space and sports pitches from development unless one of 3 criteria are satisfied and that the site does not support important or protected habitats or species.

The proposal to create a new linear park as shown on the Parameters Plan, the Illustrative Masterplan, the Design Brief for Stamford North – Main Street and included in the application submission documentation would lead to the loss of 1.57 hectares of playing field marked out as playing pitches along with the loss of Borderville Sports Centre’s car park and playing field land around the stadium pitch and Artificial Grass Pitch (AGP). The definition of playing field in the NPPF is “*the whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015*” and so does not just relate to land marked out as a playing pitch.

The additional information submitted by the applicant maintains their view that the proposal satisfies criterion b) in paragraph 103 and exception 4 in the PFPG in that “the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.”

The amended Stamford North Open Space document submitted with the information includes a section on the replacement pitches which would be lost. The document states that a minimum of 1.57 hectares and a minimum of 4 pitches would be lost along with car parking. The document includes two options that are being explored. The document confirms that the final details for a replacement site would be agreed at a later date and so included in planning conditions/S. 106 Agreement for these details to be agreed.

Option 1 is shown as off-site provision at land southwest of Stamford Junior School on Kettering Road. The report “An assessment of the current quality of the natural turf pitches at Borderville Sports Centre and an evaluation of three potential re-provision sites” (GMA document) is appended to this document (Appendix B). This assessment shows that pitches of similar quality to the site to be lost could be replaced. However, as confirmed by the report, this

mitigation site would require more maintenance compared to the site to be lost. The site would also require changing room facilities to be built along with car parking, access road and other ancillary facilities to enable the site to have an equivalent quality as the site to be lost. Paragraph 59 of the PFPG requires that a new area of playing field should allow the same level of competitive play to take place without requiring any additional maintenance input. The site at Kettering Road would require additional maintenance input for the grass pitches as confirmed by the GMA report in that intensive primary and secondary drainage coupled with heavy sand amelioration would be required to create pitches capable of achieving the quality of those to be lost. The maintenance of these drainage systems would be expensive and would require specialist contractors. In comparison, the pitches to be lost at Borderville (as included in the GMA document) are situated on naturally well drained soils with lateral drains at 5m centres. The Kettering Road site would also require maintenance of the new ancillary facilities. This cost would be an additional cost to the operator when compared to the site to be lost as the operator would still need to maintain the existing site at Borderville Sports Centre as they would be operating across two sites which would further increase their maintenance costs as confirmed by comments made by the Football Foundation that a satellite site would place additional operational strain on local sports operations.

The Kettering Road site would require planning permission for this change of use proposal as confirmed in the Open Space document – *“any off-site provision would also be dependent on planning permission for the use of the land being secured.”* There would be a need for cut and fill earthworks to create the grass pitches along with the construction of changing facilities, a car park and access. As the site is located within the functional floodplain of the River Welland, there is no certainty that planning permission would be granted and so the delivery of this site cannot be assured. This is a view which has been held by Planning Inspectors at appeal when considering proposed replacement playing field sites which do not have planning permission secured. They have found that where there are no guarantees that the specific works would be secured and, as a necessity to make the proposed development acceptable in planning terms, they would fail to meet the test set out in Paragraph 57 in the NPPF. Therefore, it is Sport England’s opinion that the loss resulting from the proposed development would not be replaced by equivalent or better provision in terms of quantity and quality in a suitable location at the Kettering Road site.

Option 2 in the amended Stamford North Open Space document is for on-site provision if it is not feasible for off-site replacement provision to be provided. The document cites challenges with providing level playing pitches on the application site. Therefore, the document states that the precise location of the replacement provision would need to be agreed pursuant to the planning conditions/ S. 106 Agreement. Neither the Indicative masterplan or the Parameters Plan has been amended and so also fails to include land that could accommodate this large replacement provision. The report *“An assessment of the current quality of the natural turf pitches at Borderville Sports Centre and an evaluation of three potential re-provision sites”* confirms that this replacement provision needs to be provided in a single location only and not divided between sites. Any outline permission granted by the Council would likely require that the reserved matters are in general compliance with the parameter and master plans. As such,

the outline permission would not secure a suitable replacement site on the application site which is of equivalent or better provision in terms of quality and quantity and in a suitable location.

Sport England's concerns remain that allowing these 2 options for the replacement provision to be secured prior to the grant of the first reserved matters approval would not allow an assessment to be made on whether the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location as required by paragraph 103 of the NPPF and that planning permission would already have been approved for their loss. The challenges of providing level playing pitches on the application site are raised in the Open Space document. A satellite replacement site detached from the main hub of Borderville Sports Centre would dilute the facilities at this site. The Council is currently producing its Playing Pitch Strategy for the District. It is understood that this work is looking at the impact the loss of these grass pitches and so the dilution of the facilities at this site would have not just on the football club who use the site but also on the use of the site as a sports college. Borderville Sports Centre was granted planning permission under ref: S13/0260 for the construction of the grass pitches, stadium pitch, AGP, buildings and car parking as a replacement facility for Stamford FC's football ground off Kettering Road which was developed for housing and as a sports college for Stamford College.

As raised by the Football Foundation there would need to be separate management and maintenance arrangements secured for a satellite site and this would place additional operational strain on local sports operations and so would not meet the quality requirement in paragraph 103 of the NPPF.

Sport England notes that the GMA letter submitted as part of this additional information includes a new site option at Borderville. However, the whole of this site does not appear in the amended Open Space document or in the GMA report appended to the Open Space document. Appendix 2 in the GMA letter shows a proposed layout for the Borderville Sports Centre site with the replacement pitches provided to the west of the site along with car parking provided to the north of the site, a MUGA to the north and a Main Street with wide verges and vegetation separating the proposed residential development from the sports pitches. Whilst the GMA has provided some detail on the construction of these grass pitches, there is a need for an agronomy report to be submitted on this land and a detailed specification of the work that would be required to construct good quality pitches. Information would also be required on the on-going maintenance required for these pitches. Once Sport England is in receipt of this additional information, we can involve the Football Foundation to assess whether this option would be a suitable replacement scheme for the loss of the playing field.

Impact of the proposal on Borderville Sports Centre and paragraph 193 of the NPPF

Sport England is a statutory consultee on proposals which could have a prejudicial impact on the use of playing field. As discussed previously, paragraph 193 of the NPPF and the 'agent of change' principle applies to sports clubs and seeks to ensure that these existing facilities can continue without additional restrictions being placed upon them by development permitted

after they were established. As discussed, both the stadium pitch and AGP can both be used up to 2230 hours each evening under permission ref: S13/0260. The stadium pitch also has use of a PA system. The parameters plan shows housing proposed within 7 metres of the stadium pitch and AGP. However, the Noise Assessment Scheme published on the Council's website does not include data on night time noise levels and the cumulative impact of the use of both the stadium pitch and AGP at the same time up to 2230 hours. It is noted that the applicant states that the Council's Environmental Health Department considers that the residential part of the development could be adequately protected from noise from the adjacent sports pitches and sports centre use. It would be helpful if the Environmental Protection Officer's comments were published on the Council's website on noise and lighting as presently the published comments are restricted to construction activity, air quality and contamination.

As raised previously there is also concern that the loss of parts of the site approved under planning permission ref: S13/0260 could breach planning conditions on this consent such as the provision of 110 car parking spaces. The proposal would involve the loss of this car park. There is a need to ensure that a replacement car park is secured.

Conclusion

As previously stated, Sport England had no objections to Housing Allocation STM1-H1 for Stamford North SUE in the South Kesteven DC's Local Plan (2020) as it excluded the Borderville Sports Centre site and land within the application site boundary for planning permission ref: S13/0260. Our concerns relate to the inclusion of this playing field land in the development scheme and the impact it will have on the loss of this land and the prejudicial impact on the remaining land in an area which has a deficiency in playing field. The amended Stamford North Open Space Document would not secure replacement playing field of equivalent or better provision in terms of quantity and quality in a suitable location as required by Paragraph 103b) of the NPPF.

Based on the above assessment Sport England continues to **object** to this proposal.

Notwithstanding the concerns raised above and without prejudice to Sport England's objection, comments have been provided on a new site option at Borderville as included in the GMA letter. In providing further information on this site Sport England would ask that the applicant submits this to the local planning authority and not to Sport England directly. That way it forms part of the planning application submission and its associated audit trail. The local planning authority can then consult Sport England on receipt of this information.

Appendix 3 – Habitat Regulations Assessment

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LINCOLNSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: South Kesteven District Council

Application number: S23/0055

Application Type: Outline

Proposal: Outline planning application for the erection of up to 1,350 residential units (Use Class C2 and C3); a two-form entry primary school (Use Class F1); local centre (Use Classes E, F2 and public house, wine bar or drinking establishment; drinking establishment with expanded food provision; and hot food takeaway for the sale of hot food where consumption is mostly off premises); road between Ryhall Road and Little Casterton Road; removal of existing noise bund; associated green infrastructure including provision of public open space, landscaping, formal and informal play areas; utilities (including drainage); and associated access, ancillary works and structures (Access only, all other matters reserved)

Location: Land to the North of Stamford

Response Date: 29 October 2024

This report includes the Substantive response of the Local Highway and Lead Local Flood Authority to a planning consultation received under the Development Management Order and includes details of any planning conditions or informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement.

General Information and Advice

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

Please note that although the Definitive Map and Statement proves the existence of any recorded rights of way, there may be further or higher rights that are not shown on this document that the County Council is not currently aware of. This would be especially relevant where the public has had informal access to the site or where there are references to routes across this in maps or other historic documents. As the County Council has received no application to recognise further rights of way affecting the site, no more informed guidance can be offered at this stage.

Application number: S23/0055
Application Type: Outline
Location: Land to the North of Stamford

Highway and Lead Local Flood Authority Report

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

Recommendation:

Does not wish to restrict the grant of permission subject to conditions and S106 requests detailed below.

Comments:

Introduction

This application is for 1350 dwellings in South Kesteven, there is another live application in Rutland (2022/0227/MAO) for a further 650 dwellings. Together these form the complete land known as Stamford North.

The original applications were supported by Transport Assessments using traffic modelling from 2018 in support of the allocations for the Local Plans. By the time of submission in 2023, LCC had a new Stamford Traffic Model (STM) and it was requested that the whole development proposals, along with the phasing for the development be undertaken using the new model.

In March 2024, further information was submitted by the applicants on both applications which included a new Transport Addendum, including assessment and results from modelling using the new LCC STM.

Traffic Modelling Summary

The trip generation for the site has been based on comparable sites in TRICS and indicates for the full development of 2000 houses additional vehicle trips of 1098 and 1268 in the am and pm peaks respectively.

The development provides a Main Street which will provide a new east-west link from Ryhall Road to Casterton Road and also connecting with Little Casterton Road. These multiple connections enable the new traffic to be dispersed across the highway network and the connection through the development also provides an alternative route for existing network traffic to travel east-west or west-east. The traffic modelling outputs show this dispersal with limited increases in peak hours of trips on existing roads – the maximum link increase being on Little Casterton Road south of the site at 260 vph in the pm peak (TA Plate 7.3). The modelling also estimates that around 300vph will transfer from existing links and use Main Street.

Modelling results of the individual 17 junctions across the network show that for 12 junctions the RFC will remain below theoretical capacity. Of the 6 junctions that would go over 100% capacity, all 6 would be over capacity in the 2041 Do Minimum without any development, and the additional development traffic does not make the situation unacceptably worse.

There is an increase in flows along Sidney Farm Lane and Arran Road as a result of this development, these increases are within capacity but will be noticeable to residents as they could be around 30% uplift on existing flows if all traffic were to use one route. Sidney Farm Lane is a better road to accommodate this uplift due to the fact that there is little frontage development, whereas on Arran Road most houses directly access the street. Some form of traffic calming, signing, and other measures may be required to be implemented to ensure this occurs. It is recommended that a S106 provision is made for £400k for traffic calming measures on Arran Road, and £170k for upgrading the crossing on Sidney Farm lane to a signal controlled crossing. This may increase traffic on Sidney Farm Lane and National Highways would need to be satisfied that their network is not unacceptably impacted.

The modelling also shows traffic flows along parts of Little Casterton Road increasing significantly and these also result in increases on Radcliffe Road, Casterton Road and Scotgate. As with Arran Road, there is a possibility that Radcliffe Road could become a rat-run to avoid the Scotgate/West Street junction which is predicted to be at capacity. To mitigate this it is recommended that £500k is provided for potential traffic calming, TROs, or junction modifications in this area.

In summary, there will be additional traffic from the development of around 1000vph, these will be spread across the network due the multiple access points of the development and there is a clear tidal flow to/from the A1 in the am/pm peaks. No junctions are predicted to be severely over capacity as a result of the development, the development provides an east-west link which as an alternative for some traffic and provides mitigation on the existing network.

Sustainable Modes

Buses

The developer has worked with Delaines and LCC to review bus services and how these can be extended and enhanced to serve the development. The proposals are shown on Plate 6.1 of the TA Addendum and these will require S106 funding of £40,000 per annum for 5 years. This is higher than the £30k p.a. proposed in the TA Addendum, which takes in to account vehicle replacement costs and depreciation over the period.

A key requirement in ensuring new residents use public transport is the provision of free travel passes. The proposal would be to provide 2 x annual pass per household. Each pass would cost just under £1k - so a total maximum cost of £2,620,000 were all residents to use the offer. The pass scheme would be redeemable online via QR code and the pass would provide unlimited travel on all Delaines services which stretch to Spalding, Market Deeping and Peterborough.

Pedestrians and Cyclists

A necessary mitigation of the development is to provide good cycle and pedestrian connections from the site to the Town Centre. This will include provision of footways to connect the new accesses to existing footways (on Casterton Road and Little Casterton Road these are within RCC). The connection on Ryhall Road would also be associated with a realignment of Ryhall Road which would assist in reducing speeds through the new urban area.

In the centre of the site, new pedestrian and cycle connections will be provided as shown on Plate 5.1 of the TA Addendum which will connect the development at 3 points and link to King's Road and the Town Centre. The delivery of this requirement is to be conditioned.

The development will also provide a segregated east-west active travel route which will form part of the aspiration to deliver the Stamford Green Wheel. Plate 5.2 shows this and the section within the development will be conditioned to be delivered
Travel Plan and Mobility Hubs

The Travel Plan will be conditioned and this will ensure that travel patterns are monitored and that the above measures are implemented at the appropriate time. Other important requirements are that the mobility hubs are delivered and consideration is made as to the appropriate facilities being delivered in the various locations.

Surface Water Flood Risk

The application is supported by a Flood Risk Assessment which includes an Outline Drainage Strategy (Appendix E). The proposals are for the site drainage to be in accordance with the SUDS hierarchy, using infiltration with swales and attenuation basins. The detail of the surface water drainage is subject to a planning condition below.

S106 Contribution Request

- Bus service subsidy (£40k for 5 years) £200,000
- Travel Plan Monitoring Fee (£1k for 5 years) £5,000
- Bus Travel Passes £2,620,000
- Arran Road – Traffic Calming £400,000
- Sidney Farm Lane – Crossing Upgrade £170,000
- Little Casterton Road/Radcliffe Road – Potential Traffic calming, TROs and junction modifications £500,000

Obligations to be delivered by developer

- Main Street will form a new highway connection between Casterton Road, Little Casterton Road and Ryhall Road and is a key to mitigating the impact of this development and the adjoining Quarry Farm development in Rutland. A Joint Infrastructure Planning Agreement (JIPA) between SKDC, RCC, LCC and both developers has been drafted. The JIPA will ensure that Main Street is delivered at the correct stages and trigger points.
- Main Street to include drop off/pick up laybys in the vicinity of the school
- Footway cycle way connections at Casterton Road, Ryhall Road and Little Casterton Road to connect into existing.
- New footway/cycleway connections from site to Town Centre along Kings Road
- Sections of “Stamford Green Wheel” within the site

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

Highway Condition 21

Prior to delivery of Main Street, no part of the development (which is accessed from Little Casterton Road) hereby permitted shall be occupied before the works to improve the public highway by means of a realignment of Little Casterton Road and a new junction with Main Street and which include footway connections on both sides of Little Casterton Road to connect with existing footways, have been certified complete by the Local Planning Authority.

Reason: To ensure the provision of safe and adequate means of access to the permitted development.

Highway Condition 21

Prior to delivery of Main Street, no part of the development (which is accessed from Ryhall Road) hereby permitted shall be occupied before the works to improve the public highway by means of a realignment of Ryhall Road and a new junction with Main Street have been certified complete by the Local Planning Authority.

Reason: To ensure the provision of safe and adequate means of access to the permitted development.

Highway Condition 21

No more than 500 dwellings of the development hereby permitted shall be occupied before Main Street (From Casterton Road through to Ryhall Road) is completed and available for use by the public as certified by the Local Planning Authority.

Reason: To ensure the provision of safe and adequate means of access to the permitted development.

Highway Condition 21

No more than 200 dwellings of the development hereby permitted shall be occupied before active travel connections are provided from the site to the Town Centre along Green Lane/Kings Road (as shown indicatively in Plate 5.1 of the Transport Assessment Addendum by Stantec, March 2024). These are to be certified as complete by the Local Planning Authority.

Reason: To ensure the provision of safe and adequate means of access to the permitted development.

Highway Condition 26

Before any dwelling is occupied, all of that part of the estate road and associated footways that forms the junction with the main road and which will be constructed within the limits of the existing highway, shall be laid out and constructed to finished surface levels in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.

Reason: In the interests of safety, to avoid the creation of pedestrian trip hazards within the public highway from surfacing materials, manholes and gullies that may otherwise remain for an extended period at dissimilar, interim construction levels.

Highway Condition 29

The permitted development shall be undertaken in accordance with an Estate Road Phasing and Completion Plan, which shall first be approved in writing by the Local Planning Authority. The Plan shall set out how the construction of the development will be phased and standards to which the estate roads on each phase will be completed during the construction period of the development.

Reason: To ensure that a safe and suitable standard of vehicular and pedestrian access is provided for residents throughout the construction period of the development.

Highway Condition 00

The development hereby permitted shall be undertaken in accordance with a Construction Management Plan and Method Statement that shall first be approved in writing by the Local Planning Authority. The Plan and Statement shall indicate measures to mitigate the adverse impacts of vehicle activity and the means to manage the drainage of the site during the construction stage of the permitted development. It shall include;

- the phasing of the development to include access construction;
- the on-site parking of all vehicles of site operatives and visitors;
- the on-site loading and unloading of all plant and materials;
- the on-site storage of all plant and materials used in constructing the development;
- wheel washing facilities;
- the routes of construction traffic to and from the site including any off-site routes for the disposal of excavated material and;
- strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (temporary or permanent) connect to an outfall (temporary or permanent) during construction.

Reason: In the interests of the safety and free passage of those using the adjacent public highway and to ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development during construction.

Highway Condition 33

The permitted development shall be undertaken in accordance with a surface water drainage scheme which shall first have been approved in writing by the Local Planning Authority.

The scheme shall:

- be based on the results of evidenced groundwater levels and seasonal variations (e.g. via relevant groundwater records or on-site monitoring in wells, ideally over a 12-month period);
- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
- provide flood exceedance routing for storm event greater than 1 in 100 year;
- provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;

- provide attenuation details and discharge rates which shall be restricted to greenfield run-off rate second;
- provide details of the timetable for and any phasing of implementation for the drainage scheme; and
- provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

No dwelling/ no part of the development shall be occupied until the approved scheme has been completed or provided on the site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full, in accordance with the approved details.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development.

Highway Condition 27

The permitted development shall not be occupied until those parts of the approved Travel Plan that are identified therein as being capable of implementation before occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented for as long as any part of the development is occupied.

Reason: In order that the permitted development conforms to the requirements of the National Planning Policy Framework, by ensuring that access to the site is sustainable and that there is a reduced dependency on the private car for journeys to and from the development.

Informatives

Highway Informative 02

In accordance with Section 59 of the Highways Act 1980, please be considerate of causing damage to the existing highway during construction and implement mitigation measures as necessary. Should extraordinary expenses be incurred by the Highway Authority in maintaining the highway by reason of damage caused by construction traffic, the Highway Authority may seek to recover these expenses from the developer.

Highway Informative 07

The highway improvement works referred to in the above Conditions 21 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 our website; www.lincolnshire.gov.uk/highways-planning/works-existing-highway

Highway Informative 05

All roads within the development hereby permitted must be constructed to an acceptable engineering standard. 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. 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. For guidance, please refer to <https://www.lincolnshire.gov.uk>

Officer's Name: Ian Field

Officer's Title: Growth Manager (Special Projects)

Date: 29 October 2024

South Kesteven District Council
 Development Control
 Planning Department

Corporate Property Team
 Lincolnshire County Council
 County Offices
 Newland
 Lincoln LN1 1YL

Email: Property_Strategy@Lincolnshire.gov.uk

My Ref: S106/SKDC/ S23/0055/2023
 09 February 2023

Dear Adam Murray

Development – Outline planning application for the erection of up to 1,350 residential units (Use Class C2 and C3); a two-form entry primary school (Use Class F1); local centre (Use Classes E, F2 and public house, wine bar or drinking establishment; drinking establishment with expanded food provision; and hot food takeaway for the sale of hot food where consumption is mostly off premises); road between Ryhall Road and Little Casterton Road; removal of existing noise bund; associated green infrastructure including provision of public open space, landscaping, formal and informal play areas; utilities (including drainage); and associated access, ancillary works and structures (Access only, all other matters reserved)

Application Number – S23/0055

Thank you for your notification of 23 January 2023, concerning the proposed development at the above site. I have now had the opportunity to consider the impact on the local schools reasonably accessible from the development. Please see below overview in relation to the impact, and details for primary, secondary and sixth-form that follow.

Overview

Please see below table in relation to the number of places required and available in local schools from/for the proposed development:

Type	Children produced by scheme	Sufficient places available 2025/26 (Y/N/Partial)	Places to be mitigated	Contribution sought
Primary	270	Partial	95	£ 2,089,050
Secondary	256	Partial	105	£ 2,677,815
Sixth-form	51	No	51	£ 1,300,653
			Total	£ 6,067,518

County Offices, Newland
 Lincoln LN1 1YL
www.lincolnshire.gov.uk

Please note, where an application is outline a formulaic approach will be taken in a section 106 agreement, this may result in a higher contribution if a high proportion of large houses are built. This would be finalised at the reserved matters stage. All section 106 agreements should include indexation using the Tender Price Index of the Royal Institute of Chartered Surveyors Building Cost Information Services (RICS BCIS TPI).

The above contributions would be spent on the following:

Type	Amount	Scheme
Primary	£2,089,050	Towards a new primary school in the Stamford primary planning area
Secondary	£2,677,815	Towards education provision in the Stamford secondary planning area
Sixth-form	£1,300,653	Towards education provision in the Stamford or Bourne Secondary planning area

Following the removal of Regulation 123 from the Community Infrastructure Levy Regulations on 01 September 2019, requests can be made toward more than one scheme to provide the ability to extend the most appropriate school to mitigate the impacts of development at the time those impacts are felt.

The scale of development is significant and to mitigate the impact on the existing community is critical. The development will generate a number of primary pupils, secondary and school-based sixth form pupils. There is some capacity in the planning areas for the development, but these cannot fully support the amount of children created therefore there is a need to secure land for a new primary school with some capital. And some land and capital will be required from the developer for Stamford Welland Academy.

I am sure you are aware of the need to provide a sensible sized school that is adequate for future development and has sufficient site areas to meet legislation and guidance and specifically how a primary school need to be of a certain size due to limits on class sizes and how that impacts on school organisation.

Also worth noting are the site areas needed. These are dictated by Building Bulletin 103 published by the Department for Education. Based on the minimum site areas the scale of development means the need for the following:

2 forms of entry at primary = 1 sites of 1.83ha minimum

And 1ha of land maximum for Stamford Welland Academy to accommodate additional school teaching and playing field requirements.

In cost terms the following assumes sites are provided levelled, serviced, and suitable for development of a school.

The costs of providing these sites will be deducted from the capital ask of both the primary and secondary education.

Detail

The below table indicates the number of pupils generated by the proposed development. This is on the basis of research by Lincolnshire Research Observatory utilised to calculate Pupil Production Ratio (PPR) multiplied by the number of homes proposed.

House Type (if known)	No of Properties	PPR Primary	Primary Pupils	PPR Secondary	Secondary Pupils	PPR Sixth Form	Sixth Form Pupils
Unknown	1350	0.2	270	0.19	256	0.038	51
Total (rounded down)	1350	-	270	-	256	-	51

Capacity is assessed using the County Council's projected capacity levels at 2025/26, this is the point when it is reasonable to presume that the development would be complete or well on the way.

Type	Local School/School Planning Area	Pupils generated	Sufficient places available 2025/26 (Y/N/Partial)	Places to be mitigated
Primary	Stamford Primary planning area	270	Partial	95
Secondary	Stamford Secondary planning area	256	Partial	105
Sixth-form	Stamford/Bourne Secondary planning area	51	No	51

As the development would result in a direct impact on local schools, a contribution is therefore requested to mitigate the impact of the development at local level. This is a recognisable and legitimate means of addressing an impact on infrastructure, accords with the NPPF (2019) and fully complies with CIL regulations; we feel it is necessary, directly related, and fairly and reasonably related in scale and kind to the development proposed in this application.

The level of contribution sought in this case is in line with the below table.

