



**SOUTH
KESTEVEN
DISTRICT
COUNCIL**



S24/0539

Proposal: Construction of new retail unit and associated car parking, access and servicing on an existing redundant overflow car park
Location: Vacu Lug Traction Tyres Ltd, Gonerby Road, Grantham
Applicant: Vacu Lug Ltd
Agent: LOROC Architects/Quod
Application Type: Full Planning Permission
Reason for Referral to Committee: Council owned land and member call in by Cllr Paul Martin on the basis of lack of parking provision
Key Issues: Principle of development, Amenity impacts, Highway safety
Technical Documents: Design & Access Statement/Planning Statement
 Transport Statement
 Ecological Appraisal
 Arboricultural Impact Assessment

Report Author

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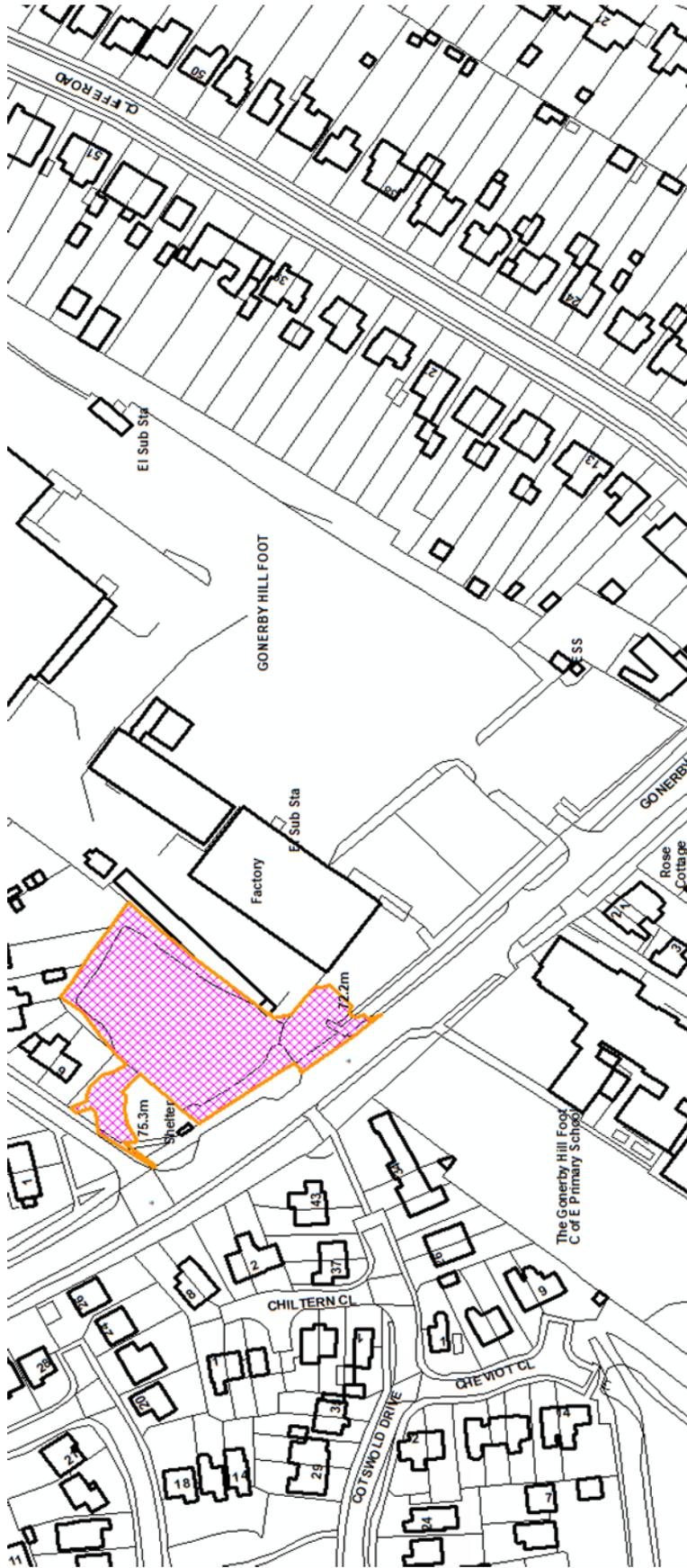
Corporate Priority:	Decision type:	Wards:
Growth	Regulatory	Grantham Arnoldfield

Reviewed by: Phil Jordan, Development Management & Enforcement Manager	30 July 2024
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Recommendation (s) to the decision maker (s)

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

S24/0539 - Vacu Lug Traction Tyres Ltd, Gonerby Road, Grantham



Key



Application Boundary

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1 Description of Site

- 1.1 The site is located approximately 1.5km from Grantham town centre and is currently hard surfaced and used as car parking for customers and staff of the adjacent Vacu Lug factory.
- 1.2 Vehicle egress from the site would be via the Council owned informal open space located at the corner of Orchard Close and Gonerby Road.
- 1.3 The site is bounded by Gonerby Road to the south and the Vacu Lug factory to the east. To the north/north-west of the site are a number of residential properties located on Orchard Close.