Type	Places to be mitigated	Contribution per place*	Sub-total	Local multiplier**	Lincolnshire contribution per place	Total contribution requested
Primary New Build	95	£21,559	£2,048,105	2.00	£21,990	£2,089,050
Secondary extension	105	£25,003	£2,625,315	2.00	£25,503	£2,677,815
Sixth-form extension	51	£25,003	£1,275,153	2.00	£25,503	£1,300,653
Total	-	-	£5,948,573	-		£6,067,518

*current cost multiplier per pupil place based on National Cost Survey

** to reflect Lincolnshire's average build cost compared to national average

We would suggest the s.106 monies are paid at the halfway point in the development to allow timely investment by the County Council whilst not adversely affecting the developer's viability. Any land we would look to set realistic trigger points in the s.106 agreement.

Please note the County Council retains the statutory duty to ensure sufficiency of school places and this includes capital funding provision of sufficient places at maintained schools, academies and free schools. We would invest the funding at the most appropriate local school(s) regardless of their status but ensure the s.106 funding is used only to add capacity as this is the only purpose for which it is requested.

I look forward to hearing from you, thank you for your notification of the application and thank South Kesteven District Council for your continued cooperation and support.

Yours sincerely

Sam Barlow
Strategic Development Officer
Corporate Property Service

(By e-mail)



**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Habitat Regulations Assessment

27th September 2024



S23/0055

Project:	Outline planning application for the erection of up to 1,350 residential units (Use Class C2 and C3); a two-form entry primary school (Use Class F1); local centre (Use Classes E, F2 and public house, wine bar or drinking establishment; drinking establishment with expanded food provision; and hot food takeaway for the sale of hot food where consumption is mostly off premises); road between Ryhall Road and Little Casterton Road; removal of existing noise bund; associated green infrastructure including provision of public open space, landscaping, formal and informal play areas; utilities (including drainage); and associated access, including potential realignment of part of Ryhall Road, ancillary works and structures (All matters reserved)
Location:	Land to the north of Stamford
Applicant	Burghley Stamford North Limited, Burghley House Preservation Trust, John Stephen Banks and GummerLeathes
Application Type:	Outline Planning Application with Environmental Impact Assessment
European Site(s) potentially affected	Barnack Hill and Holes Special Area of Conservation (SAC)
Component SSSI	Barnack Hills and Holes Site of Special Scientific Interest (SSSI)
Other designation(s) potentially affected	<ul style="list-style-type: none"> Barnack Hills and Holes National Nature Reserve (NNR) Great Casterton Road Banks SSSI Tolethorpe Road Verges SSSI

Report Author

Adam Murray – Principal Development Management Planner



01476 406080



Adam.Murray@southkesteven.gov.uk

Corporate Priority:

Growth

Decision type:

Regulatory

Wards:

Belvoir

Reviewed by:

Phil Jordan – Development Management &
Enforcement Manager

22 November 2024

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1 Introduction

- 1.1 This document is a Habitat Regulations Assessment (HRA) relating to a proposed development of Land to the north of Stamford for which outline planning permission is sought. The HRA has been prepared by South Kesteven District Council (“the competent authority”) as part of the steps required to fulfil the relevant provisions of The Conservation of Habitats and Species Regulations 2017 (“the Habitat Regulations”).
- 1.2 Regulation 7 of the Habitat Regulations states that a “competent authority” includes a local authority such as South Kesteven District Council. Regulation 8 states that a “European site” means a Special Area of Conservation (SAC), which is defined in Regulation 3 as having the meaning given by Article 1 of the Habitats Directive.
- 1.3 Regulation 63 of the Habitats Regulations sets out the general provisions for the protection of European sites and European offshore marine, including the assessment of implications on European sites and European offshore marine sites.
- 1.4 Regulation 63(1) requires a competent authority, before deciding to undertake, or given any consent, permission or other authorisation for, a plan or project which:
- (a) Is likely to have a significant effect on a European site or a European offshore marine site (either alone or in combination with other plans or projects); and
 - (b) Is not directly connected with or necessary to the management of that site.
- to make an appropriate assessment of the implications of the plan or project on the European site having regard to the European site’s conservation objectives.
- 1.5 Regulation 63(2) requires that the person applying for such permission must provide sufficient information as the competent authority may reasonably require for the purposes of the assessment (or to enable it to determine whether an appropriate assessment is required).
- 1.6 Regulation 63(3) requires that for the purposes of the assessment, the competent authority, must consult with the appropriate nature conservation body (in this case Natural England), and have regard to any representations made by that body. Regulation 63(4) states that the competent authority must also, if it considers it appropriate, seek the opinion of the general public.
- 1.7 Regulation 63(5) states that in light of the conclusions of the appropriate assessment, the competent authority must only grant planning permission if it has ascertained that the project will not adversely affect the integrity of the European site or European offshore marine site (as the case may be).
- 1.8 Regulation 63(6) requires that when considering whether the project will adversely affect the integrity of the site, the competent authority must have regard to the manner in which it is proposed to be carried out, or to any other conditions or restrictions which may be imposed as part of any planning permission granted.
- 1.9 The assessment as to whether a proposal is likely to have significant effects on a European site forms the Screening stage of the HRA. In respect of the Screening process, relevant Case Law has established that:
- The assessment is to be undertaken in a precautionary manner;

- A plan or project is likely to have a significant effect on a European site if the risk cannot be excluded on the basis of objective information; and
 - At the Screening stage, the decision-making should not take into account any mitigation measures built into the project with the intention of reducing or otherwise avoiding harmful effects on the European site.
- 1.10 If the decision-maker cannot rule out the risk of a proposal having a significant effect on the conservation objectives of a European site at the screening stage, they must proceed to carry out an appropriate assessment.
- 1.11 At the appropriate assessment stage, the decision-maker must assess the likely significant effects of the proposal on the integrity of the European site and its objectives; and consider ways to avoid or mitigate any potential for an adverse effect on the integrity of the site. In relation to the appropriate assessment, Case Law has established:
- The precautionary principle also applies at this stage;
 - A high standard of evidence is required, capable of removing all reasonable scientific doubt, otherwise the relevant consent should be refused.
 - Mitigation measures – including matters proposed by the Applicant, and controls such as planning conditions and Section 106 obligations, must be taken into account. However, in order to be taken into account, these mitigation measures must have a high degree of certainty as to their effectiveness and delivery.

2 Description of the application site

- 2.1 The application site comprises an area of approximately 81.12 hectares (200.45 acres) of land situated immediately to the north of the existing main built-up area of Stamford. The site currently comprises of a range of arable agricultural fields, playing pitches, parking areas and 10m acoustic bund associated with the Borderville Sports Centre, and the River Gwash Corridor. The site also includes areas of deciduous woodland, poor semi-improved grassland, and various field boundary hedgerows; and there are also two dilapidated buildings to the east of Ryhall Road (A6121) at the eastern end of the site.
- 2.2 The site has a distinct topography, which includes a central valley moving west-to-east through site, following the site's general fall to the east towards the River Gwash.
- 2.3 The site is bound to the south by the existing main built-up area of Stamford, with the boundary predominantly defined by existing residential properties between Little Casterton Road; whilst at the eastern end of the site between Ryhall Road and the River Gwash, the boundary uses are predominately industrial and transport infrastructure uses. The site is bound to the west by Little Casterton Road, beyond which lies Quarry Farm, which falls within the administrative area of Rutland County Council; and to the east the site is bound by the River Gwash. Immediately adjacent to the north-eastern corner of the central part of the site is Borderville Farm; the historic farmhouse is central to a complex of agricultural buildings. Beyond the Farm lies Open Countryside, with the settlement of Little Casterton located approximately 1.16km to the north of the site boundary.
- 2.4 The site forms part of a previously identified cross-boundary allocation for a mixed-use sustainable urban extension to the north of Stamford, comprising of approximately 1,950 dwellings, an east-west link road, local centre, primary school and country park, in conjunction with the land at Quarry Farm, to the west of the application site. However, the Rutland Local Plan 2018-2036 was withdrawn from Examination in 2021, and therefore, the

land falling within Rutland County, which formed part of the proposed development allocation is not formally allocated. It is noted that the Regulation 19 version of the draft Rutland Local Plan 2021-2041 does include Quarry Farm as a draft allocation. Notwithstanding this, it is appreciated that a planning application has been submitted for the Quarry Farm site, which is currently pending consideration by Rutland County Council.

- 2.5 The current application site comprises of the South Kesteven Local Plan allocation site, which is formally allocated within the adopted South Kesteven Local Plan (LP Ref: STM1-H1) and is allocated for the development of approximately 1,300 dwellings, part of the east-west distributor road, a local centre and a primary school, and the provision of contributions towards the expansion or improvement of Stamford Welland Academy to the south. The current application site also includes additional land forming part of the Borderville Sports Centre, used as training pitches, car parking, and a 10m acoustic bund, which was not included within the Local Plan allocation site boundary.
- 2.6 The application site contains four Public Rights of Way (PRoW), which include STAM/5/7, STAM/3/1, STAM/3/2 and STAM/4/1, which traverse the site on a broad north-south alignment. The former Stamford to Essendine railway line, which was disused in 1959, bisects the land to the east of Ryhall Road.
- 2.7 The proposed development site itself does not contain any designated heritage assets (i.e., Listed Buildings and Scheduled Ancient Monuments), and the site is not located within either of the Stamford Conservation Areas. However, it is appreciated that there are a large number of designated assets within the surrounding area, including the high number of listed buildings located within Stamford Town Centre, as well as at Great Casterton, Little Casterton and Belmesthorpe, and Registered Parks and Gardens at Burghley House and Uffington, and Scheduled Ancient Monuments at Great Casterton and Uffington.
- 2.8 The site is predominantly identified as being within Flood Zone 1 of the Flood Map for Planning, with some limited areas of Flood Zone 2 towards the River Gwash at the eastern edge of the site. The surface water flood map indicates that the site is largely identified as being at very low risk of surface water flooding, however, there are areas of lower risk towards the northern boundary of the site, as well as towards the western side of Ryhall Road.
- 2.9 The proposed development site is located within 2km of two Sites of Special Scientific Interest (SSSIs) at Great Casterton Banks and Tolethorpe Road, and the south-eastern corner of the site is also within the Impact Risk Zone of the Barnack Hills and Holes SSSI and SAC.
- 2.10 The site is also located within 1.5km of four County and Local Wildlife Sites including Little Casterton Verge (east and west), Burghley Park and River Welland. In addition, it is appreciated that land within the adjacent Quarry Farm site has also been identified as a candidate Local Wildlife Site.
- 2.11 Approximately 0.57 hectares of the site, forming part of the access arrangements from Little Casterton Road, falls within the administrative area of Rutland County Council.

3 Description of the project

- 3.1 The current application seeks outline planning permission for the erection of up to 1,350 residential units (Use Class C2 and C3); a two-form entry primary school (Use Class F1); local centre (Use Classes E, F2 and public house, wine bar, or drinking establishment; drinking establishment with expanded food provision; and hot food takeaway for the sale of

hot food where consumption is mostly off premises); road between Ryhall Road and Little Casterton Road; removal of existing noise bund; associated green infrastructure, including provision of public open space, landscaping, formal and informal play areas; utilities (including drainage); and associated access, including potential realignment of part of Ryhall Road; ancillary works and structures. The current application has been submitted in outline with all matters reserved for future determination.

- 3.2 The application scheme has been accompanied by an Environmental Statement, which includes chapters in relation to Air Quality, Heritage, Climate Change, Ecology, Ground Conditions, Landscape and Visual Impact, Noise and Vibration, and Transport and Assessment. The application has also been accompanied by a series of technical assessments including Flood Risk Assessment, Lighting Assessment, Phase I and Phase II Ecological Assessment, Noise Assessment and Transport Assessment.
- 3.3 Furthermore, the application submission has also been accompanied by a Stamford North Illustrative Masterplan, which demonstrates how the site would be capable of being developed in a co-ordinated and comprehensive manner alongside the adjacent Quarry Farm application. A Parameters Plan, which is for illustrative purposes only at this stage, but which outlines the extent and nature of the development which has been assessed for the purposes of the Environmental Impact Assessment regulations has also been submitted.
- 3.4 The submitted Parameters Plan indicates that the site would comprise of a single point of access from Little Casterton Road to the west, and Ryhall Road to the east. A limit of deviation between these two points has been identified for the position of the east-west link road; this corridor runs centrally through the site before moving southwards to be positioned to the south of the existing Borderville Sports Centre. An area of deviation is shown for a potential realignment of Ryhall Road, to allow for further consideration of a slight realignment of the existing road eastwards, and subsequent engineering works to address existing topographical challenges. A 'Valley Park' is proposed to run east-west from Little Casterton Road to Ryhall Road following the existing valley landscape, and will incorporate a recreational walking route, SuDS and play areas. The majority of the built form is to be situated between Little Casterton Road and Ryhall Road; with the exception of a small parcel of land immediately abutting Ryhall Road to the east, which is to include residential development. The remaining land to the east of Ryhall Road is indicated as provided informal open space.
- 3.5 The proposed development would involve the removal of 4 existing grass pitches at Borderville Sports Centre, together with an area of parking, to allow for the formation of the Valley Park; a further area to the north and west of the existing Sports Centre is identified for replacement provision and further expansion of activities at Borderville Sports Centre. Immediately to the west of the Sports Centre is the proposed Local Centre, which will include up to 3,000 sq. metres of local centre uses, including Class E, F2 and Sui Generis Uses; the Local Centre is identified to include an area for the provision of a Local Health Centre. A 2 form-entry primary school is proposed to be located to the west of the site, with immediate access from Little Casterton Road.
- 3.6 The proposed built form is identified as being up to 3 storey, with the exception of land immediately adjacent to existing residential properties on the southern boundary, which is to be limited to a maximum of 2-storeys.
- 3.7 Additional points of pedestrian and cycle access are proposed throughout the southern boundary of the site.

3.8 The submitted Stamford North Illustrative Masterplan demonstrates how the scheme could be delivered as part of the wider Stamford North development, which would include the Quarry Farm development situated between Casterton Road and Little Casterton Road. Most notably, this includes the continued provision of the east-west link road that is proposed to run between Casterton Road and Ryhall Road; which includes alignment with the proposed point of access from Little Casterton Road in the south-west corner of the current application site.

3.9 In addition, the application has also been accompanied by a Main Street Design Brief produced jointly on behalf of the current applicant's (GummerLeathes) and the applicant's for the Quarry Farm site (Allison Homes); which sets out a shared design vision for the east-west link road together with the 'Valley Park', with a view to providing a co-ordinated design approach across the administrative areas and application site.

4 Information about the European Site which might be affected

4.1 The application site is located approximately 4.7km to the north-west of Barnack Hills and Holes SSSI, NNR and SAC. Natural England were consulted on the planning application and responded in a letter dated 16 March 2023 (**Appendix 1**). Whilst no objection was raised by Natural England, the consultee response highlighted that the site was located within the impact risk zone and that the proposed development may give rise to significant impacts due to recreational pressures and nutrient deposition.

4.2 The following documents are included at **Appendix 2** to this HRA:

- Barnack Hills and Holes SAC Citation
- Barnack Hills and Holes SAC Conservation Objectives
- Barnack Hills and Holes SAC Conservation Objectives supplementary advice on conserving and restoring site features (February 2019).

4.3 Barnack Hills and Holes was designated as a Special Area of Conservation on 1 April 2005. The site is designated as a European site as a result of its semi-natural dry grasslands and scrubland habitats, including important orchid sites which have developed on an area of Jurassic Limestone Grassland. These habitats are identified as Annex 1 priority habitats, which are important at the European scale.

4.4 The Conservation Objectives of the SAC are to:

“Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:

- *The extent and distribution of qualifying natural habitats*
- *The structure and function (including typical species) of qualifying natural habitats; and*
- *The supporting processes on which qualifying natural habitats rely”.*

4.5 The SAC designation covers an area of 23.27 hectares and was historically a stone quarry. The site is managed by Natural England as a National Nature Reserve. The Conservation Objectives supplementary advice notes:

“The site is heavily used by visitors, particularly dog walkers, and there are concerns about the impacts (loss of habitat through an extensive network of heavily used paths, nutrient

enrichment, disturbance etc.). The site is designated open access land under the CROW Act. In order to reduce the impact on a small area, it would be beneficial to restore a significantly sized adjacent area.

Annual average nitrogen and acid deposition are within the critical thresholds for calcareous grassland”.

5 Screening – the Likely Significant Impact Test

5.1 The application proposals are for a development which is not directly connected with or necessary for the management of Barnack Hills and Holes SAC (Regulation 61(1)(b) of the Conservation of Habitats and Species Regulations). The development is for a residential-led urban extension to the north of the existing main-built up area of Stamford; situated approximately 4.7km to the north-west of the SAC as the crow flies.

5.2 South Kesteven District Council has considered whether or not the proposed development is likely to have a significant effect on the SAC. In accordance with the relevant Case Law, the authority have adopted a precautionary approach and have not considered any mitigation measures proposed as part of the development. In view of the nature and location of the development, the information from Natural England regarding the management of the site, and identified threats / pressures on its qualifying features, the following potential effects have been identified:

(a) Increased nutrient or acid deposition as a result of traffic travelling to and from the development site.

(b) Increased recreational pressures as a results of the occupants of the proposed development visiting the SAC.

5.3 This screening stage considers whether these potential effects constitute a “likely significant effect” on the SAC under regulation 63(1) of the Habitat Regulations.

Nutrient or Acid Deposition

5.4 The latest Transport Assessment Addendum (Stantec) (Dated March 2024), which was updated to include the results of the new Stamford Transport Model (STM) that has been specifically developed by Lincolnshire County Council to assess the impact of developments in Stamford, assesses the potential impact of the development based on a variety of scenarios; this includes without development, with the individual Stamford North applications, or with the totality of the Stamford North development.

5.5 In the context of the above, the submitted Transport Assessment indicates that the proposed development would result in 30 additional vehicle trips on Barnack Road in the AM peak and 22 additional two-way trips in the PM peak; the vast majority of development flow traffic would be heading east-west from the development towards the A1 strategic road network.

5.6 In respect of the above, it is noted that Natural England have not indicated any concerns / objections in relation to nitrate deposition at any European site, but rather they have expressed concerns about the impact on the Great Casterton Road Banks SSSI and Tolethorpe Verges SSSI. Notwithstanding this, the submitted Environmental Statement has considered the potential impact of the development on the SSSIs and has concluded that due to their distance from the site, direct effects are highly unlikely to occur.

5.7 Taking the above into account, it is concluded that the proposed development is not likely to have a significant effect on Barnack Hills and Holes SAC as a result of atmospheric

nutrient or acid deposition from traffic, either alone or in combination with other plans or projects.

Recreational Pressures

- 5.8 It is noted that the submitted Environmental Statement concludes that the proposed development is not likely to have a significant effect on the SAC alone, due to the intervening distance and features.
- 5.9 However, South Kesteven District Council considers that there would be some increase in visitors to the Barnack Hills and Holes SAC as a result of the development unless mitigation measures are taken. Natural England has identified the SAC as being at high risk from further increases in recreational pressure. It is accepted that it is difficult to accurately forecast the number of additional visits that are likely to occur as a result of the development; however, the fact that the number of additional visits arising from the development site may be relatively small in the context of the much wider population within closer proximity to the SAC, does not mean that these additional visits would not have any effect on the SAC.
- 5.10 The submitted Environmental Statement indicates that the inherent mitigation of the development, namely the substantial over-provision of informal open space including the proposed “Gwash Meadows” and the absence of any built development within the IRZ for the SAC, would mitigate any impacts on ecological assets as a result of recreational pressures.
- 5.11 However, at this screening stage, only intrinsic features of the development can be taken into account. Mitigation measures to reduce or avoid potential impacts on the SAC cannot be taken into account, and a precautionary approach is required. The application has been submitted in outline form, with all matters reserved for later approval. As such, the aforementioned mitigation measures would need to be detailed and secured by way of planning conditions, legal agreements or other similar measures. Consequently, whilst the substantial overprovision of informal open space as part of the development, and the absence of built development within the IRZ are shown on the submitted Parameters Plans accompanying the application, South Kesteven District Council concludes that these matters are not inherent to the development of the site, and therefore, should be treated as mitigation measures. As such, these measures are not taken into account at this screening stage.
- 5.12 Taking the above into account, it is concluded that the proposed development is likely to have a significant effect on Barnack Hills and Holes through increased recreational pressure. Therefore, in accordance with Regulation 63(1) of the Habitat Regulations it is necessary to undertake an Appropriate Assessment of the development in light of the conservation objectives for the SAC.

6 Consultation

- 6.1 As required by Regulation 63(3), as part of the Appropriate Assessment process, South Kesteven District Council has consulted with Natural England. In addition, consultation has been carried out with Barnack Parish Council, Lincolnshire Wildlife Trust.
- 6.2 A draft version of this document was supplied for comment, including the appendices. The draft Habitat Regulations Assessment included information relating to mitigation measures, which have been proposed as part of the application and considered by the District Council. These measures are discussed in Section 7 of this report.

Natural England

A copy of their formal comments is contained in **Appendix 3**.

- 6.3 *We welcome the draft Habitats Regulations Assessment and note it adequately assess impacts from recreational disturbance to the SAC at the outline stage alone and in-combination. As noted in the dHRA, significant greenspace is included in the Illustrative Masterplan design and can potentially provide a Suitable Alternative Natural Greenspace (SANG) for new, local residents. The scale outlined is in line with guidance published by Natural England for the Thames Basin Heath Special Protection Area (SPA) SANG.*
- 6.4 *As noted in the dHRA, it is not easy to quantify additional visitors from the proposed development to the SAC within the HRA. As such, a Recreational Impact Assessment (RIA) is required to assess the proposed development's impacts from recreational disturbance to the SAC. This should then inform the full HRA.*
- 6.5 *The RIA should also be used to inform the final design of the SANG to ensure it is fit for purpose for the local residents and their needs.*
- 6.6 *Our comments regarding air quality impacts to Great Casterton Banks SSSI and Tolethorpe Road Verges SSSI have been addressed within the dHRA and we consider no further assessment or action is required in regard to air quality impacts at the SSSIs.*

Barnack Parish Council

- 6.7 No comments received.

Lincolnshire Wildlife Trust

- 6.8 No comments received.

7 Mitigation Measures

Effect on the SAC – No Mitigation

- 7.1 As discussed above, if an appropriate assessment is required, it must be carried out in accordance with the precautionary principles. In this regard, it is difficult to forecast the likely increase in visits to the SAC by residents of the proposed development and, therefore, it is difficult to predict the potential impact of the increase in visits on the SAC.
- 7.2 However, it is understood that the SAC is:
- Sensitive to and at risk from recreational pressures; and
 - At or close to carrying capacity.

- 7.3 In this respect, it is likely that some people living at the proposed development site could be expected to visit Barnack Hills and Holes for recreation. Any net increase in visitors due to the development may have an adverse impact on the SAC qualifying features, either alone or in combination with other plans and projects. Unless measures to reduce or avoid adverse impacts on the SAC are secured, it cannot be ascertained that there would not be an adverse effect on the integrity of the SAC. Therefore, mitigation is required.

Measures to reduce or avoid adverse effects on the SAC

- 7.4 In order to ascertain no adverse effect on the integrity of the SAC, all reasonable doubt should be removed, otherwise planning permission should not be granted. Any measures deemed necessary to reduce or avoid adverse impacts on the SAC must have a high degree of certainty as to their effectiveness and delivery.

- 7.5 One approach to mitigation is to provide Suitable Alternative Natural Greenspace (SANG). The provision of SANG is supported in principle by Natural England to address potential harmful impacts on valuable nature conservation resources, including European sites.
- 7.6 The role of SANG is to divert visitors from visiting a European site and as a result, in this case preventing an increase in recreational pressure on the SAC. The effectiveness of SANG as mitigation will depend upon its location, type and quality; it should be suitable, natural and accessible as far as possible. Ultimately, SANG should be more attractive than the SAC to the population who are currently likely to visit the SAC. A number of mitigation measures are proposed, as set out below.

SANG within the development site

- 7.7 As alluded to above, the submitted Parameters Plan and associated Illustrative Masterplan indicates that the proposed built-form situated between Little Casterton Road and Ryhall Road is to be permeated by an east-west green space; referred to as Valley Park; and an extensive area of informal open space is to be provided to the east of Ryhall Road between the proposed built-form and the River Gwash; this area is referred to as the Gwash Meadows. The submitted application details indicate that the “Gwash Meadows” area is to provide a significant resource for public use, whilst bring forward exemplar standards of landscape and nature restoration. In this regard, the development would be required, by the Policy OS1 of the Council’s adopted Local Plan to provide 11.9 hectares of open space for the indicative 3,132 new residents of the development; the submitted proposals are designed to provide approximately 33 hectares of accessible green space, thus substantially exceeding the requirements of the adopted Local Plan and the Natural England guidance.
- 7.8 In this respect, it is anticipated that the proposed development would provide SANG to ensure that a large proportion of future residents of the site would remain within the site for recreational activities rather than travel to the SAC; but also that the proposed development would attract visitors who are currently accessing the SAC for recreational purposes. As such, it is suggested that the proposed development would result in no net increase in recreational visits to the SAC.
- 7.9 The delivery of this SANG can be secured by way of planning conditions which require the future development to be carried out in accordance with the submitted Parameters Plan and Illustrative Masterplan.
- 7.10 In addition, in line with the consultation response received from Natural England to the dHRA, a Recreational Impact Assessment will be required as part of any reserved matters application relating to the open space identified as forming the SANG on the parameters plan. This will allow the results of the RIA to inform the design of the SANG and ensure that it is fit for purpose and appropriately mitigates the impact on the SAC. This can be secured by way of planning conditions.

SANG within neighbouring development – Quarry Farm

- 7.11 As detailed previously, the current application site forms part of the proposed Stamford North development, which includes the land at Quarry Farm, immediately to the west of the site, which is located within Rutland County Council’s administrative area. An application for the development of the Quarry Farm as part of the wider Stamford North scheme has been submitted to Rutland County Council and is currently pending consideration. Whilst the Quarry Farm development, and the current development site are subject to separate planning applications, these developments are inherently linked and interdependent on

each other through the requirement to deliver an east-west link road between Casterton Road and Ryhall Road. As such, these developments cannot be brought forward in isolation and the delivery of the Quarry Farm development can be attributed a high degree of certainty as part of this Appropriate Assessment.

- 7.12 The Quarry Farm application (RCC Ref: 2022/0227MAO) is an outline application for residential development (up to 650 dwellings), a local centre (up to 3,000 sq. metres of gross floorspace for uses within Class E, and F2), open space including country park, access drainage and landscaping. The application has been submitted in outline with all matters reserved for future determination except for access. The application has been accompanied by a Parameters Plan, together with an Illustrative Layout, which reflects the Illustrative Masterplan that accompanies the current application scheme. The submitted plans indicate that an area of 35 hectares of land to the north of, and including, the retained woodland would be developed to provide a Country Park. The application has been accompanied by a Country Park Concept document, which outlines the high-level proposals for the Park based on design principles relating to habitats and recreational visitors; these principles form part of an overall vision of creation an assess that provides a high quality recreational resources together with providing significant opportunities for biodiversity enhancement.
- 7.13 As detailed above, the Country Park is identified on the submitted Parameters Plan and, therefore, would be secured through planning conditions requiring the development to be carried out in accordance with the submitted plan. In addition, the two applications are subject to a Joint Infrastructure Planning Agreement, which secures the relevant joint infrastructure obligations, including the delivery of the link road. As such, these mitigation measures can be attributed a high-level of certainty.

SANG in the local area – Burghley Parkland

- 7.14 In addition, people living at the site would have access to Burghley Park to the south of the site, which is located in closer proximity than the SAC. Whilst the current application has been submitted in outline and, therefore, the detailed proposals for the Gwash Meadows are subject to subsequent approval, it is noted that this area is proposed to include retained use of the existing public right of way than runs adjacent to the River Gwash. This PRow would link to an existing network of pedestrian routes which are to be upgraded as part of the committed development schemes on Uffington Road and at St. Martin's Park, to the south of the site, thus providing a more accessible connection to the Burghley Parkland.
- 7.15 The parkland offers a type of recreational experience which is different from that at Barnack Hills and Holes; notably, it is understood that dogs are not allowed off-lead because it is a deer park. Nonetheless, this asset has the potential to divert some of the visits that residents of the development might otherwise make to the SAC.

8 Appropriate Assessment

Screening – the likely significant effect test

- 8.1 As set out above, South Kesteven District Council has concluded that the development:
- Is not connected with or necessary for the management of the SAC
 - Is likely to have a significant effect on the Barnack Hills and Holes SAC in the absence of measures to reduce or avoid the impact of increase in recreational pressures on the designated site.

- Should be subject to an appropriate assessment of its implications for the SAC, in light of the designated site's conservation objectives.

Appropriate Assessment

- 8.2 As discussed, South Kesteven District Council has concluded that, on a precautionary basis, in the absence of mitigation measures to avoid or reduce impacts arising from increased recreational pressures, it cannot be confirmed that there would be no adverse effect on the integrity of the SAC.
- 8.3 It is difficult to forecast the level of any potential increase in the recreational pressure on the SAC that might occur as a result of the proposed development. Nonetheless, the scale and variety of SANG proposed by the applicants, in the form of on-site formal and informal open space, would be substantial in the context of Natural England's guidance for a development of this size, and the Council's Local Plan policy obligations.
- 8.4 In addition, it is noted that further SANG, in the form of a new Country Park, would be delivered as part of the adjacent Quarry Farm development, which is intrinsically linked to the current application site through the completion of a Joint Infrastructure Planning Agreement.
- 8.5 Whilst the type of recreational experience provided by the SANG is likely to be different from that at the SAC, it is Officers' assessment that the SANG proposals would provide a variety of formal and informal/semi-natural greenspace, which includes open land with the opportunity to let dogs off lead that would assist in meeting a variety of recreational needs of the occupants of the development site.
- 8.6 It is also important to note that the SANG would be available to the wider public, as well as residents of the proposed development scheme. It is acknowledged that the Council's Open Space, Sports and Recreation Study (February 2024) identifies that Stamford has poor access to natural and semi-natural greenspace, and that the southern part of Stamford in particular has no access to amenity greenspace. The SANG measures would help to meet this wider need and deliver the objectives of the Stamford Green Wheel, with the potential to divert some existing visits away from the Barnack Hills and Holes and towards locations which are closer and more conveniently accessible to the population of the town.
- 8.7 Given the scale and extent of the SANG, and the opportunities it offers to both the residents of the proposed development and the wider community, it is considered likely that an overall, net decrease in visits to the SAC would result.
- 8.8 These mitigation measures can be appropriately secured and delivered using planning conditions and obligations.
- 8.9 In view of the above, on a precautionary basis, it is concluded beyond reasonable doubt that the package of mitigation measures would ensure that the development would not have an adverse effect on the integrity of the Barnack Hills and Holes SAC. In light of a net reduction in visits being anticipated, there is no requirement to undertake an assessment of the effect of the development in combination with other plans and projects in the area.

Appendices

Appendix 1 – Natural England consultation response dated 16 March 2023

Appendix 2 – Barnack Hills and Holes SAC Citation

- **Barnack Hills and Holes SAC Conservation Objectives**
- **Barnack Hills and Holes SAC Conservation Objectives Supplementary Advice**

Appendix 3 – Natural England consultation response date 07 November 2024

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**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Planning Committee

5 December 2024



S22/0502

Proposal:	Outline application for residential development (up to 650 dwellings), a local centre (up to 3,000 sq. metres of gross floorspace for uses within Class E (a-g), and F2(a) and F2(b)), open space including country park, access, link road between Old Green North Road and Little Casterton Road, drainage and landscaping (Access only) (Rutland County Council Ref: 2022/0227/MAO)
Location:	Land at Quarry Farm, Old Great North Road, Little Casterton, Rutland
Applicant	Allison Homes
Application Type:	Adjoining Authority Consultation (Rutland County Council)
Reason for Referral to Committee:	Major development proposal with planning obligations
Key Issues:	<ul style="list-style-type: none"> • Principle of Development • Access and Highways Impacts • Design Quality and Visual Impact • Meeting All Housing Needs • Infrastructure for Growth
Technical Documents:	<ul style="list-style-type: none"> • Environmental Statement including chapters on: <ul style="list-style-type: none"> ○ Transport and Access ○ Noise and Vibration ○ Air Quality ○ Ecology ○ Hydrology and Flood Risk ○ Landscape and Visual ○ Cultural Heritage and Archaeology ○ Geology and Contamination ○ Socio-Economics and Human Health • Design and Access Statement • Concept Document – Proposed Country Park • Planning Statement • Utilities Assessment • Travel Plan <p><u>Additional Information submitted</u></p> <ul style="list-style-type: none"> • Environmental Statement Addendum (submitted May 2024) • Illustrative Masterplan • Arboricultural Assessment • Biodiversity Net Gain Statement

Report Author

Adam Murray – Principal Development Management Planner



01476 406080



Adam.Murray@southkesteven.gov.uk

Corporate Priority:

Growth

Decision type:

Regulatory

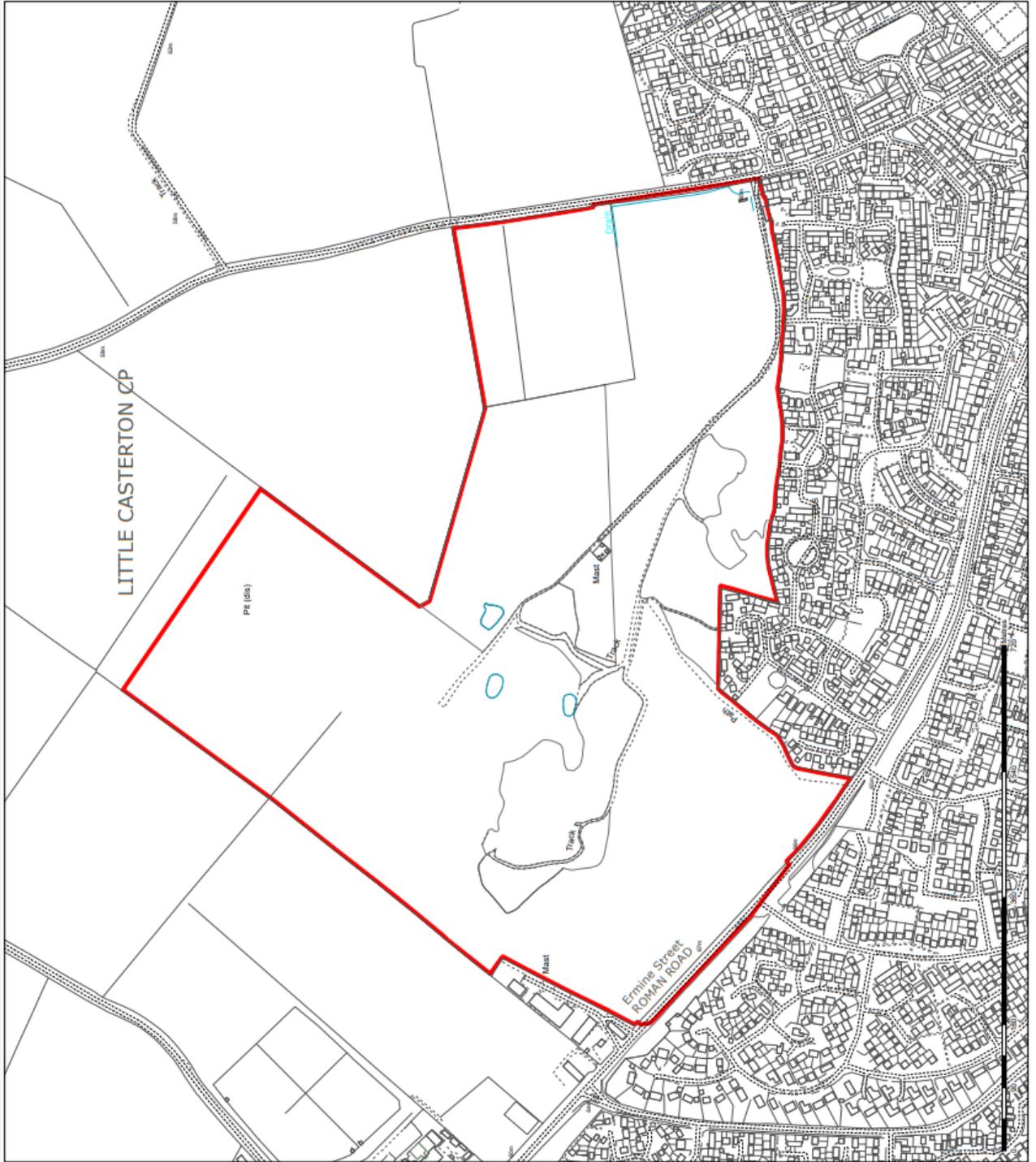
Wards:

Two or more Wards

Recommendation (s) to the decision maker (s)

That the Committee endorse the draft revised response to Rutland County Council and delegate authority to the Assistant Director – Planning & Growth, in consultation with the Portfolio Holder, to issue the final response.

S22/0502 – Land at Quarry Farm, Old Great North Road, Little Casterton, Rutland



Site Location Plan

Legend
[Red Outline Box] Proposed Development Site



Drawing Number: B.17.091b
Date: 09/02/2022
Scale: 1:5,422 @ A3
O.S. Ref: TF 0108



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Executive Summary

In May 2022, South Kesteven District Council (SKDC) resolved to submit a holding objection to Rutland County Council (RCC) in relation to an outline planning application for development on land at Quarry Farm to the north of Stamford.

Whilst SKDC are not the determining authority for the application, in view of the location and nature of the application proposals, SKDC provided comments in relation to the strategic cross-boundary implications of the development proposal and matters which would have impacts on the delivery of SKDC's objectives; in particular the delivery of the wider Stamford North development. In this regard, the following concerns were raised:

- Insufficient evidence to confirm that the proposals would not have an unacceptable impact on the strategic and local highways network
- The absence of an agreed masterplan / development brief for the wider Stamford North development
- Insufficient evidence that the proposals would accord with the established hierarchy to avoid, mitigate, or as a last resort, compensate for impacts on ecological assets.
- The absence of a legal agreement to secure the quantum and mix of affordable housing, which SKDC considered should be allocated in a manner prioritizing the needs of Stamford; and
- The absence of a Section 106 agreement to ensure the proposals would make a proportionate contribution towards mitigating the impacts of the Stamford North development as a whole.

SKDC reserved the right to request the Secretary of State call in the application for determination, if RCC resolved to approve the application before the above issues were addressed.

Since that time, an application has been submitted for the land allocated within the South Kesteven Local Plan (SKDC Application Ref: S23/0055), which is subject to consideration by the SKDC Planning Committee on 5 December 2024. In addition, extensive discussions have taken place between Officers, Members and Applicants across both applications; the Stamford North Joint Strategic Board has met; and further technical information has been submitted, including the preparation of a Stamford North Illustrative Masterplan, Main Street Design Brief and Joint Infrastructure Planning Agreement (JIPA).

In light of the above, it is Officer's recommendations that an updated response to the Quarry Farm application should be submitted, which supersedes the comments made in May 2022.

In short, it is Officers recommendation that the revised response should be as follows:

South Kesteven District Council has no objections to the Quarry Farm application, subject to the following conditions / requirements:

- *The completion of the Joint Infrastructure Planning Agreement requiring the landowners for the whole Stamford North development to complete the east-west link road in accordance with the necessary timescales, and in accordance with the design principles contained within the submitted Main Street Design Brief.*
- *Rutland County Council securing appropriate financial contributions towards the extension of the existing bus services in accordance with the proposed Stamford North public strategy agreed with the local bus operators; and*

- *The imposition of conditions relating to foul water drainage and a clean water strategy, which are to be replicated on both Stamford North applications.*

With regard to the affordable housing delivered at Quarry Farm, as part of the wider Stamford North development, the Council's position is that this should be delivered in a manner which responds to the local needs of Stamford, as evidenced through a local housing needs assessment, and should be subject to an allocation / nomination agreement, which prioritises the needs of Stamford residents and / or those with a local connection to Stamford in the first instance.

The Council welcomes criterion f of Policy H2 – Stamford North in the draft Rutland Local Plan which requires appropriate community infrastructure to support the scale of development included on the site, through the payment of CIL and either by direct on-site provision or as a site-specific financial contribution to off-site provision serving the wider Stamford North development. However, the Council is concerned that RCC have not applied for relief from CIL for the Quarry Farm application or entered into any agreement to allow CIL receipts to be spent on infrastructure projects within Stamford to assist in meeting the education and healthcare needs of the wider Stamford North development and are therefore currently unclear how this important policy criterion will be met.

1 Introduction

1.1 Members will recall that the Quarry Farm application was previously discussed by the South Kesteven District Council (SKDC) Planning Committee on 13 May 2022. At that meeting, the Committee resolved to endorse the draft consultation response to the application. The relevant minutes of the meeting stated:

“It was proposed, seconded and AGREED to endorse the draft response to Rutland County Council and delegate authority to the Assistant Director of Planning, in consultation with the Portfolio Holder, to issue the final response. Nonetheless, the Council will reserve the right to request that the Secretary of State call’s in the application for determination in the event that Rutland County Council are minded to approve the application, prior to the concerns highlighted within SKDC’s holding objection being formally addressed, which include the following reasons outlined in the Case Officer’s report.

- There is currently insufficient evidence to confirm that the proposals would provide suitable junction improvements to mitigate the impact on the A1 Strategic Highways Network. As a result, there is the potential that the proposals could result in consequential unacceptable adverse impacts on the local highway network insofar as it falls within SKDC’s administrative boundaries due to constraints at the A1.*
- The current application has not been accompanied by an agreed masterplan / development brief for the wider Stamford North development. As such, there are a number of matters relating to the design of the spine road and the provision of suitable pedestrian and cycle connection, which require amendment / agreement between all parties, to ensure that the current scheme forms part of a well-designed and coherent cross-boundary development proposal.*
- There is currently insufficient information to demonstrate that the application proposals would accord with the established hierarchy to avoid, mitigate, or as a last resort, compensate for potential impacts on ecological assets. In particular, the current application fails to demonstrate sufficient measures to compensate for the loss of a significant area of candidate Local Wildlife Site that falls within the application site, and similarly, there is insufficient evidence to ensure that the proposals would achieve a biodiversity net gain, when taken as a whole.*
- There is currently no legal agreement to secure the quantum and mix of affordable housing, as well as making suitable allocation / nomination arrangements for the occupation of any affordable housing provided on site. It is noted that the application proposals indicate that they would provide 30% affordable housing on site, which falls short of the policy obligations set out within the adopted Development Plan. Furthermore, in view of the nature and location of the development proposal, and the acute need for affordable housing in Stamford, SKDC would respectfully suggest that any affordable housing on site should be allocated in a manner that prioritises meeting the needs of Stamford in the first instance.*
- Similarly, in the absence of a Section 106 agreement, there is currently insufficient evidence to ensure that the application proposals would make a proportionate contribution towards mitigating the impacts of the Stamford North development, including making sufficient financial contributions towards education provision (including the delivery of the proposed Primary School forming part of the eastern part of the wider development), healthcare improvements and enhancements to local*

public transport connections. Likewise, further clarification is required in relation to the application of the CIL charging schedule by RCC as part of the application, and whether an exemption / relief will be applied to reflect the cross-boundary nature of the development scheme.

- 1.2 A full copy of the previous consultation response is enclosed at **Appendix 1**.

2 Updates since May 2022

- 2.1 Since the application was discussed at the May 2022 Committee meeting, there has been substantial updates in the consideration of the wider Stamford North development. Most notably, an application has been submitted for the land allocated within the South Kesteven Local Plan (SKDC Application Ref: S23/0055); which is due to be considered by the Planning Committee alongside this revised response to Rutland County Council (RCC).
- 2.2 Throughout the intervening period, extensive discussions have taken place between Officers and Members at SKDC and RCC, as well as between the Applicants on both the Quarry Farm and Stamford North applications. This has involved joint meetings between the Officers and Applicants in relation to the preparation of a Joint Infrastructure Planning Agreement (JIPA), which will be entered into by both Local Planning Authorities and all the Applicants, to secure the provision of any cross-boundary infrastructure. In addition, the first meeting of the Stamford North Joint Strategic Board was held at South Kesteven District Council on 27th February 2024. A copy of the formal minutes of that meeting are enclosed at **Appendix 2**.
- 2.3 In addition, the Applicant's have also liaised directly with each other to produce a Main Street Design Brief, which sets out a shared design vision for the east-west link road. This document will be appended to the JIPA as an approved document and secures an obligation for all future reserved matters application relating to the link road and the active travel route from the Country Park to the River Gwash and includes the proposed Valley Park on the Stamford North site, to adhere to the principles contained within the document. This document is intended to ensure a co-ordinated and comprehensive approach to the cross-boundary infrastructure; and has been supported by the submission of an Illustrative Masterplan for the whole Stamford North development, which demonstrates the alignment of the east-west link road at the shared boundary of the sites.
- 2.4 Furthermore, it is noted that further technical information has also been submitted directly to Rutland County Council in relation to the Quarry Farm application. This has included the submission of two Environmental Statement Addendums together with supporting evidence, including a Landscape and Environmental Masterplan, Arboricultural Assessment, Biodiversity Net Gain Assessment, as well as the results of additional highways modelling completed using the latest Stamford Traffic Model.

3 Evaluation

- 3.1 As previously noted, Rutland County Council are the Local Planning Authority for the Quarry Farm application and therefore will be the determining body. RCC will be required to determine the application in accordance with the adopted Development Plan for the area, unless material considerations indicate otherwise.
- 3.2 South Kesteven District Council are a consultee on the application, and in view of the location and nature of the application proposals, and the likely cross-boundary implications of the development scheme, SKDC have reviewed the application details and assessed the

potential for strategic, cross-boundary implications arising from the development proposals, which may impact on assets falling within SKDC's administrative control.

3.3 The comments contained within this report are intended to supersede the formal response issued by SKDC in May 2022.

3.4 **Principle of Development**

3.4.1 As previously identified, it is appreciated that the application site is located wholly within Rutland County Council's administrative area and as such, falls to be assessed against the adopted Development Plan for Rutland.

3.4.2 Notwithstanding this, it is acknowledged that the application proposals comprise part of the wider Stamford North development site, for which the area to the east of the current application site is allocated through the adopted South Kesteven Local Plan (LP Ref: STM1-H1). This policy identifies the allocation to include the provision of approximately 1,300 dwellings (including land extending into Quarry Farm, Rutland, which has an additional capacity for 650 dwellings); an east-west road to be provided through from Old Great North Road to Ryhall Road; a new primary school; a local centre; and open space.

3.4.3 It is appreciated that the current application site is not allocated within the adopted Development Plan and, therefore, forms Open Countryside. Nonetheless, the policies and provisions contained within the National Planning Policy Framework (NPPF) (Published December 2023) are a relevant material consideration in the determination of the application. In this respect, Paragraph 74 of the Framework states *"the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities* [emphasis added] *(including a genuine choice of transport modes)"*.

3.4.4 In addition, it is noted that the application site is identified as a draft allocation within the Regulation 19 consultation document for the new Rutland Local Plan (October 2024), which is currently subject to public consultation. The draft allocation (LP Ref: Policy H2 – Cross-boundary development opportunity – Stamford North) identifies that the land will only be brought forward for development in conjunction with the land in South Kesteven as part of a comprehensive mixed-use development and that the proposal would only be supported where it is in accordance with an agreed Masterplan or Development Brief or as part of a comprehensive planning application for the whole Stamford North area. The site is proposed to include no more than 650 homes within the current application site; a country park; and a distributor road facilitating the connection of Old Great North Road, Little Casterton Road, and Ryhall Road.

3.4.5 It is acknowledged that the emerging Local Plan is at Regulation 19 stage, and therefore, can only be attributed very limited weight in the determination of the current application. However, the draft allocation does demonstrate RCC's continued intention to support the principle of development on this site as part of the wider Stamford North development.

3.4.6 In the context of the above, SKDC do not raise any objections to the principle of development on the application site. In particular, it is acknowledged that the application proposals form part of the wider Stamford North development proposal and would provision for part of the east-west link road, which is intended to connect Old Great North Road and Ryhall Road, as part of the wider development scheme. The application also includes the

provision of a local centre and country park, which were also identified as a key component part of the wider allocation.

- 3.4.7 It is appreciated that the draft allocation policy requires the development to be in accordance with an agreed Masterplan or Development Brief, or as part of a comprehensive planning application for the whole Stamford North area. In this regard, it is acknowledged that SKDC are currently considering an application for the land allocated within the South Kesteven Local Plan; and therefore, it is evident that the expectation for a single planning application for the whole Stamford North area is not going to be achieved. In light of the above, it is of great importance that South Kesteven District Council and Rutland County Council co-operate effectively to ensure that a comprehensive and co-ordinated development proposal is realised.
- 3.4.8 In this context, SKDC note the joint submission of a Stamford North Illustrative Masterplan and Main Street Design Brief by the Applicant's at Quarry Farm and Stamford North; which demonstrates how the east-west link road would be delivered through the two applications, including alignment at the shared boundary on Little Casterton Road, and a consistent design vision for this critical element of cross-boundary infrastructure. This document is discussed in further detail below.

3.5 **Access & Highways Impacts**

- 3.5.1 It is noted that the description of development for the application has been revised to include specific reference to the provision of the link road, with the inclusion of the following wording "*link road between Old Great North Road and Little Casterton Road*". In view of the strategic importance of this cross-boundary infrastructure, SKDC welcomes the express reference to the link road within the description of development.
- 3.5.2 In connection with the above, It is noted that a Joint Infrastructure Planning Agreement has been drafted which requires the following:
- Quarry Farm Link Road
 - Completion before first occupation of 300 dwellings or 8 years from the commencement of either development (whichever is the sooner)
 - Stamford North Link Road
 - Completion before first occupation of 500 dwellings or 8 years from the commencement of either development (whichever is the sooner)

In addition, the JIPA requires all reserved matters application relating to the Main Street to be in compliance with the principles contained within the Main Street Design Brief.

- 3.5.3 SKDC considers that it is essential that the co-ordinated and timely delivery of this strategic infrastructure improvement is secured as part of any planning permissions granted for the wider Stamford North development. As such, SKDC will require the Applicant's for Quarry Farm and RCC to formally enter into the JIPA, and for this agreement to be completed prior to any planning permission being granted for the Stamford North site.
- 3.5.4 Furthermore, it is noted that the Applicant has submitted an Environmental Statement Addendum (May 2024), which includes a Transport Assessment Addendum (TAA), which includes the results of the additional modelling completed using the most recent Stamford Traffic Model. Notably, this modelling assesses the cumulative impact of the whole Stamford North proposals i.e., the Quarry Farm application and the Stamford North (SKDC)

application. SKDC endorse the submission of this up to date modelling and acknowledge that this ensures that highways impacts of both applications are being assessed in a consistent and cumulative manner.

3.5.5 In short, the results of the modelling identify the following key conclusions:

- There will be additional traffic from the development of around 1,000 vehicles per hour (vph) in the AM and PM peak, these will be spread across the network due to the multiple access points from the development and there is clear tidal flow to / from the A1 in the AM / PM peaks.
- The traffic modelling also shows this dispersal with limited increases in peak hours of trips on existing roads, whilst the modelling also estimates that around 300 vph will transfer from existing links and use the proposed Main Street.
- Modelling results of the individual 17 junctions across the network show that for 12 junctions, the RFC (Ratio of Flow to Capacity) will remain below the theoretical capacity.
- Of the 6 junctions that would go over 100% capacity, all 6 would be over capacity in the 2041 Do Minimum without any development scenario, and the additional development traffic does not make the situation unacceptably worse.

3.5.6 In respect of the above, SKDC have consulted with Lincolnshire County Council (as Local Highways Authority) in relation to the potential impacts of the development on the local highway network in the surrounding area, insofar as it falls within the administrative boundaries of SKDC, as well as the acceptability of the proposed link road. LCC have provided a formal response in relation to the Stamford North (SKDC) application, which considers the results of the cumulative modelling, and therefore, the comments made in relation to the impact on the local highway network are equally applicable to the Quarry Farm application. A full copy of their comments is enclosed at **Appendix 2**.

3.5.7 In respect of the above, it is acknowledged that LCC Highways have accepted that all 6 junctions that are predicted to operate over 100% capacity with the development flows included, would operate over capacity by 2041 without the development taking place. Therefore, the Developers are not required to provide mitigation for what will be an existing capacity issue. As such, it is accepted that there will be no unacceptable impacts on the local highways network in respect of safety and capacity.

3.5.8 In connection with the above, SKDC's previous holding objection included a request for financial contributions towards additional bus services to connect the development to existing facilities in Rutland and Lincolnshire, as well as planning conditions to ensure that appropriate pedestrian and cycle connections are made to connect the site with the existing residential areas of Stamford.

3.5.9 With regards to this, it is noted that the Applicant's for the Stamford North application under consideration by SKDC have worked with local bus operators to develop a deliverable public transport strategy for the wider Stamford North allocation. The proposed extension would provide a new public transport link across the whole Stamford North development, including the land at Quarry Farm, connecting the site to the town centre. SKDC are seeking to secure appropriate financial contributions through a Section 106 Agreement for the Stamford North application, and requests that RCC secures appropriate contributions to delivering the identified public transport strategy insofar as it relates to Quarry Farm. It is appreciated that this will require the proposed public transport strategy to be included within RCC's

Infrastructure Delivery Plan to enable CIL receipts collected from the development to be used to deliver this strategy.

- 3.5.10 In relation to the previous request for planning conditions securing appropriate pedestrian and cycle connections to the existing residential areas of Stamford, SKDC accepts that these are matters of detailed design, which are not subject to determination as part of the current application. However, SKDC would wish to be consulted on any future reserved matters applications for the site to ensure that these matters are appropriately addressed.
- 3.5.11 In respect of the impact of the development on the strategic road network, SKDC's previous holding objection identified that further information was required to demonstrate that the scheme would not give rise to any unacceptable impacts on the strategic highway network.
- 3.5.12 With regards to this, it is noted that National Highways (as strategic highways authority) have now confirmed to both LPAs that the whole Stamford North development would not have any unacceptable impacts on the strategic road network and, therefore, no mitigation measures are required.
- 3.5.13 Taking the above into account, **SKDC has no objections in relation to the impact of the development on the local and strategy highway network, subject to the completion of the Joint Infrastructure Planning Agreement securing the timely and co-ordinated delivery of the east-west link road, and subject to RCC securing appropriate financial contributions towards the extension of existing bus services as part of the proposed Stamford North public transport strategy.**

3.6 Design Quality and Visual Impact

- 3.6.1 SKDC previously raised a holding objection on the basis that the application was not accompanied by an agreed masterplan / development brief for the wider Stamford North development. As a result, there were a number of issues relating to the design of the spine road and provision of appropriate pedestrian and vehicle connectivity, which would preclude the creation of a well-designed and coherent cross-boundary development scheme, and therefore, these matters required formal agreement.
- 3.6.2 In this respect, SKDC acknowledges the joint submission of a Stamford North Illustrative Masterplan and Main Street Design Brief by the Applicant's at Quarry Farm and Stamford North; albeit it is noted that the Main Street Design Brief has not been uploaded to RCC's public application file. The submitted documents demonstrate how the east-west link road would be delivered across both the current applications, including alignment at the shared boundary on Little Casterton Road and appropriate interconnectivity at this boundary. The Main Street Design Brief sets out a shared vision for the east-west link road.
- 3.6.3 These documents have been reviewed by SKDC's Urban Design Officer, who has confirmed that they are satisfied that they are sufficient to ensure a co-ordinated approach to these key cross-boundary elements of the development proposals. As such, despite the absence of a Development Brief for the whole site, SKDC are satisfied that there is sufficient information to ensure that the wider Stamford North development is delivered in a coherent manner.
- 3.6.4 In light of the above, it is important that the Main Street Design Brief is secured as an approved document across both planning applications. It is noted that the draft JIPA is proposed to include obligations requiring both developers to build the link road in accordance with the approved design brief. Subject to formal completion of this document,

SKDC are satisfied that this provides an appropriate mechanism for ensuring the development proposals are consistent and coherent across the administrative areas.

3.6.5 Taking the above into account, **SKDC have no objections in relation to the design quality and visual impact of the development, subject to the completion of the Joint Infrastructure Planning Agreement which obligates the developers to complete the east-west link road in accordance with the design principles contained within the submitted Main Street Design Brief.**

3.6.6 Nonetheless, SKDC would welcome continued consultation with RCC in relation to any reserved matters applications for the site to ensure that further matters of detailed design i.e., the approach to parking design and boundary treatments can be applied consistently across the development, together with an agreement in relation to the interface of the development at Little Casterton Road.

3.7 Meeting All Housing Needs

3.7.1 SKDC's previous holding objection required the submission of an appropriate legal agreement to secure the quantum and mix of affordable housing, as well as an allocation / nomination agreement, which ensures that affordable housing provision is allocated towards meeting the needs for Stamford in the first instance.

3.7.2 In this respect, SKDC acknowledges that the application falls to be assessed against the current adopted Development Plan for Rutland. Policy CS11 (Affordable Housing) of the Rutland Core Strategy DPD (Adopted July 2011) sets out the current RCC policy position for affordable housing, which identifies an obligation for a minimum of 35% of affordable housing on all new housing developments and should include a mix of affordable rent and intermediate housing.

3.7.3 In the context of the above, the submitted Planning Statement indicates that the application has been prepared on the basis of 30% affordable housing and the indicative housing mix included within the proposals is reflective of the needs identified in Figure 4 of the RCC Strategic Housing Market Assessment (SHMA) (2019). It is stated that the exact mix and size of the affordable housing provision, will be subject to negotiation with the LPA having regard to the evidence in the SHMA.

3.7.4 In this regard, the proposed development fails to accord with the identified policy obligations in the adopted Development Plan.

3.7.5 Whilst Officers at SKDC have sought to engage with RCC during the course of the consideration of the planning applications, it is noted that matters relating to affordable housing have not been addressed.

3.7.6 However, SKDC notes that Policy H2 (Cross boundary development opportunity – Stamford North) within the Regulation 19 draft consultation document on the new Rutland Local Plan identifies that the development of Quarry Farm should include “30% of the site capacity as affordable housing to meet the needs arising in Rutland” [emphasis added]. Whilst this draft policy carries very limited weight at the current time, it is a clear indication of RCC's position in relation to the provision of affordable housing on the site.

3.7.7 As previously stated, in view of the nature and location insofar as it forms part of a wider Stamford North development scheme which immediately abuts the existing built-up area of Stamford (a settlement which falls within the South Kesteven District), **SKDC would respectfully re-affirm their position that the affordable housing delivered at Quarry**

Farm, as part of the wider Stamford North development, should be subject to an allocation / nomination agreement, which prioritises the needs of Stamford residents and / or those with a local connection to Stamford in the first instance. Despite the administrative boundaries, future residents of the site will look to Stamford to access services and facilities and will consider themselves to be Stamford residents rather than Rutland residents and, therefore, it is appropriate that the affordable housing is allocated in response to this position.

- 3.7.8 Furthermore, **SKDC would respectfully request that the property type, size and tenure mix delivered at Quarry Farm are also devised in a manner which responds to the local needs of Stamford, as opposed to the strategic needs contained within the Housing Market Assessment.**
- 3.7.9 In this respect, SKDC notes that the Applicant's for the Stamford North application under consideration by SKDC have submitted an Affordable Housing Proposals Report (Savills) (August 2023), which contains the results of a local housing needs for Stamford, including direct engagement with Stamford Town Council to understand the localised housing needs.
- 3.7.10 The results of this service have identified that there is an existing imbalance whereby the number of affordable rent units in Stamford is disproportionately high in comparison to affordable ownership options. As such, the Heads of Terms for the Stamford North application will secure a tenure split of 45% affordable rent and 55% affordable ownership to seek to address this imbalance. Therefore, **SKDC would respectfully request that the affordable housing tenure mix at Quarry Farm is also responsive to this localised housing need.**
- 3.7.11 Notwithstanding the above, **SKDC acknowledges that the allocation of affordable housing at Quarry Farm is a decision for Officers and Members at RCC and, despite the identified concerns with the current application, SKDC accepts that they cannot advise refusal of the application on that basis.**

3.8 Infrastructure for Growth

- 3.8.1 SKDC have previously registered a holding objection until such time that an appropriate cross-boundary agreement has been entered into to secure the necessary infrastructure improvements and further clarification was provided in relation to the application of the CIL charging schedule by RCC.
- 3.8.2 As previously stated, it is imperative that the Quarry Farm application is assessed with a view to ensuring that it makes a proportionate contribution towards meeting the infrastructure requirements of the wider Stamford North development, as well as securing the timely delivery of additional infrastructure provision within the site itself. Whilst the Quarry Farm site is located wholly within Rutland County Council's administrative boundaries, future residents of the site would be largely reliant upon services and facilities located within the main built-up area of Stamford. This would undoubtedly place additional strain on these facilities, which fall outside of the control of RCC, and under SKDC or LCC's remit. As such, it is critical to ensure that the appropriate contributions are sought from the Applicant to ensure that the local infrastructure can support the needs of residents from this site.
- 3.8.3 In this context, it is noted that draft allocation within the Regulation 19 consultation document for the new Rutland Local Plan states that the Quarry Farm development will be required to provide "appropriate community infrastructure to support the scale of the development

included on the site, through the payment of CIL and either by direct on-site provision or as a site-specific financial contribution to off-site provision serving the wider Stamford North development". SKDC would welcome further engagement with RCC regarding the provision of financial contributions towards infrastructure improvements within Stamford. However, it is noted that this would require the Quarry Farm site to be exempted from the adopted CIL charging schedule.

- 3.8.4 In respect of the above following discussions between Officers and Members of both authorities, including the meeting of the Stamford North Strategic Board, it is understood that RCC will not be making an application to relieve / exempt the Quarry Farm development from the CIL charging schedule, as part of the current application to allow a SUE-wide Section 106 Agreement to be pursued. Similarly, RCC have refused to enter into any agreement to allow funds collected by RCC under the CIL charging schedule to be used to fund infrastructure within South Kesteven.
- 3.8.5 SKDC wishes to place on record their disappointment with the above position that has been adopted by RCC, which has undoubtedly resulted in unnecessary issues in terms of securing a co-ordinated and rational position in relation to healthcare and education provision as part of the wider Stamford North development.
- 3.8.6 With regards to education provision specifically, Policy STM1:H1 of the adopted South Kesteven Local Plan identifies that the development should make provision for a new primary school, and contributions towards the expansion or improvement of the adjacent secondary school [Stamford Welland Academy]. Furthermore, it is appreciated that the draft Development Brief, which was being progressed to support the wider Stamford North development, identified that the proposed Primary School was to be sited within the SKDC / LCC administrative area but on the boundary with Little Casterton Road to allow for appropriate accessibility for future residents across the whole SUE.
- 3.8.7 In the context of the above, Lincolnshire County Council made a formal request for a financial contribution of £1 million from the Quarry Farm development towards the cost of building the primary school. However, as stated above, RCC have refused to enter into an agreement to allow for a site wider Section 106 Agreement to be pursued or to agree to transfer funds collected under the CIL regime to be used for funding the delivery of the school. It is noted that during the Stamford North Strategic Board meeting, RCC stated that they have sufficient existing capacity within their schools to meet the needs generated by the Quarry Farm development, and therefore, it is not necessary for the current application to contribute towards the cost of building the primary school.
- 3.8.8 In this respect, whilst it is possible that there is available capacity within Rutland schools, future residents of the Quarry Farm development are highly likely to admit their children to the nearest available school, which will be the newly built primary school adjacent to Little Casterton Road. Consequently, it is possible that the capacity of the proposed primary school will need to be increased to ensure that there remains sufficient spaces for children of the Stamford North development, as well as accommodating the children from the Quarry Farm development. As a result, Lincolnshire County Council have had to accept potential liability for the costs of expanding the school to accommodate children from the Quarry Farm development or an appropriate admissions policy will need to be imposed for the school, which will restrict admissions from Quarry Farm. SKDC considers that both scenarios are not reflective of the principles of good planning.

- 3.8.9 In respect of healthcare provision, at the time SKDC's previous comments were made, the Lincolnshire Integrated Care Board (LICB) and Leicester, Leicestershire and Rutland Clinical Commissioning Group (LLR CCG) were working together to agree a suitable way forward. However, since that time, LLR CCG withdrew from the joint working group, and the LICB have been engaged in a protracted strategic review. This has resulted in continued uncertainty regarding the delivery of a new health centre as part of the wider Stamford North development; whereby both applicants are making land available within their respective local centres for a new health centre. RCC have confirmed that there is a request for a CIL contribution for £450,000 to mitigate the impacts of the Quarry Farm development, but that these funds could be used on a new facility on Quarry Farm or expansion of existing facilities in Empingham. However, at present, the catchment area boundary of the Empingham GP has been reduced to exclude Stamford and the Quarry Farm site.
- 3.8.10 In the event that this boundary is not redressed to include the Quarry Farm site, SKDC considers it likely that future residents will be reliant upon health services within Lincolnshire rather than Rutland. The alternative scenario whereby a new facility is built on Quarry Farm and on the eastern side of the Stamford North development could result in unnecessary duplication of facilities, and reaching agreement of a co-ordinated approach would be preferable. Whilst it is appreciated that the actions of the two ICB's and the Empingham GP are outside of the control of the two LPAs, the current situation in respect of healthcare provision does not demonstrate a co-ordinated approach to the delivery of the wider Stamford North development.
- 3.8.11 Notwithstanding the above, in light of the requirement to reach a resolution on the current applications, SKDC does not object to the Quarry Farm application, subject to the completion of the JIPA which secures the necessary controls on the delivery of the east-west link road.

3.9 **Flood Risk and Drainage**

- 3.9.1 It is appreciated that matters of flood risk and drainage were not identified as a concern within SKDC's previous holding objection. However, as part of the consultation process for the Stamford North application currently under consideration by SKDC, cross-boundary capacity issues have been identified by Anglian Water; and this is reflected in their comments dated 4th April 2024.
- 3.9.2 In short, Anglian Water have confirmed that there is insufficient localised foul drainage capacity to accommodate the whole Stamford North development, and therefore, a new connection will be required to a new foul water sewer in Uffington Road via a pumping station in the SKDC Stamford North site. Similarly, Anglian Water have also advised that there is insufficient clean water supply to accommodate the wider Stamford North proposals. A capital investment project has been identified and is being progressed, however the delivery of the development will need to be appropriately phased to ensure that properties are not occupied until the capital investment project has been delivered. As such, Grampian planning conditions will need to be replicated on the Stamford North and Quarry Farm applications to ensure that the necessary foul water drainage arrangements are implemented, and that the development is phased to allow for adequate clean water supplies to be made available.
- 3.9.3 Following discussions between Officers at SKDC and Anglian Water, the following conditions have been agreed as being appropriate and necessary:

Foul Water Strategy

No development shall commence until a strategic foul water strategy has been submitted to and approved in writing by the Local Planning Authority, in consultation with Anglian Water. This should identify the connection point to the 1050mm sewer network along Uffington Road, unless otherwise agreed in writing by the Local Planning Authority, in consultation with Anglian Water.

Prior to the occupation of any phase of the development, the foul drainage works relating to that phase must have been carried out in complete accordance with the approved scheme, or any variation to the approved scheme submitted to and approved in writing by the Local Planning Authority.

Reason: To reduce the impacts of flooding and potential flood risk.

Water Supply Strategy

Before any development hereby permitted is occupied / brought into use, a potable water strategy shall be submitted to, and approved in writing by the Local Planning Authority, in consultation with Anglian Water. This strategy shall provide confirmation that there is sufficient potable water to supply each phase of the development.

Thereafter, the approved development shall be carried out in accordance with the approved strategy.

Reason: To ensure a supply of potable water to new and existing customers; and to ensure new and existing customers do not suffer from low water pressure.

3.9.4 Taking the above into account, **SKDC has no objections in relation to flood risk and drainage, subject to the imposition of the above conditions.**

3.10 **Other Matters**

3.10.1 As stated elsewhere, SKDC acknowledges that RCC are the Local Planning Authority responsible for determining the current application and, as such, the current response has focused on those matters which are considered to have cross-boundary implications. The acceptability of material considerations relating to the application site in isolation are for RCC to assess. Nonetheless, it is noted that SKDC's previous holding objection raised concerns on the basis that there was insufficient evidence to demonstrate that the application proposals would accord with the established hierarchy contained within the Framework to avoid, mitigate, or as a last resort, compensate for potential impacts on ecological assets. These matters are commented on below:

3.11 **Ecology and Biodiversity**

3.11.1 SKDC's previous objection relating to ecology and biodiversity were in relation to an absence of information to demonstrate sufficient measures to compensate for the loss of a significant area of the candidate Local Wildlife Site, and there was also insufficient evidence to demonstrate that the proposals would achieve a biodiversity net gain when taken as a whole.

3.11.2 Subsequently, a revised Illustrative Masterplan and Illustrative Landscape and Environmental Masterplan has been submitted, which have sought to respond to concerns raised in relation to ecology and arboriculture. The land adjacent to the area of the existing woodland, to the south of the proposed link road, which was previously proposed for residential development will now be left undeveloped and form part of the green

infrastructure of the site. In addition, a greater area of woodland is retained to the north with the MUGA / sports facilities relocated to a position adjacent to the proposed local centre.

- 3.11.3 The revised plans have been subject to assessment as part of an Environmental Statement Addendum, as well as through the submission of additional technical evidence in the form of an Outline Mitigation and Management Strategy (“OMMS”) (FPCR) (November 2022) and Biodiversity Net Gain Assessment (FPCR) (December 2022)
- 3.11.4 The submitted OMMS sets out the approach to mitigating and compensating for the ecological impacts of the development. The OMMS sets out a strategy which references seven habitat creation / enhancement areas, which are identified on the Landscape and Environmental Masterplan; for each area, a description of the habitat creation / enhancement proposals are detailed together with initial supervision and longer-term management arrangements.
- 3.11.5 In this respect, SKDC notes the revised comments that have been submitted to Rutland County Council on behalf of Leicestershire County Council ecology service, which has confirmed that there are no objections, subject to the imposition of conditions requiring a detailed Mitigation Strategy for protected species and local rare plants to be submitted and approved prior to commencement, and for a detailed Habitat Creation and Management Plan based on the OMMS to be submitted and approved prior to commencement of the development.
- 3.11.6 With regards to biodiversity, the updated Biodiversity Net Gain Assessment (FPCR) (December 2022) concludes that, based on the Illustrative Masterplan provided as part of the outline planning application, and the high level proposals for the Country Park, the development is capable of achieving a 18.14% net gain in habitat units and a 13.96% net gain in hedgerow units. As such, the development proposals would accord with the relevant development plan policies in relation to net gain.
- 3.11.7 In light of the above, **SKDC are satisfied that sufficient information has been provided, or can be secured via planning conditions, to ensure that the established hierarchy to avoid, mitigate, and as a last resort, compensate for the impact of development ecological assets is adhered to.** In addition, sufficient evidence has now been provided to demonstrate that the proposals are capable of achieving a biodiversity net gain.
- 3.11.8 Nonetheless, as stated above, SKDC acknowledges that these material planning considerations do not have cross-boundary implications and, therefore, are a matter for RCC to assess.

4 Crime and Disorder

- 4.1 It is concluded that the proposals would not result in any significant crime and disorder implications.

5 Human Rights Implications

- 5.1 Article 6 (Right to fair decision-making) and Article 8 (Right to private family life and home) of the Human Rights Act have been taken into account in making this recommendation. It is concluded that no relevant Article of the Act will be breached in making this decision.

6 Conclusion

- 6.1 To summarise, South Kesteven District Council acknowledges that the application proposals comprise part of the wider Stamford North development proposals and seeks

permission for a development proposal consistent with the wider allocation, including provision of part of the east-west link road that will connect Old Great North Road to Ryhall Road as part of the wider scheme.

- 6.2 Nonetheless, in May 2022, SKDC submitted a formal holding objection to the application on the basis that there was insufficient evidence to confirm that the proposals would not result in unacceptable impacts on the strategic and local highways network; the application was not accompanied by an agreed masterplan for the wider Stamford North development resulting in concerns relating to the design of the spine road; insufficient evidence to confirm that the development would adhere with the established hierarchy in relation to ecological impacts; and the absence of a legal agreement securing the necessary level of affordable housing, and proportionate contributions to mitigating the impacts of the development on local infrastructure.
- 6.3 In the intervening period, an application has been submitted for the land allocated within the SKDC Local Plan, and extensive discussions have taken place between Officers and Members at SKDC and RCC, as well as between the respective applicants. This has resulted in the submission of further joint documents, including a joint Illustrative Masterplan and Main Street Design Brief, together with progress on the preparation of a Joint Infrastructure Planning Agreement.
- 6.4 In light of the above, South Kesteven District Council submits the following updated response to the Quarry Farm application; this response supersedes the comments made in May 2022.
- 6.5 South Kesteven District Council has no objections to the Quarry Farm application, subject to the following conditions / requirements:
- The completion of the Joint Infrastructure Planning Agreement requiring the landowners for the whole Stamford North development to complete the east-west link road in accordance with the necessary timescales, and in accordance with the design principles contained within the submitted Main Street Design Brief.
 - Rutland County Council securing appropriate financial contributions towards the extension of the existing bus services in accordance with the proposed Stamford North public strategy agreed with the local bus operators; and
 - The imposition of the following conditions, which are to be replicated on both Stamford North applications:

Foul Water Strategy

No development shall commence until a strategic foul water strategy has been submitted to and approved in writing by the Local Planning Authority, in consultation with Anglian Water. This should identify the connection point to the 1050mm sewer network along Uffington Road, unless otherwise agreed in writing by the Local Planning Authority, in consultation with Anglian Water.

Prior to the occupation of any phase of the development, the foul drainage works relating to that phase must have been carried out in complete accordance with the approved scheme, or any variation to the approved scheme submitted to and approved in writing by the Local Planning Authority.

Reason: To reduce the impacts of flooding and potential flood risk.

Water Supply Strategy

Before any development hereby permitted is occupied / brought into use, a potable water strategy shall be submitted to, and approved in writing by the Local Planning Authority, in consultation with Anglian Water. This strategy shall provide confirmation that there is sufficient potable water to supply each phase of the development.

Thereafter, the approved development shall be carried out in accordance with the approved strategy.

Reason: To ensure a supply of potable water to new and existing customers; and to ensure new and existing customers do not suffer from low water pressure.

- 6.6 With regard to the affordable housing delivered at Quarry Farm, as part of the wider Stamford North development, the Council's position is that this should be delivered in a manner which responds to the local needs of Stamford, as evidenced through a local housing needs assessment, and should be subject to an allocation / nomination agreement, which prioritises the needs of Stamford residents and / or those with a local connection to Stamford in the first instance.
- 6.7 The Council welcomes criterion f of Policy H2 – Stamford North in the draft Rutland Local Plan which requires appropriate community infrastructure to support the scale of development included on the site, through the payment of CIL and either by direct on-site provision or as a site-specific financial contribution to off-site provision serving the wider Stamford North development. However, the Council is concerned that RCC have not applied for relief from CIL for the Quarry Farm application or entered into any agreement to allow CIL receipts to be spent on infrastructure projects within Stamford to assist in meeting the education and healthcare needs of the wider Stamford North development and are therefore currently unclear how this important policy criterion will be met.

Appendices

Appendix 1 – SKDC Consultation Response (May 2022)

- **Officer Report to Committee**
- **Committee Report Additional Items**
- **Committee Report Addendum**
- **Committee Minutes**

Appendix 2 – Lincolnshire County Council (Highways & SuDS) – Stamford North Consultee Response



**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Planning Committee

13 May 2022



S22/0502

Proposal:	Outline application for residential development (up to 650 dwellings), a local centre (up to 3,000 sq. metres of gross floorspace for uses within Class E (a-g) and F2(a) and F2(b)), open space including country park, access, drainage and landscaping (Access only) (Rutland County Council Ref: 2022/0227/MAO)
Location:	Land at Quarry Farm, Old Great North Road, Little Casterton, Rutland
Applicant:	Allison Homes Limited (formerly Larkfleet Homes)
Application Type:	Adjoining Authority Consultation (Rutland County Council)
Reason for Referral to Committee:	Major Development Public Interest
Key Issues:	Principle of Development Access and Highways Impacts Design Quality and Visual Impact Impacts on Ecology and Biodiversity Affordable Housing Contributions Infrastructure for Growth (Section 106 Contributions)
Technical Documents:	Environmental Statement including chapters on: <ul style="list-style-type: none"> • Transport and Access • Noise and Vibration • Air Quality • Ecology • Hydrology and Flood Risk • Landscape and Visual • Cultural Heritage and Archaeology • Geology and Contamination • Socio-Economics and Human Health Design and Access Statement Concept Document – Proposed Country Park Planning Statement Utilities Assessment Travel Plan

Report Author

Adam Murray, Principal Planning Officer



01476 406080



Corporate Priority:

Growth

Decision type:

Regulatory

Wards:

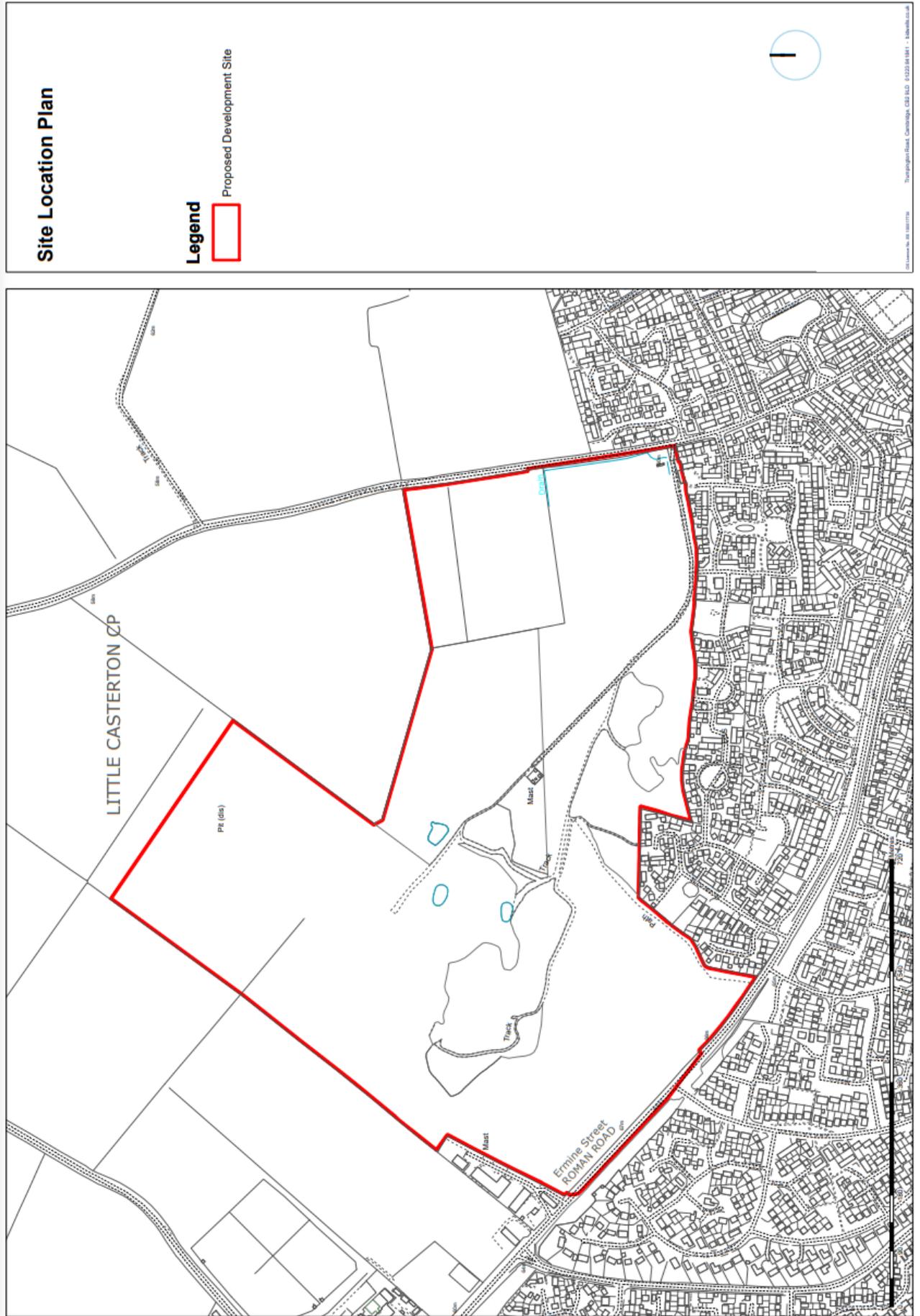
Two or more Wards

Reviewed by:

Emma Whittaker – Assistant Director of Planning

04 May 2022

S22/0502 – Land at Quarry Farm, Old Great North Road, Little Casterton, Rutland



1. Description of site

- 1.1 The application site comprises an area of 65.97 hectares (163.01 acres) of irregular shaped land situated at Quarry Farm, between Old Great North Road / Casterton Road (B1081) and Little Casterton Road, to the north-west of Stamford. The site falls within the administrative boundaries of Rutland County Council but bounds onto South Kesteven District on its south, east and west sides.
- 1.2 The site currently comprises of a former brick works, clay and stone quarry pits and mature and scrub woodland and grassland. At the south-western side with Old Great North Road / Casterton Road is an open grassland field with informal footpaths; to the north of this field is an area of woodland, which extends to approximately 4.6 hectares. To the east of the woodland, there is an area of scrub land, which includes a telecommunications mast to the south-east of the woodland and adjacent to the existing resident properties is a further area of woodland, which again includes informal footpaths. The site benefits from clearly defined boundaries marked by mature hedgerow on all sides.
- 1.3 As referenced above, the site is bound to the south-west by Old Great North Road / Casterton Road (B1081), to the west by a BP garage and small industrial estate; beyond which lies open agricultural land; to the east by Little Casterton Road; beyond which lies open countryside, which is allocated for development within the adopted South Kesteven Local Plan (SKLP) (Site Ref: STM1:H1), to the south by the existing residential built-up area of Stamford, with the nearby estate known locally as Rutland Heights; and to the north by open countryside.
- 1.4 Existing residential development to the south of the site comprises a mix of detached, semi-detached and terraced dwellings, which are generally two-storey in scale (with some limited exceptions of bungalows and two and a half storey properties), which are arranged in a series of cul-de-sacs access from Casterton Road or Little Casterton Road. To the south of Casterton Road, there is further modern housing, however, there is a limited visual relationship between these dwellings and the application site.
- 1.5 The central and eastern areas of the site, including the areas of woodland and scrub land, have been identified as a candidate Local Wildlife Site (cLWS) due to the identification of a large area of mixed grassland habitats and several rare plant species, including a nationally rare plant species. The site is not subject to any other planning policy designations.
- 1.6 However, it should be noted that the application site, in conjunction with the adjacent land to the east (which falls within South Kesteven's administrative boundaries) has previously been identified as a proposed cross-boundary allocation for a mixed-use sustainable urban extension to the north of Stamford, comprising approximately 1950 dwellings, a distributor road, local centre, primary school and country park. The eastern part of the proposed development site, which falls within the South Kesteven boundaries, is allocated for development within the adopted South Kesteven Local Plan (Site Ref: STM1:H1), and the application site was previously identified as a proposed allocation (Ref: Policy H4) within the draft Rutland Local Plan 2018-2036, which was submitted for Examination in 2020, and subsequently withdrawn in 2021.

- 1.7 As part of the draft allocation, the application site was expected to include residential development of no more than 650 homes; a country park including appropriate mitigation of potential harm to wildlife assets; and a distributor road connection Old Great North Road and Little Casterton Road. The proposed development of the site was only to be supported, where it was accompanied with an agreed Development Brief as part of a single planning application covering the whole of the Stamford North development area. Nonetheless, as referenced above, the draft Rutland Local Plan 2018-2036 was withdrawn from Examination in 2021, and therefore, the draft allocation of the site for the development of the site holds no weight in the current decision-making process.

2. Description of proposal

- 2.1 The current application seeks outline planning permission for residential development (up to 650 dwellings), a local centre (up to 3,000 sq. metres of gross floorspace for uses within Class E (a-g) and F2(a) and F2(b)), open space including a country park, access, drainage and landscaping. All matters, with the exception of access, are reserved for future determination.
- 2.2 As referenced above, the current application scheme falls entirely within Rutland County Council's administrative boundaries, and therefore, they are the Local Planning Authority who will be responsible for determining the application. Nonetheless, in view of the nature of the application proposal and the likely cross-boundary implications of the development scheme, South Kesteven District Council have been invited to submit comments on the application as an adjoining authority.
- 2.3 The current application falls to be assessed under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and, as such, has been accompanied by an Environmental Statement (ES), which includes chapters on Transport and Access, Noise and Vibration, Air Quality, Ecology, Hydrology and Flood Risk, Landscape and Visual, Cultural Heritage and Archaeology, Geology and Contamination and Socio-Economics and Human Health. The submission has also been accompanied by an Illustrative Layout, Illustrative Masterplan and Parameters Plans, which indicate how the site could accommodate the proposed development in the following manner:
- 2.4 As previously identified, the current application is in outline with only access for approval. The proposed development is to include two points of vehicular access, one at Old Great North Road to the west; and another on Little Casterton Road to the east. Within the site, the application proposals involve the construction of the initial phase of the distributor road, which is intended to extend throughout the wider Stamford North development proposal, connecting Old Great North Road and Ryhall Road, to provide a vehicular route to the east of the town that does not require vehicles to travel through the centre of Stamford.
- 2.5 Access to the site from Old Great North Road would be via a signal-controlled junction with dedicated turning lanes. Pedestrian crossings would be provided on the site access and Old Great North Road arms of the junction, which would include central islands to allow pedestrians to cross the road. A 3m wide footway and cycleway is to be provided along the eastern side of the access, with a 2m wide footpath extending along the western side of the access.

- 2.6 Access to the site from Little Casterton Road would be via a priority-controlled T-junction. A 3m wide shared footway / cycleway would be provided along the southern edge of the access, connecting into the existing network. A 2m wide footway would also be provided to the north of the access. Little Casterton Road is proposed to be widened to 6.5m to the south of the access to enable access to the site by buses.
- 2.7 The proposed link road would run through the Quarry Farm site, connecting Old Great North Road and Little Casterton Road, and would comprise of a 6.2m to 6.75m wide carriageway with 3m wide shared footway / cycleway along the southern edge and a 2m footway along the northern edge.
- 2.8 As referenced above, the application has been accompanied by an Illustrative Layout and Indicative Masterplan, which demonstrates how the site could accommodate the development proposed. However, matters relating to appearance, layout, landscaping and scale are reserved for subsequent approval and therefore, the proposed layout of the development indicated on the submitted plans are to be treated as indicative only.
- 2.9 In the context of the above, the Illustrative Layout demonstrates how the proposed development would be arranged around the east-west distributor road, which would be a tree-lined street run through the centre of the site, bisecting the area of scrub land located between the areas of existing woodland positioned centrally within the site.
- 2.10 The proposed Local Centre would be situated within the centre of the site, to the north of the spine road and would be bound by retained woodland to the east and by an Equipped Area of Play to the west, with sports pitches to be provided on the opposite side of the spine road. The submitted Planning Statement indicates that the Local Centre will include a range of uses, including facilities falling within Use Class E, such as retail, café / restaurants, sports and recreation, medical / health or office / light industrial use. Similarly, it is also suggested that the local centre could include an educational facility (albeit this would not be a primary school, which is included within the wider allocation site, falling within South Kesteven), and could also include a community hall. A visitor centre for the Country Park is also proposed to be included within the Local Centre.
- 2.11 Residential development would be predominately split into two parcels; one located to the south-west of the site between Old Great North Road and the retained woodland; and another located along the eastern boundary of the site, between Little Casterton Road and the retained smaller woodland in the south-eastern part of the site, adjacent to the existing Rutland Heights estate.
- 2.12 The development would be arranged around the primary spine route, with a number of additional secondary roads extending from this route, which would then serve a network of cul-de-sacs, private drives and edge lanes. Residential dwellings are indicated as being arranged in a block layout, fronting onto the spine road or their respective internal road. Additional areas of open space, including equipped play areas and SuDS are indicated as being positioned within these distinctive character areas. The submitted Planning Statement indicates the development scheme will comprise a mix of 1-5 bed housing, including 30% affordable housing, and that the submitted plans have been based on a development comprising of the following mix:

	1-bed	2-bed	3-bed	4+ bed
Number of units	0-32	162-195	228-325	162-260
Percentage of overall mix	0-5%	25-30%	35-50%	25-40%

- 2.13 It is proposed that the majority of dwellings will be 2 storey, with more limited use of 2 ½ and 3-storey dwellings.
- 2.14 The remaining land within the application site boundary, positioned to the north of the retained woodland, is to provide a Country Park. The application submission has been accompanied by a Country Park Concept document which outlines the high-level proposals for the Park based on design principles relating to habitats and visitors; these principles are utilised with the overall vision of creating a location which provides a high-quality recreational asset as well as providing significant opportunities for biodiversity enhancement.
- 2.15 An outline drainage strategy has been included within the Flood Risk Assessment contained within the Environmental Statement. This identifies that the strategy for the site is to comprise a series of attenuation basins and infiltration ponds within the site. Surface water will be drained via private permeable driveways, which will infiltrate into the sub-strata. Outside of areas of infiltration, surface water will be drained in sub-surface tanks, which will subsequently transfer the water to areas of infiltration elsewhere in the site. Foul drainage is proposed to be discharged to the existing Anglian Water network via a pumped connection to Old Great North Road.

3. Representations Received

3.1 Heritage Lincolnshire

3.1.1 No comments to make.

3.2 Lincolnshire County Council (Education) – Full comments at Appendix 1

3.2.1 No objections subject to Section 106 financial contributions

3.2.2 As the development would result in a direct impact on local schools, a contribution is therefore requested to mitigate the impact of the development at a local level. The level of contribution sought in this case is as follows:

3.2.2.1 Primary Education = £608,927.00 towards education provision in the Stamford Primary Area

3.2.2.2 Secondary Education = £0

3.2.2.3 Sixth-form education = £405,407 towards education provision in the Stamford Secondary Area.

3.2.2.4 **Total contribution requested: £1,014,334.00**

3.2.2.5 We would suggest that the Section 106 monies are paid at the halfway point in the development to allow timely investment by the County Council.

3.3 **Lincolnshire County Council (Highways & SuDS) – Full comments at Appendix 2**

3.3.1 No objections, subject to planning conditions and Section 106 financial contributions.

3.3.2 This proposal is for 650 houses wholly within Rutland and with site access junctions onto Rutland's highway network. However, due to the site's proximity with Lincolnshire and especially the facilities and neighbouring residential areas in Stamford, it is necessary that the development's impact, connections and appropriate mitigation are provided to make the development acceptable to LCC.

Traffic Impact

3.3.3 The traffic impact of the development on LCC's highway network, subject to the provision of appropriate mitigation at nearby junctions on the A1. Provided acceptable junction improvements are agreed with National Highways and conditioned accordingly, the traffic impact is acceptable to LCC.

Connectivity

3.3.4 It is important that footway and cycle connections are provided and serve the desire lines, to make connections to Stamford. These need to be provided along the site frontages and connect to existing facilities, and the site access junctions need to provide suitable crossing points. Pedestrian and cycle connections crossing the southern boundary of the site into the existing residential areas of Stamford should also be provided.

Street Design

3.3.5 This application is the first phase of the Stamford North development, which is to include a link road running through the entire site from Casterton Road to Ryhall Road in order to mitigate the traffic impact of the whole development. The first section of that road is included within this application, and it is essential that the street design of this part of the road is compatible with the design of the remainder of the road, which falls in Lincolnshire, in terms of road widths, access, parking, speed limits, cycle and footway provision.

Bus Services

3.3.6 Additional bus services are required to service this development and connect it to existing facilities in Rutland and Lincolnshire. A Section 106 financial contribution is requested to support these bus services.

Travel Plan

3.3.7 It is recommended that the Travel Plan is conditioned and monitored by RCC.

3.4 **Lincolnshire County Council (Minerals)**

3.4.1 No comments received.

3.5 **Lincolnshire Fire and Rescue**

3.5.1 No objections – refer to standing guidance.

3.6 **Lincolnshire Police Crime Prevention Officer**

3.6.1 No objections

3.7 **NHS Lincolnshire – Comments enclosed at Appendix 3**

- 3.7.1 No objections in principle. Section 106 financial contributions required.
- 3.7.2 We recognise that this site has been identified for housing. There will be an impact on local NHS services and therefore we would want to be party to Section 106 contributions to support the necessary infrastructure and capacity to meet this growth.
- 3.7.3 We are working with colleagues in Leicester, Leicestershire and Rutland CCG and will continue to do so around these proposals.

3.8 **SKDC Principal Urban Design Officer – Full comments at Appendix 4**

- 3.8.1 Holding objection – additional and amended details required.

East-West Spine Road

- 3.8.2 The main east-west street design needs further improvements and in some cases cross-boundary agreement – this will avoid future issues and aid clarity and certainty as the Stamford North development progresses. In particular the following issues need to be addressed:

- 3.8.2.1 A consistent approach to cycle routes (and bus stop) designs is needed across the whole site
- 3.8.2.2 The approach to parking design needs further thought and improvement, as well as agreement – with on-street parking being properly designed in, fewer rear parking spaces and improved design of rear parking areas, where they exist.
- 3.8.2.3 An agreement between LCC and RCC (as Local Highways Authorities) on the design speed of the street and the acceptable measures for achieving it.
- 3.8.2.4 An agreement between LCC and RCC on the speed limit of the street.
- 3.8.2.5 Agreement between RCC and LCC on the number of parking spaces required and the methodology to be used for calculating appropriate parking provision.

Connectivity

- 3.8.3 The well-used footpaths to the east of Little Casterton Road need to be illustrated and studied so that seamless east-west connections can be made.
- 3.8.4 There are discrepancies between the submitted plans – the Illustrative Masterplan shows a pedestrian link in the south-east corner of the site at the point of the existing link – but the more detailed Illustrative Layout does not include it. This link is important as it aligns with Fitzwilliam Road, where many existing residents will approach the site.
- 3.8.5 Due to the linear nature of the site, the southern boundary of the site runs along the entirety of the edge of Stamford. This creates a need to interconnect the new community with the existing – many opportunities exist, but only one has been included thus far.
- 3.8.6 The vehicle connection between the RCC and SKDC parts of the Stamford North needs to be appropriately agreed – at present the Proposed Illustrative Masterplan illustrates a

different to solution to that which was previously proposed within the draft Development Brief, which indicated the potential re-alignment of Little Casterton Road.

Site-wide masterplan

3.8.7 In order to more meaningfully guide the Stamford North development, it is felt that an additional tier of guidance is needed. This would be either in the form of a more detailed Development Brief or a Stamford North SPD, which brings together many of the issues discussed above to ensure a cross-boundary approach.

3.9 **SKDC Principal Planning Policy Officer – Appendix 5**

3.9.1 No objections in principle.

3.9.2 Policy STM1-H1 requires a high-level masterplan, supported by a detailed development brief, appropriate full transport assessment and phasing plan for the entire site, including Quarry Farm. Whilst an illustrative masterplan and layout for the Quarry Farm site has been included, a high-level masterplan has not been provided for the entire allocation. The application refers to a draft development brief which has now been superseded. The current version of the development brief was prepared in conjunction with the developers and includes design principles, which were not included in the version of the brief included with the application. The draft Development Brief has not yet been subject to public consultation or member agreement.

3.9.3 The Council will need to be satisfied that the application does not impede development of the remainder of the site, both in terms of the east-west link road, and the delivery of wider infrastructure identified within Policy STM1-H1, the South Kesteven Infrastructure Delivery Plan, and the current version of the development brief.

3.9.4 The 650 homes are included within the Council's housing land supply as set out in the 2021 Annual Position Statement; however, it should be noted that the 650 homes are not included in the Council's 5-year housing land supply, which is fixed until October 2021.

3.9.5 The Stamford Neighbourhood Plan supports the level of growth at Stamford North and Policy 1 includes a number of development principles. The Plan is currently at Examination and may be subject to modification through the Inspector's report, prior to referendum. As such, the Neighbourhood Plan should be afforded limited weight.

3.10 **SKDC Environmental Health Officer – Appendix 6**

3.10.1 No objections subject to conditions.

3.10.2 The Applicant has submitted a detailed Environmental Statement produced by BWB for the Quarry Farm proposed development. There are site specific environmental matters (such as ground conditions investigations) which are for Rutland County Council to assess and determine.

3.10.3 The proposed development is within the envelope of Stamford and, as such, the nature of the development may have an impact upon certain environmental issues, such as air quality impacts on the road network in and around Stamford.

- 3.10.4 The Applicant has completed an air quality impact assessment for the proposed development and modelled the predicted impact on air quality from road traffic pollutants, specifically within Stamford Town Centre. The predicted concentrations are within the National Air Quality Standards and Objectives.
- 3.10.5 The development does propose a scheme for a link road between the Old Great North Road and Ryhall Road, which would redirect some of the through traffic which currently uses Stamford Town Centre.
- 3.10.6 SKDC would recommend that the applicant produces a detailed Environmental Construction Management Plan for the proposed development to mitigate the impact to local residents from noise, dust and traffic (construction traffic), whilst ground works and construction takes place.

3.11 **Stamford Town Council – Appendix 7**

3.11.1 Objections.

Absence of Masterplan

- 3.11.2 To bring forward a proposal for Quarry Farm without a fully realised masterplan for the whole of the Stamford North development is not in the spirit of RCC's unadopted Local Plan, or SKDC's Local Plan or the cross-boundary co-operation that had previously been agreed to.

Cross-boundary issues

- 3.11.3 The biggest issue is that Council Tax revenues and developer funds will now go to Rutland County Council and not SKDC, despite the new homes effectively being part of Stamford, which post-development, will be expected to provide healthcare, education and town facilities for Quarry Farm residents. There is no assurance that financial contributions will be ceded to SKDC by RCC.

Climate Change

- 3.11.4 Assuming RCC is committed to climate change and mitigation, and the ongoing welfare of residents, they need to ensure that Quarry Farm has adequate provision in this regard whilst it is under planning, since retrofitting measures later on has proven to be far more difficult and costly.

Lack of biodiversity and wildlife habitat

- 3.11.5 The negative ecological impact of development at Quarry Farm, which has been identified as a candidate Local Wildlife Site is of great concern. It is forecast that there will be a net biodiversity loss from the development alone and therefore will not meet the 10% net gain required from new developments.
- 3.11.6 A more thorough, independent review of all ecological mitigation proposed by the developer is needed, as is a more detailed plan for delivery (to include timeframes for net gain and reporting procedures to measure against the established baseline).
- 3.11.7 For the purposes of wildlife protection, it is recommended that the proposed link road across the site between Old Great North Road and Little Casterton Road should be routed as far away as possible from the candidate Local Wildlife Site. A more satisfactory solution would

be to locate the road along the northern edge of the Stamford North development, so that it could both service the development and serve as a much-needed east-west relief road for the town, without having to pass through residential neighbourhoods. There is a concern that if this road is not relocated, it will be used by heavy traffic as a major cut through from the A1 in the west to the shops and businesses to the east of Stamford.

Archaeology

- 3.11.8 It has been identified that the archaeological surveys that have been completed are not stringent enough. STC recommends that a full Archaeological Impact Assessment of the proposals is carried out before any decision on the planning application is determined.

Provision of healthcare

- 3.11.9 In view of the existing issues around healthcare provision for Stamford, we are concerned that there is no guarantee of sufficient increase in provision to meet demand generated as result of the proposed 650 new homes, which could comprise upwards of 1500 new patients.

Education

- 3.11.10 The application overstates the range of current local education provision and fails to consider the oversubscription of local schools. Current realisation of education provision is not yet agreed with the Local Education Authority and is subject to planning approval on the remaining Stamford North development by SKDC.

Employment

- 3.11.11 The application makes no provision to increase the amount of retail stores which are already too scarce on the north-west side of Stamford.
- 3.11.12 It has been suggested that if the link road were to be built along the northern edge of the Stamford North development, light industry such as technology companies could be located along the northern extent to boost the town's level of future proof commerce and employment.

Affordable Housing

- 3.11.13 Quarry Farm currently does not meet the 35% affordable housing target established within the local planning policy.
- 3.11.14 Furthermore, there is concern that people on Rutland's housing waiting list will be given priority over Stamford people on South Kesteven's housing waiting listed for any affordable housing that is built.

Country Park

- 3.11.15 There are significant concerns about the County Park scheme. No specific funding solution or liability commitment to long-term stewardship has been provided within the application. It has been suggested that moving forward, and with further negotiation, this might be something that the Town Council could consider.

Highways and Traffic Impacts

- 3.11.16 The most serious issues stem from traffic coming off the development and wanting to access the A1 and vice versa. The main through routes would be along Sidney Farm Lane, Arran

Road and possibly Stirling Road. The problem arises where Sidney Farm Lane meets the A606 and the A1 on-slip road southbound and A1 off-slip at Oakham. AECOM have highlighted some discrepancies in PBAs work, and have suggested that more work needs to be carried out for clarification.

- 3.11.17 It is also noted that the mitigation described in the Traffic Impact Assessment is the bare minimum in terms of sightlines, braking distances, and grade separations. Furthermore, given that Sidney Farm Lane is part of the Sustrans national cycleway and footpath used by school children, the mitigation proposed does not meet national safety standards. This is allied to concerns over increased congestion at peak times and school times around these residential roads and the schools.
- 3.11.18 The Traffic Impact Assessment does not consider the impact on surrounding villages or existing residential streets used as shortcuts for access to the A1.
- 3.11.19 In addition, it is felt that there has been an overestimation of the ability of public transport solutions to mitigate concerns, and an underestimation of the impact on air pollution in a compact town centre, where static traffic is created in so many places.

3.12 **Ward Member**

- 3.12.1 No formal comments received.

4. Representations as a Result of Publicity

4.1 The application has been advertised in accordance with the Council's Statement of Community Involvement and 6 letters of representation have been received, both of which have raised objections. SKDC have also been sent a copy of a petition comprising 1,301 signatories, which has also been sent to Rutland County Council directly. The letters of representation have raised the following relevant material considerations:

1. Impact of the development on biodiversity and ecology
2. Impact of the development on highways safety and capacity
3. Impact of the development on local infrastructure capacity.

5. Evaluation

5.1 South Kesteven District Council are in receipt of the request for comments in respect of the above planning application (Rutland County Council Ref: 2022/0227/MAO), which is located within Rutland County Council's (SKDC) administrative area, but bounds onto the South Kesteven District at its east, west and southern sides. In the context of the above, as part of the current request for consultation comments, SKDC have reviewed the application details and assessed the potential for strategic, cross-boundary implications to arise as a result of the development proposals, which may impact on assets falling within this LPAs administrative control.

5.2 In this respect, it is appreciated that Rutland County Council (RCC) are the Local Planning Authority (LPA) for the current application and therefore will be the determining body. As such, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, the application will be determined in accordance with the adopted Development Plan for

Rutland unless material considerations indicate otherwise. In this regard, it is acknowledged that the National Planning Policy Framework (NPPF) (“the Framework”) and the planning practice guidance (PPG) will form part of the material considerations against which Rutland County Council will determine the application.

5.3 In light of the above, South Kesteven District Council have reviewed the submitted information and, in light of the inadequacies of the current submission, raises a **formal holding objection** to the application, until such time as the deficiencies in the current submission has been addressed and subject to revised consultation with this authority.

5.4 **Principle of Development**

5.5 As identified above, it is appreciated that the application site is located wholly within Rutland County Council’s and as such, falls to be assessed against the adopted Development Plan for Rutland.

5.6 Notwithstanding the above, it is acknowledged that the application proposals comprise the part of the wider Stamford North development site, for which the area to the east of the application site is allocated through the adopted South Kesteven Local Plan (LP Ref: STM1: H1 – Stamford North). The policy identifies the allocation to include the provision of approximately 1,300 dwellings (including land extending into Quarry Farm, Rutland, which has an additional capacity for 650 dwellings); an east-west road to be provided through from Old Great North Road to Ryhall Road; a new primary school; a local centre; and open space.

5.7 Similarly, the application site itself, was also previously identified as a draft allocation within the Rutland Local Plan 2018-2036 (LP Ref; H4 – Cross-boundary development opportunity – Stamford North), which was subsequently withdrawn from Examination in September 2021. The draft allocation policy included in the Examination Version of the Plan identified that the application site would only be brought forward for development in conjunction with the land in South Kesteven as part of a comprehensive mixed-use development, and that the proposal would only be supported where it is in accordance with an agreed Development Brief and as part of a single comprehensive planning application. The site was proposed to include no more than 650 homes within the current application site, a country park; and a distributor road facilitating the connection of Old Great North Road to Ryhall Road.

5.8 Nonetheless, it is appreciated that the aforementioned documents do not form part of the adopted Development Plan for Rutland and, therefore, do not hold any weight in the determination of the current application.

5.9 Notwithstanding the above, it is acknowledged that the policies and provisions contained within the NPPF (Adopted July 2021) are a relevant material consideration in the determination of the application. In this respect, Paragraph 73 of the Framework identifies that “*the supply of large number of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided that they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes)*”.

- 5.10 In the context of the above, SKDC do not raise any objections to the principle of development on the application site. In particular, it is acknowledged that the application proposals form part of the wider Stamford North development proposal and would make provision for part of the east-west link road, which is intended to connect Old Great North Road and Ryhall Road as part of the wider development scheme, and also includes provision of a local centre and country park, which has similarly been identified as a key component part of the wider allocation.
- 5.11 Notwithstanding the above, it is noted that the withdrawn Policy H4 of the draft Rutland Local Plan noted that development on the site would only be supported where the proposals came forward as part of a single comprehensive planning application following the agreement of a site-wide masterplan and development brief.
- 5.12 In light of the above, and on the basis of the available information as part of the current submission, SKDC have significant reservations about the current application proposals and therefore submit a **formal holding objection** for the following reasons:
- 5.13 **Access & Highways Impacts**
- 5.13.1 Paragraph 111 of the Framework states 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 impacts on the road network would be severe”.
- 5.13.2 The proposed development is to include two points of vehicular access, one at Old Great North Road to the west; and another on Little Casterton Road to the east. Within the site, the application proposals involve the construction of the initial phase of the distributor road, which is intended to extend throughout the wider Stamford North development proposal, connecting Old Great North Road and Ryhall Road, to provide a vehicular route to the east of the town that does not require vehicles to travel through the centre of Stamford.
- 5.13.3 Access to the site from Old Great North Road would be via a signal-controlled junction with dedicated turning lanes. Pedestrian crossings would be provided on the site access and Old Great North Road arms of the junction, which would include central islands to allow pedestrians to cross the road. A 3m wide footway and cycleway is to be provided along the eastern side of the access, with a 2m wide footpath extending along the western side of the access.
- 5.13.4 Access to the site from Little Casterton Road would be via a priority-controlled T-junction. A 3m wide shared footway / cycleway would be provided along the southern edge of the access, connecting into the existing network. A 2m wide footway would also be provided to the north of the access. Little Casterton Road is proposed to be widened to 6.5m to the south of the access to enable access to the site by buses.
- 5.13.5 The proposed link road would run through the Quarry Farm site, connecting Old Great North Road and Little Casterton Road, and would comprise of a 6.2m to 6.75m wide carriageway with 3m wide shared footway / cycleway along the southern edge and a 2m footway along the northern edge.

- 5.13.6 The Applicant has submitted an Environmental Statement, which includes a Transport and Access chapter (Chapter 5) and an accompanying Transport Assessment (TA), which assesses the impact of the application proposals, as modelling the potential cumulative impact of the whole Stamford North development.
- 5.13.7 The submitted TA states that the residential element of the development would generate 326 two-way vehicular movements in the AM peak, and 319 two-way movements in the PM peak. The TA concludes that the application proposals would result in the A1 northbound off-slip / A606 junction operating over capacity and, therefore, a mitigation scheme which includes the widening of the A1 slip road has been identified.
- 5.13.8 Furthermore, the TA states that the results of the modelling indicate that the application proposals could be delivered in full without the need for the full link road connecting from Old Great North Road to Ryhall Road i.e., development of the site can come forward in advance of the remaining part of the wider Stamford North development (including the eastern arm of the link road), without giving rise to unacceptable highways impacts.
- 5.13.9 The cumulative impact assessment, which assesses the impact of the full Stamford North development and includes the entirety of the proposed east-west link road, has identified capacity issues at a further three off-site junctions, as follows:
- Sidney Farm Lane / A606 priority-controlled junction
 - A1 southbound off slip / A6121 priority-controlled junction; and
 - Ryhall Road / Uffington Road / St Paul's Street mini roundabout.
- 5.13.10 Prospective mitigation improvements have been identified for these junctions. However, these are not included as part of the current application proposals, due to the contention that such measures are only required to accommodate the additional traffic generated from the wider Stamford North development rather than making the current application acceptable in highways terms.
- 5.13.11 With regards to the above, it is appreciated that representations submitted to SKDC as part of the current consultation have raised a number of objections in relation to highways impact and highways safety. In particular, it has been suggested that the TA does not appropriately assess the potential impact of the development proposals on the surrounding villages or the surrounding residential streets within Stamford; and in connection with this, it has been argued that there has been an overestimation of the modal split of movements.
- 5.13.12 In this respect, South Kesteven District Council have consulted with Lincolnshire County Council (as Local Highways Authority) in relation to the potential impacts of the development on the local highway network in the surrounding area, insofar as it falls within the administrative boundaries of SKDC, as well as the acceptability of the proposed link road. A full copy of their comments is enclosed at **Appendix 2**.
- 5.13.13 In short, they have confirmed that the traffic impacts of the application proposals would be acceptable, subject to suitable junction improvement arrangements being agreed with National Highways, which is considered to be necessary to mitigate the impact of the development on junctions with the A1. The agreement of these measures is also necessary

for LCC to ensure that there is no risk that traffic is diverted on LCC's local highway network due to capacity constraints on the A1.

- 5.13.14 Furthermore, they have also confirmed that a Section 106 financial contribution towards additional bus services to connect the development to existing facilities in Rutland and Lincolnshire, as well as planning conditions to ensure that appropriate pedestrian and cycle connections are made to connect the site with the existing residential areas of Stamford, are required. As such, in the event that the LPA are minded to grant planning permission for the current application, SKDC would respectfully request that these contributions and conditions are included as part of any consent granted.
- 5.13.15 Nonetheless, as referenced above, LCC Highways (as Local Highways Authority on behalf of SKDC) have confirmed that they have no objection to the application subject to National Highways also confirming their acceptance of the scheme, which would ensure that there is no risk that traffic is diverted onto the local highway network due to capacity issues at the A1. In this respect, SKDC notes that formal comments have been submitted to Rutland County Council from National Highways (dated 30 March 2022), which state the following: *“Overall, the information provided by the Applicant is satisfactory, however, we have found some areas where we consider further clarity on the approach is required in order to agree with the proposed modelling results and mitigation”*.
- 5.13.16 As such, in the context of the conditional comments received from LCC Highways, SKDC concludes that there is currently insufficient evidence to confirm that the application proposals would not give rise to an unacceptable severe impact on the strategic highway network, which in turn, could result in unacceptable severe impacts on the local highway network insofar as it falls within SKDC's administrative boundaries. Consequently, **SKDC raises a formal holding objection to the application proposals until such time as sufficient evidence has been submitted to demonstrate that the scheme would not give rise to any unacceptable adverse impacts on the strategic and local highway network.**

5.14 Design Quality and Visual Impact

- 5.14.1 As stated above, it is appreciated that the current application proposals are in outline with access only for approval and, as whilst the submission has been accompanied by an Illustrative Layout and Indicative Masterplan demonstrating how the site could accommodate the development proposed, these plans are to be treated as indicative only.
- 5.14.2 The National Planning Policy Framework (Section 12) states that good design is a key aspect of sustainable development, creates better places in which to live and work, and helps make development acceptable to communities. Paragraph 130 of the Framework states that development proposals should be visually attractive as a result of good architecture, layout and appropriate and effective landscaping; and should be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.
- 5.14.3 Furthermore, Paragraph 134 of the revised Framework is unequivocal in stating that “development that is not well designed should be refused, especially where it fails to reflect

local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes”.

5.14.4 As identified above, it is acknowledged that the application site forms part of the wider Stamford North development site, for which the eastern part of the wider scheme falls within SKDC’s administrative boundaries and is allocated for development through the adopted South Kesteven Local Plan. Policy STM1: H1 (Stamford North) of the adopted South Kesteven Local Plan identifies a series of development principles which accompany the allocation. The following principles are considered to be particularly pertinent in respect to the development of the wider Stamford North site (including the current application site):

- *A high-level masterplan, supported by a detailed development brief, appropriate full transport assessment and phasing plan is required for the entire site (to include the land extending into Quarry Farm, Rutland with an additional capacity of 650 dwellings).*
- *The layout of the development should provide appropriate transport infrastructure measures to encourage walking, cycling and use of public transport in order to maximise opportunities for sustainable modes of transport.*
- *Safe and convenient highway, footway and cycleway connections shall be provided throughout the site connecting it to local schools, community facilities and into the wider town.*
- *An east-west road to be provided through from Old Great North Road to Ryhall Road. This should offer mitigation to the town centre as a result of the development.*
- *The development shall positively respond to green infrastructure opportunities and provide sensitive landscaping to the northern edge of the site.*
- *The development should provide net gains in biodiversity on site and contribute to wider ecological networks, where possible.*

5.14.5 In addition, the application site itself was also previously identified as a draft allocation within the Rutland Local Plan 2018-2036. Policy H4 (Cross-boundary development opportunity: Stamford North) identified that the application site should only be brought forward for development in conjunction with the land in South Kesteven as part of a comprehensive mixed-use development, and that the proposal would only be supported where it is in accordance with an agreed Development Brief and as part of a single comprehensive planning application.

5.14.6 In this regard, it is noted that a draft Development Brief for the Stamford North development was in the process of being prepared prior to the withdrawal of the Rutland Local Plan 2018-2036, which was intended to be a Supplementary Planning Document. However, given that the RLP has since been withdrawn, and therefore, there is no formal allocation of the current application site on which to derive the Development Brief, the preparation of this document has stalled. In the context of the above, there is currently no overall masterplan for the Stamford North site.

5.14.7 It is accepted that the current documents do not form part of the LPA’s adopted Development Plan, and therefore hold no weight in the determination of the current application, as such there is no policy obligation for the current application to be supported

by a masterplan for the whole site. However, SKDC strongly contends that it remains necessary for the Stamford North development scheme to come forward as part of a single, comprehensive application and to be accompanied by an agreed masterplan to ensure consistency and coherence in the design approach across the whole scheme.

5.14.8 In this respect, it is also noted that representations received from Stamford Town Council have similarly expressed concerns about the absence of a masterplan for the whole Stamford North development.

5.14.9 In the context of the above, the Council's Principal Urban Design Officer has been consulted on the application proposals and has identified the following areas of concern, where additional / amended information is required to ensure the application proposals would contribute to the creation of a well-designed, and coherent, cross-boundary development scheme:

- A consistent approach to cycle routes (and bus stop) design is needed across the whole site
- The approach to parking design needs further thought and improvement, as we as agreement. On-street parking needs to be properly designed in, fewer rear parking spaces included, and an improved design of rear parking areas where they are to be provided.
- The design speed of the east-west link road, and acceptable measures for achieving it, needs to be agreed between all parties.
- The speed limit of the east-west link road needs to be agreed.
- The number of parking spaces required and the methodology to be used for calculating appropriate parking provision needs to be agreed.
- Footpaths to the east of Little Casterton Road need to be identified and included on the plans so that seamless east-west connections across the wider Stamford North site can be made.
- There are discrepancies between the submitted plans in relation to a pedestrian link in the south-east corner of the site – at the point of the existing link. This connection should be included as it aligns with Fitzwilliam Road, from which many existing residents will approach the site.
- There is a need to interconnect the site with the existing edge of Stamford along the southern boundary of the site. A number of opportunities exist but only one has been included so far.

5.14.10 Similar to the above, comments received from Lincolnshire County Council (as Local Highways Authority) have similar highlighted the importance of achieving consistency throughout the Stamford North development in relation to street design. In particular, they have stated "*The first section of that road [the east-west link road] is to be provided with this application and in design terms it is essential that the street design in Rutland is compatible with the design in Lincolnshire in terms of road width, accesses, parking, speed limits, cycle and footway provision*".

5.14.11 Likewise, they have also echoed the point raised by the Principal Urban Design Officer, in respect of the requirement for the current application proposals to make appropriate connections with the existing residential areas of Stamford.

5.14.12 Consequently, **SKDC wishes to raise a holding objection on the basis that the current application has not been accompanied by an agreed masterplan / development brief for the wider Stamford North development.** As a result, there are number of issues relating to the design of the spine road and provision of appropriate pedestrian and vehicle connectivity, which would currently preclude the creation of a well-designed and coherent cross-boundary development scheme, and therefore require amendment / agreement.

5.15 Impacts on Ecology and Biodiversity

5.15.1 As identified above, it is acknowledged that the central and eastern areas of the site, including the areas of woodland and scrubland, have been identified as a candidate Local Wildlife Site (cLWS) due to the identification of a large area of mixed grassland habitats and several rare plant species, including a nationally rare plant species. As a cLWS the site is known to meet the Local Wildlife Site criteria, but has not yet been officially designated.

5.15.2 Paragraph 174 of the National Planning Policy Framework states that planning policies and decisions should contribute to and enhance the natural and local environment by “minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures”.

5.15.3 Furthermore, Paragraph 180 identifies that when determining planning applications, local planning authorities should apply the following principles “*if significant harm to biodiversity resulting from development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused*”.

5.15.4 As referenced above, the current SKLP allocation for the wider Stamford North development site requires the development proposal to provide net gains in biodiversity on site and contribute to wider ecological networks where possible. In respect of development at the application site, and the potential impact on the identified cLWS, Policy H4 of the former draft Rutland Local Plan required the development to include a Country Park to incorporate appropriate mitigation of potential harm to biodiversity and wildlife assets, including the translocation of notable species.

5.15.5 The supporting text of this policy provided the following useful statement in relation to the principle of development on the site in the context of the identified cLWS:
“*A part of the Quarry Farm site is identified as a candidate wildlife site and would not normally be considered appropriate for development. However, the wider economic and social benefits arising from a comprehensive development in this location, which delivers the new road connection is considered to outweigh the potential impact of development on wildlife in this instance. The candidate status of the site is due to the identification of important flora on site. The Leicestershire County ecology service has worked with the County Council to assess the potential impact of development on the wildlife interest and how this could be mitigated. The development proposal therefore requires the creation of a new wildlife site and the translocation of the notable species*”.

5.15.6 The submitted Environmental Statement, which accompanies the currently application includes a chapter on Ecology (Chapter 8). This section of the Statement has been

supported by a Preliminary Ecological Appraisal, Biodiversity Impact Assessment, Arboricultural Impact Assessment and a range of protected species surveys.

- 5.15.7 The Environmental Statement identifies that the development would result in the loss of 14.24ha of semi-improved grassland and scrub which currently form part of the cLWS and without mitigation would result in a major adverse effect on the cLWS. To mitigate against this impact, it is proposed that 11.56ha of land in the north of the site would be subject of habitat creation and form a new cLWS boundary. This habitat creation would include mainly grassland to compensate for the loss of this habitat from the cLWS. It is stated that whilst the overall area will be slightly less than the existing cLWS boundary, the new habitat created will be a qualitative improvement as it will be the subject of specific targeted management as part of the proposed country park. Subject to the proposed mitigation, the ES concludes that the development will have a minor adverse impact of non-significant level.
- 5.15.8 In respect of impacts on other ecological assets, including protected species, the ES identifies that the Great Casterton Road Banks SSSI, which is located on the opposite side of Old Great North Road to the west could experience a moderate adverse impact as a result of air pollution generated by construction traffic, but this could be mitigated through appropriate controls to ensure a minor adverse impact of non-significant level. In respect of protected species, the assessment concludes that there would be a negligible impact on all species.
- 5.15.9 The submitted Biodiversity Impact Assessment identifies that the proposed development would result in an overall loss of -5.35% (-21.37 habitat units), and an increase in hedgerow units with a net gain in biodiversity of 4.94% (+1.01 hedgerow units). The Assessment states that whilst there is an overall loss in the area of habitats, the assessment has been based on a high-level masterplan and therefore it is likely that an increase in overall biodiversity would be achieved through the formulation of the detailed development proposals.
- 5.15.10 In connection with the above, it is appreciated that comments received from Stamford Town Council and public representations have raised objections to the application proposals on the basis of the impact of the development on biodiversity and loss of wildlife habitats. Specifically, it has been suggested that further detailed information should be requested as part of the current application in respect of mitigation measures to ensure biodiversity net gain, including the timescales for establishment of any new habitats to be created.
- 5.15.11 Furthermore, a number of representations received have also stated that, in the interests of protecting ecological assets including the cLWS, the proposed east-west link road should be re-routed along the northern edge of the site.
- 5.15.12 In this respect, SKDC notes the formal comments that have been submitted to Rutland County Council on behalf of Leicestershire County Council Ecology service, which has highlighted the requirement for further information to be submitted by the Applicant. In particular, the following comments are noted:
- *“The Biodiversity Impact assessment has been submitted for this planning application and confirms that the assessment has been undertaken using the Biodiversity Metric*

3.0. However, the Metric does not appear to have been submitted as an Excel document, which will be required before further comments can be made.

- *The Reptile Survey is acceptable. However, the survey didn't identify any reptiles, which is unusual since there is suitable habitat present. Section 5.7 of the report states "if the works do not commence within the next 12 months, a further walkover appraisal will be required". The initial walkover survey of the site was carried out in April 2021 and the last visit in September 2021, so revised surveys may be required.*
- *With regard to the Preliminary Ecological Appraisal, this is not satisfactory as this was carried out out-of-season. This is not acceptable and previous surveys do not seem to have been taken into account. The report dismisses the grassland on site as "semi-improved" and didn't find species that were found in the previous surveys. The assessment does not meet with the findings of the Botanical and National Vegetation Classification Assessment report and the findings of the invertebrate survey report.*
- *If the planning position is to allow development within these areas [the cLWS] compensation for the loss and damage to important habitats / species is needed. This should include:*
 - *Conservation management of off-site grassland (the Country Park) in perpetuity*
 - *Conservation management of habitats within the development areas, in perpetuity*
 - *Creation of new calcareous grassland of an equivalent area to that lost, in an area of low ecological value (for example, the arable field to the north, currently outside the wildlife park); and*
 - *Translocation of rare plants and pockets of species-rich habitats to areas of current low ecological value.*

The submitted Biodiversity Improvement Plan does not follow the above requirements"

5.15.13 Taking the above into account, **SKDC raises a formal objection on the basis that there is currently insufficient information to demonstrate that the application proposals would accord with the established hierarchy set out in Paragraph 180 of the Framework, to avoid, mitigate, or as a last resort, compensate for potential impacts on ecological assets.** In particular, the current application fails to demonstrate sufficient measures to compensate for the loss of a significant area of the candidate Local Wildlife Site, and there is also insufficient evidence to demonstrate that the proposals would achieve a biodiversity net gain when taken as a whole.

5.16 Affordable Housing Contributions

5.16.1 Section 5 of the Framework sets out the requirement to provide sufficient amount and variety of land to meet the size, type and tenure of housing to meet the needs of different groups in the community, including making provision for those who require affordable housing.

- 5.16.2 Paragraph 64 of the Framework requires major residential development proposals to provide a minimum of 10% of homes for affordable home ownership.
- 5.16.3 It is noted that the former draft allocation of the application site under Policy H4 of the emerging Rutland Local Plan 2018-2036 identified that any planning application on the site was to include no more than 650 homes (on the site within Rutland) of a mix of type, size and tenure as evidenced in the latest SHMA, and to include 30% of the site capacity as affordable homes to meet the need arising in Rutland.
- 5.16.4 Nonetheless, as previously acknowledged, the draft Plan was withdrawn from Examination in September 2021 and, therefore, the above policy does not form part of the adopted Development Plan and, as such, has no weight in the determination of the current application.
- 5.16.5 In this respect, it is appreciated that Policy CS11 (Affordable Housing) of the Rutland Core Strategy DPD (Adopted July 2011) sets out the current RCC policy position for affordable housing, which identifies an obligation for a minimum of 35% of affordable housing on all new housing developments, and should include a mix of affordable housing for rent and intermediate housing.
- 5.16.6 In the context of the above, Paragraph 9.83 of the submitted Planning Statement identifies that the application has been prepared on the basis of 30% affordable housing and the indicative housing mix included within the proposals is reflective of the needs identified in Figure 4 of the Rutland County Council Strategic Housing Mix Assessment (SHMA) (2019). It is stated that the exact mix and size of the affordable housing provision, will be subject to negotiation with the LPA having regard to the evidence in the SHMA.
- 5.16.7 Taking the above into account, SKDC acknowledges that the current application falls to be assessed against Rutland County Council's adopted development plan and in this regard the proposed development fails to meet the identified policy obligations.
- 5.16.8 Notwithstanding the above, SKDC contends that it is imperative that there is a clear agreement between all parties on the overall quantum and mix of affordable housing that is to be delivered across the wider Stamford North allocation, to ensure the provision of a coherent development scheme that contributes towards meeting the local need for housing.
- 5.16.9 In connection with the above, in view of the nature and location of the development proposal insofar as it forms part of the wider Stamford North development scheme which immediately bounds the existing built-up area of Stamford (a settlement which falls within the South Kesteven district), SKDC would respectfully request that the affordable housing to be delivered at Quarry Farm, as part of the wider Stamford North development, should be subject to an allocation / nomination agreement, which prioritise the needs of Stamford residents and / or those with a local connection to Stamford in the first instance.
- 5.16.10 Recent Appeal Decisions in Stamford (Ref: APP/E2530/W/21/3274139), (**Appendix 7**) coupled with the latest evidence provided by SKDC's Housing Register, identifies that there is an immediate acute need for affordable housing within Stamford. An extract of the current housing register data for Stamford is provided below:

One bed house/flat aged 55 years and under	363
Two bed house aged 55 years and under	178
Three bed house aged 55 year and under	101
Four bed house aged 55 years and under	28
One bed bungalow aged 56 year and over	203
Two bed bungalow aged 56 years and over	71
Total	944

5.16.11 Similarly, representations submitted by Stamford Town Council have expressed concerns that the current application proposals would result in people on Rutland’s housing register being given priority over the needs of people in Stamford, who are including on SKDC’s housing register.

5.16.12 As such, it is SKDC’s position that it is necessary that the affordable housing to be delivered as part of the Stamford North development should meet the needs for affordable housing in Stamford as a matter of priority.

5.16.13 Taking the above into account, **in the absence of an appropriate legal agreement to secure the quantum and mix of affordable housing, as well as an allocation / nomination agreement which ensures that affordable housing provision is allocated towards meeting the needs for Stamford in the first instance, SKDC wishes to place on record a formal, holding objection until such time as an appropriate agreement has been secured.**

5.17 Infrastructure for Growth

5.17.1 Paragraph 124 of the Framework states that planning policies and decisions should support development that makes efficient use of land, taking into account the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use.

5.17.2 As referenced previously, Policy STM1: H1 (Stamford North) of the adopted South Kesteven Local Plan identifies that the development should make provision for the east-west road to be provided through from Old Great North Road to Ryhall Road and should offer mitigation to the town centre from traffic generated as a result of the development; as well as making provision for a new primary school; contributions towards the expansion or improvement of the adjacent secondary school [Stamford Welland Academy]; and include a local centre to serve the needs of both existing and new residents to the area, which should include the provision of social and community facilities.

5.17.3 Similarly, Policy H4 (Cross-boundary development opportunity – Stamford North) of the draft Rutland Local Plan 2018-2036 identified the requirement for the application site to provide a distributor road to facilitate the connection of Old Great North Road and Ryhall Road, as well as appropriate community infrastructure to support the scale of development on the site – through the payment of CIL and either by direct on site provision or as a site specific financial contribution to off-site provision serving the wider Stamford North development.

- 5.17.4 With regards to the above it is appreciated that the draft Development Brief, which was being progressed to support the wider Stamford North proposals, identified that the site for proposed Primary School was to be located within the eastern part of the Stamford North development (adjacent to Little Casterton Road, within the area of land allocated by Policy STM1:H1 of the adopted South Kesteven Local Plan), whilst the existing secondary school which is identified for potential expansion is the Stamford Welland Academy that is located adjacent to the southern boundary of the eastern part of the allocation site. On the other hand, the proposed Local Centre was identified as being provided as part of the current application site.
- 5.17.5 In this respect, the current application proposals include the portion of the east-west link road that runs through the application site (connecting Old Great North Road and Little Casterton Road), as well as making provision for the Local Centre (which is identified as comprising a range of Use Class E and F elements). Furthermore, the application has also been accompanied by a proposed phasing plan, which indicates that the wider Stamford North development would be phased in such a manner as to ensure that the land for the proposed Primary School in the eastern part of the site would be transferred at the completion of 200 dwellings, and the full east-west link road would be completed prior to the completion of 600 dwellings.
- 5.17.6 In connection with the above, Paragraph 9.24 of the Planning Statement, which accompanies the current application identifies that the applicant is willing to enter into a Stamford North-wide Section 106 Agreement, termed the Joint Infrastructure Planning Agreement (JIPA) to secure the provision of infrastructure that relates to the whole of Stamford North, whilst there is agreement to enter into a site-specific Section 106 Agreement for matters which relate to the individual site only. However, the Planning Statement also states that *“if suitable progress and co-operation from all required parties is not forthcoming, the Applicant will fallback on the fact that the proposal does not create any unacceptable traffic or primary education impacts”*.
- 5.17.7 In this context, it is imperative that the current application is assessed with a view to ensuring that it makes a proportionate contribution towards meeting the infrastructure requirements of the wider Stamford North development, as well as securing the timely delivery of additional infrastructure provision within the site itself. Similarly, whilst the current application site is located wholly within Rutland County Council’s administrative boundaries, future residents of the site would be largely reliant upon the existing services and facilities located within the built-up area of Stamford. This would undoubtedly place additional strain on these facilities, which fall outside of the control of RCC, and under SKDC and / or Lincolnshire County Council’s remit. As such, it is critical that the appropriate contributions are sought from the Applicant to ensure that the local infrastructure can support the needs of residents of this site.
- 5.17.8 In relation to the above, and in light of the fact that RCC is a CIL charging authority, further engagement is required to ensure that an appropriate agreement is reached in relation to the application for relief / exemption of liability from the CIL charging schedule, as part of the current application to enable a SUE-wide Section 106 Agreement to be pursued. Alternatively, formal agreement is required from RCC that funds obtained under the CIL

charging schedule will be used to fund infrastructure within South Kesteven, as per regulation 59(3) of the Community Infrastructure Levy Regulations 2010 (as amended).

- 5.17.9 It is noted that representations submitted to South Kesteven District Council by members of the public and Stamford Town Council have expressed concerns about the capacity of existing facilities to support the application proposals. Specifically, concerns have been raised regarding the availability of healthcare and education provision in Stamford.
- 5.17.10 With regards to local healthcare provision, SKDC have consulted with NHS Lincolnshire Clinical Commissioning Group in relation to the application proposals. As part of this consultation, they have confirmed that they would wish to be party to Section 106 contributions to support the necessary infrastructure and capacity to accommodate the development, and that they are working in conjunction with the LLR CCG to agree a suitable way forward.
- 5.17.11 Furthermore, in respect of local education capacity, Lincolnshire County Council Education have been consulted as part of the application and have confirmed that financial contributions would be required towards boosting primary and sixth form education provision in the Stamford area.
- 5.17.12 In addition, as referenced above, Lincolnshire County Council (as Local Highways Authority) have requested a Section 106 contribution towards enhancing local bus services so that they can appropriately serve the application proposals.
- 5.17.13 In light of the above, in the absence of an appropriate planning obligation, there is currently insufficient evidence that the application proposals would make a proportionate contribution towards mitigating the impacts of the Stamford North development, including making sufficient financial contributions towards education provision (including the delivery of the proposed Primary School located in the eastern parcel of the wider development scheme), healthcare improvements and enhancements to local public transport connections. **As such, SKDC submits a formal holding objection until such time that an appropriate cross-boundary agreement has been entered into to secure the required infrastructure improvements and further clarification has been provided in relation to the application of the CIL charging schedule by RCC.**
- 5.17.14 Notwithstanding the above, it is noted that Leicestershire County Council Ecology service have confirmed that, if planning permission is to be granted for the application site, appropriate arrangements need to be made for the management of the Country Park and the other areas of habitat within the development parcels in perpetuity.
- 5.17.15 Similarly, the representations submitted from Stamford Town Council (STC) have similarly expressed concerns about the absence of information relating to the future management and maintenance of the Country Park. Whilst STC have indicated that they would be willing to consider taking on the responsibility of maintaining the Country Park, no formal agreement has been reached.
- 5.17.16 In light of the above, SKDC respectfully contends that there is currently insufficient information with respect to the future adoption / management arrangements of the proposed

Country Park to ensure that this element of the proposal will function appropriately to provide adequate mitigation for the loss of the cLWS. In the absence of this evidence, SKDC would contend that the weight to be attributed to this element of the proposal, as a public benefit in the planning balance, should be reduced until such time as formal agreement for the management in perpetuity has been secured through a Section 106 planning obligation.

5.18 **Other Material Considerations**

5.18.1 As stated elsewhere, SKDC acknowledges that RCC are the Local Planning Authority responsible for determining the current application and, as such, the current response has focused on those matters which are considered to have cross-boundary implications. The acceptability of material considerations relating to the application site in isolation are for RCC to assess. Nonetheless, SKDC have noted the comments submitted to RCC by statutory consultees and would respectfully support the following concerns:

5.19 **Pollution Control**

5.19.1 Paragraph 170 of the Framework states that planning policies and decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution and land instability.

5.19.2 The current application has been accompanied by an Environmental Statement, which includes chapters on Noise and Vibration (Chapter 6), Air Quality (Chapter 7), and Geology and Contamination (Chapter 12).

5.19.3 The Noise Chapter assesses the impact of the development from a range of perspectives, including the impacts of the development itself (including construction noise and traffic generated by the scheme), as well as the impacts of existing traffic and commercial premises on the future occupation of the site. This assessment concludes that the residual effect is negligible to minor in all instances.

5.19.4 In respect of Air Quality, the assessment concludes that with the implementation of mitigation measures the residual impacts of the construction phase are considered to be not significant. In respect of traffic generated by the development, the traffic emissions generated by development traffic and pollutant concentrations are predicted to be below the relevant air quality objections and therefore no mitigation is required, and the effect of the development is not significant.

5.19.5 In terms of ground conditions, the ES concludes that subject to mitigation, the development will not give rise to any potentially unacceptable impacts on receptors and, therefore, the impact of the development is negligible.

5.19.6 In light of the above, as previously stated, it is acknowledged that site-specific matters such as ground contamination fall to be considered by RCC directly. In this regard, SKDC notes the comments submitted by Rutland County Council which have raised no objections, subject to conditions securing construction management and traffic management method

statements, the incorporating of the air quality mitigation measures within the CEMP, and further contaminated land assessment.

5.19.7 With respect to the matters of air quality and noise, which have the potential to give rise to cross-boundary implications, SKDC have consulted internally with our Environmental Protection Team, who have confirmed that they have no objections to the application proposals, subject to conditions requiring the production of a detailed CEMP. As such, SKDC would respectfully request in the event that the above application is approved, conditions are included to require the submission, approval and implementation of a CEMP. Furthermore, SKDC would also request to be consulted on any future discharge of conditions application for the above details.

5.20 **Impact on heritage assets**

5.20.1 It is noted that there are no designated heritage assets within the site itself. However, the Scheduled Ancient Monument "Ermine Street, Section South of Quarry Farm" (ID Number: 10005031) is located to the south-west of the site, on the opposite side of Old Great North Road, which lies within South Kesteven.

5.20.2 Section 16 of the Framework seeks to ensure the conservation and enhancement of the historic environment. Paragraph 189 sets out the following requirement when considering applications which have the potential to affect heritage assets:

"In determining planning applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary".

5.20.3 Chapter 11 of the submitted Environmental Statement assesses the potential impact of the development on cultural (built) heritage and archaeology, which has been informed by the results of an Archaeological Desk Based Assessment and Geophysical Survey. This assessment concludes that the development will have no significant effects upon any designated heritage assets in the vicinity of the site. The development is likely result in substantial loss of surviving archaeological assets within the development parts of the site, through groundworks associated with construction. However, it is stated that with appropriate mitigation in place, comprising archaeological investigation and recording in advance of construction, the effect on assets would be reduced to one of minor significance.

5.20.4 With regards to the above, it is noted that representations received from Stamford Town Council have raised concerns about the potential impact of the development on archaeological assets. Specifically, they contend that insufficient assessment has been carried out to date, and that a full Archaeological Impact Assessment should be completed prior to the determination of the application.

5.20.5 In this respect, SKDC notes the comments submitted by Historic England who have no objections in principle to the development, but do have concerns with the current application

insofar as there is potential for negative impacts and a degree of harm to the nearby scheduled ancient monuments. As such, they have recommended amendments are made to the current proposals in order to reduce the potential impact.

- 5.20.6 In relation to the potential impact of assets falling within South Kesteven, namely the Ermine Street Scheduled Monument, HE contends that the application site provides evidence of the undeveloped and rural landscape that the Roman road historically passed through and as such provides some contribution to the asset's overall significance. In this regard, they contend that there would be a degree of harm from the permanent loss of land within the application site, which would essentially encompass the Roman road within an area of modern housing whilst the level of harm would not be substantial, the impacts could be softened through further landscaping and screening along Old Great North Road and the frontage of the application site. As such, they strongly recommend these amendments are made in order to minimise the potential impact.
- 5.20.7 Furthermore, it is also acknowledged that comments submitted by Lincolnshire County Council Archaeology (as Archaeological Advisor to Rutland County Council) have stated that further information is required in order to determine the application. Specifically, they have requested the completion of an Archaeological Impact Assessment, comprising of trial trenching to identify any archaeological remains of significance, and propose suitable measures to avoid or minimise further damage as a result of the development.
- 5.20.8 In light of the above, it is appreciated that the current application is in outline with access only for approval and, as a result, matters of detailed design relating to landscaping and layout are reserved for future determination. In the context of the above request by Historic England, it is the content of the subsequent reserved matters applications, which will be essential for ensuring that the application proposals minimise the potential harm on the heritage and archaeological assets falling within South Kesteven. As such, SKDC would respectfully request, that in the event that the LPA are minded to approve the current application, it is placed on record that SKDC would wish to be consulted as part of any future reserved matters applications for the site.
- 5.20.9 Notwithstanding the above, in view of the comments submitted by Lincolnshire County Council Archaeology (as Archaeological Advisor to RCC), SKDC would respectfully suggest that there is currently insufficient information to determine that the application would not give rise to any unacceptable impacts on archaeological assets within the site, and therefore, further information should be requested from the Applicant.

6. Crime and Disorder

- 6.1 Lincolnshire Police Crime Prevention Officer has been consulted on the application proposals and have raised no objections. As such, it is considered that the proposal would not result in any significant crime and disorder implications.

7. Human Rights Implications

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

8. Conclusions

8.1 To summarise, South Kesteven District Council do not have any objections to the principle of development on the application site; it is acknowledged that the application proposals comprise part of the wider Stamford North development proposal and seeks permission for a quantum of residential development and a local centre, which has been identified as part of the wider allocation proposals. Furthermore, it is also appreciated that the application scheme would make provision of the first phase of the east-west link road that is intended to connect Old Great North Road to Ryhall Road as part of the wider scheme.

8.2 Notwithstanding the above, on the basis of the available information as part of the current submission, SKDC have significant reservations about the current proposals and therefore submit a **formal holding objection** for the following reasons:

- There is currently insufficient evidence to confirm that the proposals would provide suitable junction improvements to mitigate the impact on the A1 Strategic Highway Network. As a result, there is the potential that the proposals could result in consequential unacceptable adverse impacts on the local highway network insofar as it falls within SKDC's administrative boundaries due to constraints at the A1.
- The current application has not been accompanied by an agreed masterplan / development brief for the wider Stamford North development. As such, there a number of matters relating to the design of the spine road and provision of suitable pedestrian and cycle connection, which require amendment / agreement between all parties, to ensure that the current scheme forms part of a well-designed and coherent cross-boundary development proposal.
- There is currently insufficient information to demonstrate that the application proposals would accord with the established hierarchy to avoid, mitigate, or as a last resort, compensate for potential impacts on ecological assets. In particular, the current application falls to demonstrate sufficient measures to compensate for the loss of a significant area of the candidate Local Wildlife site that falls within the application site, and similarly there is insufficient evidence to ensure that the proposals would achieve a biodiversity net gain, when taken as a whole.
- There is currently no legal agreement to secure the quantum and mix of affordable housing, as well as making suitable allocation / nomination arrangements for the occupation of any affordable housing provided on site. It is noted that the application proposals indicate that they would provide 30% affordable housing on site, which falls short of the policy obligations set out within the adopted Development Plan. Furthermore, in view of the nature and location of the development proposal, and the acute need for affordable housing in Stamford, SKDC would respectfully suggest that any affordable housing on site should be allocated in a manner which prioritises meeting the needs of Stamford in the first instance.
- Similarly, in the absence of a Section 106 agreement, there is currently insufficient evidence to ensure that the application proposals would make a proportionate contribution towards mitigating the impacts of the Stamford North development,

including making sufficient financial contributions towards the education provision (including the delivery of the proposed Primary School forming part of the eastern part of the wider development), healthcare improvements and enhancements to local public transport connections. Likewise, further clarification is required in relation to the application of the CIL charging schedule by RCC as part of the application, and whether an exemption / relief will be applied to reflect the cross-boundary nature of the development scheme.

- 8.3 As such, South Kesteven District Council wishes to place on record its **formal holding objection**, until such time as the above issues have been addressed. In the event that the applicant elects to submit further evidence / amended details to overcome the above concerns, South Kesteven District Council would request to be formally consulted on any additional information to allow it to review the extent to which it sufficiently addresses the current, cross-boundary issues.

Financial Implications reviewed by: Not applicable



**SOUTH
KESTEVEN
DISTRICT
COUNCIL**



Planning Committee

13 May 2022

Additional Information Report

This reports set out additional information in relation to planning applications for consideration at the Planning Committee on 13 May 2022 that was received after the Agenda was published.

S22/0502

Proposal: Outline application for residential development (up to 650 dwellings), a local centre (up to 3,000 sq. metres of gross floorspace for uses within Class E (a-g) and F2(a) and F2(b), open space, including country park, access, drainage and landscaping (Access only) (Rutland County Council Ref: 2022/0227/MAO)

Site Address: Land at Quarry Farm, Old Great North Road, Little Casterton, Rutland

Additional Information Received

2 further letters of public representation have been received, all of which have raised objections to the application proposals. The points raised can be summarised as follows:

- Loss of a valued open space
- Insufficient information in relation to climate change, specifically that the development would contribute towards meeting the objectives of achieving a net-zero carbon footprint.
- Impact on ecology and biodiversity.
- Impacts on Stamford's infrastructure capacity.

Officer Evaluation

As identified within the main Committee Report, the current application site is located wholly within Rutland County Council's administrative boundaries and as such, the role of South Kesteven District Council is to provide a consultation response to Rutland County Council in relation to the strategic, cross boundary implications of the development proposal. In this regard, it is the duty of Rutland County Council, as Local Planning Authority for the application, to assess the site-specific impacts of the development.

Notwithstanding the above, it is appreciated that as a matter of principle, the application proposals comprise of development of an area of land which has been previously identified as a proposed cross-boundary allocation for a mixed-use sustainable urban extension to the north of Stamford, which is identified in the South Kesteven Local Plan as being a sustainable location for growth. The current application proposals involve the construction of the initial phase of an east-west distributor road, which is intended to extend throughout the wider Stamford North development to connect Old Great North Road to Ryhall Road. The proposed distributor road would alleviate the existing traffic pressure on Stamford Town Centre, and in this respect, has been assessed to reduce the level of carbon emissions in the area by reducing the idle time of vehicles.

Furthermore, it is also noted that the application has been submitted in outline with only access for approval. As such, matters relating to the detailed design of properties are reserved for future determination, at which point the sustainability credentials of the proposed buildings against the obligations set out within the Rutland County Council development plan.

In relation to matters of ecology and biodiversity and infrastructure capacity, it is considered that these material considerations have been assessed in detail as part of the main committee report, and the additional letters of representation do not introduce any new information to justify any change in the current assessment.

Taking the above into account, the recommendation remains the same as set out in the main committee, report.

Financial Implications reviewed by: Not applicable

Legal Implications reviewed by: Not applicable



**SOUTH
KESTEVEN
DISTRICT
COUNCIL**



Planning Committee

13 May 2022

Additional Information Report – Addendum 13.05.22

This reports set out additional information in relation to planning applications for consideration at the Planning Committee on 13 May 2022 that was received after the Agenda and the Additional Information Report was published.

S22/0502

Proposal: Outline application for residential development (up to 650 dwellings), a local centre (up to 3,000 sq. metres of gross floorspace for uses within Class E (a-g) and F2(a) and F2(b), open space, including country park, access, drainage and landscaping (Access only) (Rutland County Council Ref: 2022/0227/MAO)

Site Address: Land at Quarry Farm, Old Great North Road, Little Casterton, Rutland

Additional Information Received

An additional petition comprising 1,667 signatories have been received, which has raised the following concerns in respect of the development proposals:

- Loss of candidate Local Wildlife Site and impacts on biodiversity
- Impacts on Stamford's infrastructure capacity.
- Objection to the application being determined by Rutland County Council.

Furthermore, a late representation has been received by Councillor Harrish Bisnauthsing, which has raised the following points:

- Absence of a comprehensive masterplan for the site.
- Impact on Stamford's infrastructure, including healthcare
- The application scheme should include local employment opportunities.
- The need for appropriate footpath and cycle connections to integrate the site with the wider Stamford North allocation and the existing community.

Officer Evaluation

1. Determination of the application by Rutland County Council

As previously identified, the current application site is located wholly within Rutland County Council's administrative boundaries and as such, they are the Local Planning Authority who are responsible for undertaking the necessary statutory consultation with neighbours and stakeholders as part of the assessment of the application. Nonetheless, in view of the nature and location of the application proposals, and the likely

cross-boundary implication of the development scheme, South Kesteven District Council have been invited to submit comments on the application as an adjoining authority. In this respect, SKDC's response is focused on those matters which will impacts on SKDC's objectives and interests, rather than assessing any site-specific issues, which is the role of the Local Planning Authority.

2. Impact on Stamford's infrastructure capacity, including healthcare

The main Committee Report sets out in detail, Officers' assessment of the current application proposals and expresses clear reservations that, on the basis of the current information, there is insufficient evidence that the application would make a proportionate contribution towards mitigating the impact of the development on local infrastructure capacity, including education, healthcare and public transport.

3. Loss of candidate Local Wildlife Site and overall impact on biodiversity

As above, this matter has been assessed in detail as part of the main Committee Report. Officers' assessment as that the current application provides insufficient evidence that it will compensate for the loss of the candidate Local Wildlife Site and achieve a biodiversity net gain as a whole.

4. Absence of a comprehensive masterplan for the site, and the need for the application to include appropriate footpath and cycle connectivity.

Similarly, the main Committee Report highlights the concerns relating to the absence of a comprehensive masterplan / development brief for the wider Stamford North development, and the consequential impacts that this has in securing appropriate agreement on matters relating to the design of the spine road and provision of adequate pedestrian and cycle connectivity between the site and the wider Stamford North allocation, as well as the existing built-up area of Stamford.

5. The need to include employment opportunities as part of the application proposals.

Members will fully appreciate the obligation to assess the acceptability of the application proposals as they have been submitted and are currently presented.

Nonetheless, as set out within the initial Committee Report, it is noted that the draft allocation of the site within the former Rutland Local Plan (which has subsequently been withdrawn from Examination) identified the site for development of no more than 650 homes, a country park, and a distributor road linking Old Great North Road to Little Casterton Road, and as such, did not set out any requirement to provide dedicated employment land.

However, it is acknowledged that the current application scheme includes proposals for a Local Centre of up to 3,000 sq. metres, which would include uses falling within Class E (a-g), which comprises of Commercial, Business and Service Uses, and also uses within Class F2(a) (Local Community – Shops) and F2(b) (Local Community – Halls and Meeting Places). These proposed uses within the Local Centre would therefore be expected to generate a level of employment opportunities for the existing and proposed local community.

Taking the above into account, the recommendation remains the same as set out in the main committee, report.

Financial Implications reviewed by: Not applicable

Legal Implications reviewed by: Not applicable

Minutes

Planning Committee

Friday, 13 May 2022, 1.00 pm

Council Chamber - South Kesteven
House, St. Peter's Hill, Grantham.
NG31 6PZ



SOUTH
KESTEVEN
DISTRICT
COUNCIL

Committee Members present

Councillor Helen Crawford (Chairman)

Councillor David Bellamy

Councillor Phil Dilks

Councillor Penny Milnes

Councillor Ian Selby

Councillor Judy Stevens

Councillor Gloria Johnson

Other Members in attendance

Councillor Breda-Rae Griffin

Councillor Richard Cleaver

Councillor Amanda Wheeler

Officers in attendance

Nicola McCoy Brown (Director of Growth and Culture)

Emma Whittaker (Assistant Director of Planning)

Adam Murray (Principal Planning Officer)

Shaza Brannon (Principal Planning Officer)

Mark Howells (Legal Advisor)

Amy Pryde (Democratic Services Officer)

144. Apologies for absence

Apologies for absence had been received from Councillors Harish Bisnauthsing, Charmaine Morgan, Robert Reid, Penny Robins, Jacky Smith and Judy Smith.

Councillor Gloria Johnson acted as a substitute, for this meeting only.

Councillor David Bellamy was acting as Vice - Chairman, for this meeting only.

145. Disclosure of interests

No disclosure of interests were disclosed.

A query was raised on why a Ward Councillor was no longer permitted to substitute for this meeting.

It was confirmed that advice had been sought from the Monitoring Officer. The Ward Councillor could not take part in debate or vote due to a previously declared pre-determined position, meaning there was a prejudicial interest on the proposals.

One Member clarified that the Committee were not deciding and were commenting on an application. It was highlighted that on a previous, similar application, Members were advised that they may be pre-determined due to a decision not being made.

Clarification was sought on the difference between pre-determined and pre-inclined.

The Assistant Director of Planning explained the difference between them.

146. Minutes of the meeting held on 24 March 2022

The minutes of the meeting held on 24 March 2022 were proposed, seconded, and **AGREED** as a correct record.

147. Minutes of the additional meeting held on 7 April 2022

The minutes of the meeting held on 7 April 2022 were proposed, seconded, and **AGREED** as a correct record.

148. Application S22/0502

Proposal:	Outline application for residential development (up to 650 dwellings), a local centre (up to 3,000 sq. metres of gross floorspace for uses within Class E (a-g) and F2(a) and F2(b)), open space including country park, access, drainage and landscaping (Access only) (Rutland County Council Ref: 2022/0227/MAO)
Location:	Land at Quarry Farm, Old Great North Road, Little Casterton, Rutland
Recommendation:	That the Committee endorse the draft response to Rutland County Council and delegate authority to the Assistant Director of Planning, in consultation with the Portfolio Holder, to issue the final response.

Noting comments made in the public speaking session by:

District Ward Councillor:

Councillor Amanda Wheeler

Stamford Town Council:

Against:

Councillor Richard Cleaver

Shaun Ford

Carys Vaughan

Debra Asher

Together with:

- Information received as outlined in the additional information reports.
- No comments received from Heritage Lincolnshire.
- Comments received from Lincolnshire County Council (Education) – Full comments at Appendix 1.
- Lincolnshire County Council (Highways & SuDS) – Full comments at Appendix 2.
- No comments received from Lincolnshire County Council (Minerals).
- No comments received from Lincolnshire Fire and Rescue.
- No comments received from Lincolnshire Police Crime Prevention Officer.
- Comments received from NHS Lincolnshire – comments enclosed at Appendix 3.
- Comments received from SKDC Principal Urban Design Officer – Full comments at Appendix 4.
- Comments received from SKDC Principal Planning Policy Officer - Appendix 5.
- Comments received from SKDC Environmental Health Officer – Appendix 6.
- Comments received from Stamford Town Council – Appendix 7.
- No comments received from Ward Member.

Following questions from public speakers, the Assistant Director of Planning and the Principal Planning Officer clarified:

- That the Council had sought legal advice in relation to the 650 homes mentioned and this was a political decision and not for the Planning Committee to discuss. These homes were part of the forthcoming housing land supply for the plan period, but did not form part of the Council's current 5 year housing land supply.
- That the completion of a Section 106 agreement was one of the outstanding concerns with the current details, and that this specifically included appropriate contributions that would be payable to resolve infrastructure challenges within South Kesteven.

- That the signed petition had been sent to Rutland County Council and reference had been made to the petition in the additional information reports.
- That the Council were a consultee and not the decision-making body. Rutland County Council would need to address comments made by other governing bodies. A challenged decision would be through a judicial review by Rutland County Council.
- The call-in process was a matter for the secretary of state and not for the Council's determination.
- That paragraph 5.13.7 of the report related to transport assessment in terms of overall vehicle movements and the second part of the paragraph identified modelling work that had been done would identify that the A1 Northbound off slip road and the A606 junction would be operating over capacity as a part of the current development and therefore mitigation was required.

During questions to officers and debate, Members commented on:

- Who the allocation of 650 proposed dwellings would be attributed to in terms of meeting housing needs. It was confirmed that this was a political decision yet to be made. The houses may be built in Rutland but would count towards the Council's supply as part of the overall housing market need, even if they are not specifically attributed towards South Kesteven as had previously been resolved.
- Concerns over infrastructure and the proposed dwellings utilising amenities in Stamford.
- Whether Rutland could claim the 650 proposed dwellings within their housing supply need.
- Concerns were raised relating to cross-boundary issues, supermarket provision and travel to access amenities. Application proposals allowed for a convenience store to be provided.
- Whether the Council had a good working relationship with Rutland County Council and when they would be discussing the matter. It was requested that the Council send a representative to the meeting at Rutland County Council. It was confirmed that a representative from the Council would attend the meeting.
- Concerns were raised over secondary school provision for the proposed dwellings and who which town would receive priority in relation to Casterton College. A consultation response was provided from Lincolnshire County Council (Education). The wider allocation of Stamford identifies land for the expansion of the Stamford Welland Academy as part of the Council's proposals.
- Whether the Council could encourage Rutland County Council to refuse the application altogether due to concerns on feasibility. A query was raised on

whether the Council could request a delay on the application until their Local Plan was in place.

- Concern was raised on the link road and the issues around existing traffic having to go through Stamford town centre. The intention of the road was for it to be a residential street with a 30mph speed limit.
- Whether the links to the A1 was a pre-condition on the application.
- Members suggested that the Council liaise with the secretary of state on the proposal.
- Clarification was sought on the reason for the petition.
- Concerns over wildlife and impacts on climate change. The Council could make suggestions to Rutland County Council on this matter.
- Clarification was sought on the meaning of 'holding objection'. It was confirmed that the term reserves the Council's right to respond at a later date if further information is received.
- It was confirmed that Rutland County Council could be charged to determine the application in accordance with their local plan unless material considerations indicated otherwise, which would be at the discretion of the decision maker.
- Whether Rutland County Council would consider policy SP5 in relation the site being open countryside. It was confirmed that the application would be assessed by Rutland County Council Officers in accordance with their local plan and any assessment of the site's status within the adopted documents.
- It was suggested that the Assistant Director of Planning attended the Planning meeting at Rutland County Council, on behalf of South Kesteven District Council.

It was proposed, seconded and **AGREED** to endorse the draft response to Rutland County Council and delegate authority to the Assistant Director of Planning, in consultation with the Portfolio Holder, to issue the final response. Nonetheless, the Council will reserve the right to request the Secretary of State call's in the application for determination in the event that Rutland County Council are minded to approve the application, prior to the concerns highlighted within SKDC's holding objection being formally addressed, which include the following reasons outlined in the Case Officer's report:

- There is currently insufficient evidence to confirm that the proposals would provide suitable junction improvements to mitigate the impact on the A1 Strategic Highway Network. As a result, there is the potential that the proposals could result in consequential unacceptable adverse impacts on the local highway network insofar as it falls within SKDC's administrative boundaries due to constraints at the A1.

- The current application has not been accompanied by an agreed masterplan / development brief for the wider Stamford North development. As such, there a number of matters relating to the design of the spine road and provision of suitable pedestrian and cycle connection, which require amendment / agreement between all parties, to ensure that the current scheme forms part of a well-designed and coherent cross-boundary development proposal.
- There is currently insufficient information to demonstrate that the application proposals would accord with the established hierarchy to avoid, mitigate, or as a last resort, compensate for potential impacts on ecological assets. In particular, the current application falls to demonstrate sufficient measures to compensate for the loss of a significant area of the candidate Local Wildlife site that falls within the application site, and similarly there is insufficient evidence to ensure that the proposals would achieve a biodiversity net gain, when taken as a whole.
- There is currently no legal agreement to secure the quantum and mix of affordable housing, as well as making suitable allocation / nomination arrangements for the occupation of any affordable housing provided on site. It is noted that the application proposals indicate that they would provide 30% affordable housing on site, which falls short of the policy obligations set out within the adopted Development Plan. Furthermore, in view of the nature and location of the development proposal, and the acute need for affordable housing in Stamford, SKDC would respectfully suggest that any affordable housing on site should be allocated in a manner which prioritises meeting the needs of Stamford in the first instance.
- Similarly, in the absence of a Section 106 agreement, there is currently insufficient evidence to ensure that the application proposals would make a proportionate contribution towards mitigating the impacts of the Stamford North development, including making sufficient financial contributions towards the education provision (including the delivery of the proposed Primary School forming part of the eastern part of the wider development), healthcare improvements and enhancements to local public transport connections. Likewise, further clarification is required in relation to the application of the CIL charging schedule by RCC as part of the application, and whether an exemption / relief will be applied to reflect the cross-boundary nature of the development scheme.

149. Any other business, which the Chairman, by reason of special circumstances, decides is urgent

There were none.

150. Close of meeting

The Chairman closed the meeting at 14:50.



LINCOLNSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: South Kesteven District Council

Application number: S23/0055

Application Type: Outline

Proposal: Outline planning application for the erection of up to 1,350 residential units (Use Class C2 and C3); a two-form entry primary school (Use Class F1); local centre (Use Classes E, F2 and public house, wine bar or drinking establishment; drinking establishment with expanded food provision; and hot food takeaway for the sale of hot food where consumption is mostly off premises); road between Ryhall Road and Little Casterton Road; removal of existing noise bund; associated green infrastructure including provision of public open space, landscaping, formal and informal play areas; utilities (including drainage); and associated access, ancillary works and structures (Access only, all other matters reserved)

Location: Land to the North of Stamford

Response Date: 29 October 2024

This report includes the Substantive response of the Local Highway and Lead Local Flood Authority to a planning consultation received under the Development Management Order and includes details of any planning conditions or informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement.

General Information and Advice

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

Please note that although the Definitive Map and Statement proves the existence of any recorded rights of way, there may be further or higher rights that are not shown on this document that the County Council is not currently aware of. This would be especially relevant where the public has had informal access to the site or where there are references to routes across this in maps or other historic documents. As the County Council has received no application to recognise further rights of way affecting the site, no more informed guidance can be offered at this stage.

Application number: S23/0055
Application Type: Outline
Location: Land to the North of Stamford

Highway and Lead Local Flood Authority Report

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

Recommendation:

Does not wish to restrict the grant of permission subject to conditions and S106 requests detailed below.

Comments:

Introduction

This application is for 1350 dwellings in South Kesteven, there is another live application in Rutland (2022/0227/MAO) for a further 650 dwellings. Together these form the complete land known as Stamford North.

The original applications were supported by Transport Assessments using traffic modelling from 2018 in support of the allocations for the Local Plans. By the time of submission in 2023, LCC had a new Stamford Traffic Model (STM) and it was requested that the whole development proposals, along with the phasing for the development be undertaken using the new model.

In March 2024, further information was submitted by the applicants on both applications which included a new Transport Addendum, including assessment and results from modelling using the new LCC STM.

Traffic Modelling Summary

The trip generation for the site has been based on comparable sites in TRICS and indicates for the full development of 2000 houses additional vehicle trips of 1098 and 1268 in the am and pm peaks respectively.

The development provides a Main Street which will provide a new east-west link from Ryhall Road to Casterton Road and also connecting with Little Casterton Road. These multiple connections enable the new traffic to be dispersed across the highway network and the connection through the development also provides an alternative route for existing network traffic to travel east-west or west-east. The traffic modelling outputs show this dispersal with limited increases in peak hours of trips on existing roads – the maximum link increase being on Little Casterton Road south of the site at 260 vph in the pm peak (TA Plate 7.3). The modelling also estimates that around 300vph will transfer from existing links and use Main Street.

Modelling results of the individual 17 junctions across the network show that for 12 junctions the RFC will remain below theoretical capacity. Of the 6 junctions that would go over 100% capacity, all 6 would be over capacity in the 2041 Do Minimum without any development, and the additional development traffic does not make the situation unacceptably worse.

There is an increase in flows along Sidney Farm Lane and Arran Road as a result of this development, these increases are within capacity but will be noticeable to residents as they could be around 30% uplift on existing flows if all traffic were to use one route. Sidney Farm Lane is a better road to accommodate this uplift due to the fact that there is little frontage development, whereas on Arran Road most houses directly access the street. Some form of traffic calming, signing, and other measures may be required to be implemented to ensure this occurs. It is recommended that a S106 provision is made for £400k for traffic calming measures on Arran Road, and £170k for upgrading the crossing on Sidney Farm lane to a signal controlled crossing. This may increase traffic on Sidney Farm Lane and National Highways would need to be satisfied that their network is not unacceptably impacted.

The modelling also shows traffic flows along parts of Little Casterton Road increasing significantly and these also result in increases on Radcliffe Road, Casterton Road and Scotgate. As with Arran Road, there is a possibility that Radcliffe Road could become a rat-run to avoid the Scotgate/West Street junction which is predicted to be at capacity. To mitigate this it is recommended that £500k is provided for potential traffic calming, TROs, or junction modifications in this area.

In summary, there will be additional traffic from the development of around 1000vph, these will be spread across the network due the multiple access points of the development and there is a clear tidal flow to/from the A1 in the am/pm peaks. No junctions are predicted to be severely over capacity as a result of the development, the development provides an east-west link which as an alternative for some traffic and provides mitigation on the existing network.

Sustainable Modes

Buses

The developer has worked with Delaines and LCC to review bus services and how these can be extended and enhanced to serve the development. The proposals are shown on Plate 6.1 of the TA Addendum and these will require S106 funding of £40,000 per annum for 5 years. This is higher than the £30k p.a. proposed in the TA Addendum, which takes in to account vehicle replacement costs and depreciation over the period.

A key requirement in ensuring new residents use public transport is the provision of free travel passes. The proposal would be to provide 2 x annual pass per household. Each pass would cost just under £1k - so a total maximum cost of £2,620,000 were all residents to use the offer. The pass scheme would be redeemable online via QR code and the pass would provide unlimited travel on all Delaines services which stretch to Spalding, Market Deeping and Peterborough.

Pedestrians and Cyclists

A necessary mitigation of the development is to provide good cycle and pedestrian connections from the site to the Town Centre. This will include provision of footways to connect the new accesses to existing footways (on Casterton Road and Little Casterton Road these are within RCC). The connection on Ryhall Road would also be associated with a realignment of Ryhall Road which would assist in reducing speeds through the new urban area.

In the centre of the site, new pedestrian and cycle connections will be provided as shown on Plate 5.1 of the TA Addendum which will connect the development at 3 points and link to King's Road and the Town Centre. The delivery of this requirement is to be conditioned.

The development will also provide a segregated east-west active travel route which will form part of the aspiration to deliver the Stamford Green Wheel. Plate 5.2 shows this and the section within the development will be conditioned to be delivered
Travel Plan and Mobility Hubs

The Travel Plan will be conditioned and this will ensure that travel patterns are monitored and that the above measures are implemented at the appropriate time. Other important requirements are that the mobility hubs are delivered and consideration is made as to the appropriate facilities being delivered in the various locations.

Surface Water Flood Risk

The application is supported by a Flood Risk Assessment which includes an Outline Drainage Strategy (Appendix E). The proposals are for the site drainage to be in accordance with the SUDS hierarchy, using infiltration with swales and attenuation basins. The detail of the surface water drainage is subject to a planning condition below.

S106 Contribution Request

- Bus service subsidy (£40k for 5 years) £200,000
- Travel Plan Monitoring Fee (£1k for 5 years) £5,000
- Bus Travel Passes £2,620,000
- Arran Road – Traffic Calming £400,000
- Sidney Farm Lane – Crossing Upgrade £170,000
- Little Casterton Road/Radcliffe Road – Potential Traffic calming, TROs and junction modifications £500,000

Obligations to be delivered by developer

- Main Street will form a new highway connection between Casterton Road, Little Casterton Road and Ryhall Road and is a key to mitigating the impact of this development and the adjoining Quarry Farm development in Rutland. A Joint Infrastructure Planning Agreement (JIPA) between SKDC, RCC, LCC and both developers has been drafted. The JIPA will ensure that Main Street is delivered at the correct stages and trigger points.
- Main Street to include drop off/pick up laybys in the vicinity of the school
- Footway cycle way connections at Casterton Road, Ryhall Road and Little Casterton Road to connect into existing.
- New footway/cycleway connections from site to Town Centre along Kings Road
- Sections of “Stamford Green Wheel” within the site

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

Highway Condition 21

Prior to delivery of Main Street, no part of the development (which is accessed from Little Casterton Road) hereby permitted shall be occupied before the works to improve the public highway by means of a realignment of Little Casterton Road and a new junction with Main Street and which include footway connections on both sides of Little Casterton Road to connect with existing footways, have been certified complete by the Local Planning Authority.

Reason: To ensure the provision of safe and adequate means of access to the permitted development.

Highway Condition 21

Prior to delivery of Main Street, no part of the development (which is accessed from Ryhall Road) hereby permitted shall be occupied before the works to improve the public highway by means of a realignment of Ryhall Road and a new junction with Main Street have been certified complete by the Local Planning Authority.

Reason: To ensure the provision of safe and adequate means of access to the permitted development.

Highway Condition 21

No more than 500 dwellings of the development hereby permitted shall be occupied before Main Street (From Casterton Road through to Ryhall Road) is completed and available for use by the public as certified by the Local Planning Authority.

Reason: To ensure the provision of safe and adequate means of access to the permitted development.

Highway Condition 21

No more than 200 dwellings of the development hereby permitted shall be occupied before active travel connections are provided from the site to the Town Centre along Green Lane/Kings Road (as shown indicatively in Plate 5.1 of the Transport Assessment Addendum by Stantec, March 2024). These are to be certified as complete by the Local Planning Authority.

Reason: To ensure the provision of safe and adequate means of access to the permitted development.

Highway Condition 26

Before any dwelling is occupied, all of that part of the estate road and associated footways that forms the junction with the main road and which will be constructed within the limits of the existing highway, shall be laid out and constructed to finished surface levels in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.

Reason: In the interests of safety, to avoid the creation of pedestrian trip hazards within the public highway from surfacing materials, manholes and gullies that may otherwise remain for an extended period at dissimilar, interim construction levels.

Highway Condition 29

The permitted development shall be undertaken in accordance with an Estate Road Phasing and Completion Plan, which shall first be approved in writing by the Local Planning Authority. The Plan shall set out how the construction of the development will be phased and standards to which the estate roads on each phase will be completed during the construction period of the development.

Reason: To ensure that a safe and suitable standard of vehicular and pedestrian access is provided for residents throughout the construction period of the development.

Highway Condition 00

The development hereby permitted shall be undertaken in accordance with a Construction Management Plan and Method Statement that shall first be approved in writing by the Local Planning Authority. The Plan and Statement shall indicate measures to mitigate the adverse impacts of vehicle activity and the means to manage the drainage of the site during the construction stage of the permitted development. It shall include;

- the phasing of the development to include access construction;
- the on-site parking of all vehicles of site operatives and visitors;
- the on-site loading and unloading of all plant and materials;
- the on-site storage of all plant and materials used in constructing the development;
- wheel washing facilities;
- the routes of construction traffic to and from the site including any off-site routes for the disposal of excavated material and;
- strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (temporary or permanent) connect to an outfall (temporary or permanent) during construction.

Reason: In the interests of the safety and free passage of those using the adjacent public highway and to ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development during construction.

Highway Condition 33

The permitted development shall be undertaken in accordance with a surface water drainage scheme which shall first have been approved in writing by the Local Planning Authority.

The scheme shall:

- be based on the results of evidenced groundwater levels and seasonal variations (e.g. via relevant groundwater records or on-site monitoring in wells, ideally over a 12-month period);
- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
- provide flood exceedance routing for storm event greater than 1 in 100 year;
- provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;

- provide attenuation details and discharge rates which shall be restricted to greenfield run-off rate second;
- provide details of the timetable for and any phasing of implementation for the drainage scheme; and
- provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

No dwelling/ no part of the development shall be occupied until the approved scheme has been completed or provided on the site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full, in accordance with the approved details.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development.

Highway Condition 27

The permitted development shall not be occupied until those parts of the approved Travel Plan that are identified therein as being capable of implementation before occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented for as long as any part of the development is occupied.

Reason: In order that the permitted development conforms to the requirements of the National Planning Policy Framework, by ensuring that access to the site is sustainable and that there is a reduced dependency on the private car for journeys to and from the development.

Informatives

Highway Informative 02

In accordance with Section 59 of the Highways Act 1980, please be considerate of causing damage to the existing highway during construction and implement mitigation measures as necessary. Should extraordinary expenses be incurred by the Highway Authority in maintaining the highway by reason of damage caused by construction traffic, the Highway Authority may seek to recover these expenses from the developer.

Highway Informative 07

The highway improvement works referred to in the above Conditions 21 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 our website; www.lincolnshire.gov.uk/highways-planning/works-existing-highway

Highway Informative 05

All roads within the development hereby permitted must be constructed to an acceptable engineering standard. 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. 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. For guidance, please refer to <https://www.lincolnshire.gov.uk>

Officer's Name: Ian Field

Officer's Title: Growth Manager (Special Projects)

Date: 29 October 2024

South Kesteven District Council
 Development Control
 Planning Department

Corporate Property Team
 Lincolnshire County Council
 County Offices
 Newland
 Lincoln LN1 1YL

Email: Property_Strategy@Lincolnshire.gov.uk

My Ref: S106/SKDC/ S23/0055/2023
 09 February 2023

Dear Adam Murray

Development – Outline planning application for the erection of up to 1,350 residential units (Use Class C2 and C3); a two-form entry primary school (Use Class F1); local centre (Use Classes E, F2 and public house, wine bar or drinking establishment; drinking establishment with expanded food provision; and hot food takeaway for the sale of hot food where consumption is mostly off premises); road between Ryhall Road and Little Casterton Road; removal of existing noise bund; associated green infrastructure including provision of public open space, landscaping, formal and informal play areas; utilities (including drainage); and associated access, ancillary works and structures (Access only, all other matters reserved)

Application Number – S23/0055

Thank you for your notification of 23 January 2023, concerning the proposed development at the above site. I have now had the opportunity to consider the impact on the local schools reasonably accessible from the development. Please see below overview in relation to the impact, and details for primary, secondary and sixth-form that follow.

Overview

Please see below table in relation to the number of places required and available in local schools from/for the proposed development:

Type	Children produced by scheme	Sufficient places available 2025/26 (Y/N/Partial)	Places to be mitigated	Contribution sought
Primary	270	Partial	95	£ 2,089,050
Secondary	256	Partial	105	£ 2,677,815
Sixth-form	51	No	51	£ 1,300,653
			Total	£ 6,067,518

County Offices, Newland
 Lincoln LN1 1YL
www.lincolnshire.gov.uk

Please note, where an application is outline a formulaic approach will be taken in a section 106 agreement, this may result in a higher contribution if a high proportion of large houses are built. This would be finalised at the reserved matters stage. All section 106 agreements should include indexation using the Tender Price Index of the Royal Institute of Chartered Surveyors Building Cost Information Services (RICS BCIS TPI).

The above contributions would be spent on the following:

Type	Amount	Scheme
Primary	£2,089,050	Towards a new primary school in the Stamford primary planning area
Secondary	£2,677,815	Towards education provision in the Stamford secondary planning area
Sixth-form	£1,300,653	Towards education provision in the Stamford or Bourne Secondary planning area

Following the removal of Regulation 123 from the Community Infrastructure Levy Regulations on 01 September 2019, requests can be made toward more than one scheme to provide the ability to extend the most appropriate school to mitigate the impacts of development at the time those impacts are felt.

The scale of development is significant and to mitigate the impact on the existing community is critical. The development will generate a number of primary pupils, secondary and school-based sixth form pupils. There is some capacity in the planning areas for the development, but these cannot fully support the amount of children created therefore there is a need to secure land for a new primary school with some capital. And some land and capital will be required from the developer for Stamford Welland Academy.

I am sure you are aware of the need to provide a sensible sized school that is adequate for future development and has sufficient site areas to meet legislation and guidance and specifically how a primary school need to be of a certain size due to limits on class sizes and how that impacts on school organisation.

Also worth noting are the site areas needed. These are dictated by Building Bulletin 103 published by the Department for Education. Based on the minimum site areas the scale of development means the need for the following:

2 forms of entry at primary = 1 sites of 1.83ha minimum

And 1ha of land maximum for Stamford Welland Academy to accommodate additional school teaching and playing field requirements.

In cost terms the following assumes sites are provided levelled, serviced, and suitable for development of a school.

The costs of providing these sites will be deducted from the capital ask of both the primary and secondary education.

Detail

The below table indicates the number of pupils generated by the proposed development. This is on the basis of research by Lincolnshire Research Observatory utilised to calculate Pupil Production Ratio (PPR) multiplied by the number of homes proposed.

House Type (if known)	No of Properties	PPR Primary	Primary Pupils	PPR Secondary	Secondary Pupils	PPR Sixth Form	Sixth Form Pupils
Unknown	1350	0.2	270	0.19	256	0.038	51
Total (rounded down)	1350	-	270	-	256	-	51

Capacity is assessed using the County Council's projected capacity levels at 2025/26, this is the point when it is reasonable to presume that the development would be complete or well on the way.

Type	Local School/School Planning Area	Pupils generated	Sufficient places available 2025/26 (Y/N/Partial)	Places to be mitigated
Primary	Stamford Primary planning area	270	Partial	95
Secondary	Stamford Secondary planning area	256	Partial	105
Sixth-form	Stamford/Bourne Secondary planning area	51	No	51

As the development would result in a direct impact on local schools, a contribution is therefore requested to mitigate the impact of the development at local level. This is a recognisable and legitimate means of addressing an impact on infrastructure, accords with the NPPF (2019) and fully complies with CIL regulations; we feel it is necessary, directly related, and fairly and reasonably related in scale and kind to the development proposed in this application.

The level of contribution sought in this case is in line with the below table.

Type	Places to be mitigated	Contribution per place*	Sub-total	Local multiplier**	Lincolnshire contribution per place	Total contribution requested
Primary New Build	95	£21,559	£2,048,105	2.00	£21,990	£2,089,050
Secondary extension	105	£25,003	£2,625,315	2.00	£25,503	£2,677,815
Sixth-form extension	51	£25,003	£1,275,153	2.00	£25,503	£1,300,653
Total	-	-	£5,948,573	-		£6,067,518

*current cost multiplier per pupil place based on National Cost Survey

** to reflect Lincolnshire's average build cost compared to national average

We would suggest the s.106 monies are paid at the halfway point in the development to allow timely investment by the County Council whilst not adversely affecting the developer's viability. Any land we would look to set realistic trigger points in the s.106 agreement.

Please note the County Council retains the statutory duty to ensure sufficiency of school places and this includes capital funding provision of sufficient places at maintained schools, academies and free schools. We would invest the funding at the most appropriate local school(s) regardless of their status but ensure the s.106 funding is used only to add capacity as this is the only purpose for which it is requested.

I look forward to hearing from you, thank you for your notification of the application and thank South Kesteven District Council for your continued cooperation and support.

Yours sincerely

Sam Barlow
Strategic Development Officer
Corporate Property Service

(By e-mail)