2 Description of Proposal

- 2.1 The proposal is for the construction of a single storey convenience store providing a maximum of 348 m² of retail floor space.
- 2.2 The front elevation of the building would be constructed of a mix of brickwork and cladding with a glazed entrance and ATM machine. The rear and side elevations would be metal cladding.
- 2.3 The building would have a sloped roof design with a height of approximately 6m at the highest point at the entrance of the building, sloping down to approximately 4.1 metres at the rear. It would have a footprint of approximately 25 metres by 15.7 metres.
- 2.4 There would be minimal openings within the building with a doorway in the eastern elevation to the service yard and a small window to the northern rear elevation.
- 2.5 To the front of the building would be parking for 21 cars including 2no. disabled spaces and cycle stands.
- 2.6 Access to the site would be from Gonerby Road and egress via the adjacent council owned land onto Orchard Close.
- 2.7 Refuse storage and collection would be located on the north-east of the site.
- 2.8 The supporting information states that the convenience store would deliver 8no. full time jobs and 12no. part-time jobs once operating.
- 2.9 The opening hours would be 7 days a week between the hours of 07.00 and 23.00.

3 Policy Considerations

SKDC Local Plan 2011 – 2036

Policy SD1- The Principles of Sustainable Development

Policy SP2- Settlement Hierarchy

Policy SP3 – Infill Development

Policy E4 – Protection of Existing Employment Sites
Policy EN3 – Green Infrastructure
Policy DE1 - Promoting Good Quality Design
Policy EN4 – Pollution Control
Policy GR4 – Grantham Town Centre Policy
Policy SB1 – Sustainable Building
Policy ID2 - Transport and Strategic Transport Infrastructure

National Planning Policy Framework (NPPF)

Section 6 – Building a strong, competitive economy
Section 7 – Ensuring the vitality of town centres
Section 9 - Promoting sustainable transport
Section 12 - Achieving well-designed places
Section 14 - Meeting the challenge of climate change, flooding and coastal change
Section 15 - Conserving and enhancing the natural environment

4 Representations Received

4.1 LCC Highways & SuDS

4.1.1 Initial comments

4.1.2 The Highway Authority recommend that this site is refused on Highway Safety grounds. The proposal is for the construction of new retail units and associated car parking, access and servicing on an existing redundant overflow car park.

4.1.3 Although the current use of this land is deemed redundant overflow car parking, it is clear that this car park is in frequent use and on most days full to capacity. The existing site is currently serving as a car park for the adjacent business. As a result of the development, there will be insufficient parking to serve both the proposed development and the host business and will result in vehicles parking on the public maintained highway, within close proximity to the nearby school, which in its nature, sees a high increase in vehicle parking and footfall of children at opening and closing times.

4.1.4 The combination of the school, increased parking as a result of the proposed development within the area will cause restricted visibility at crossing points and junctions and would have serious implications on Highway Safety within the area. Therefore, the Highway Authority object to this application on the grounds of Highway Safety.

4.1.5 Comments in relation to amended plans/additional information

4.1.6 Refusal - This proposal is for the construction of new retail units on the site of an existing redundant overflow car park. The applicant has provided sufficient detail to demonstrate that the overflow car park for the retained use associated with Vaca Lug can be accommodated elsewhere on the Vaca Lug site and will not be displaced onto the public highway as a result of this development.

4.1.7 However, it is the view of Lincolnshire County Council that this proposal will result in vehicles parking on the publicly maintained highway to visit the retail units, within close proximity of the school, which, by its nature, sees an increase in vehicle parking and footfall of children at school start and finish times. The combination of the school and increased on-street parking as a result of the proposed development will cause restricted visibility at pedestrian crossing points and junctions which will impact upon highway safety.

4.2 Environmental Protection

4.2.1 Initial Comments

4.2.2 The proposals show that the noisier operations of the proposed convenience store which includes the servicing, refuse, and loading areas have been positioned to the northeast of the Site which is away from the residential properties.

4.2.3 If the applicant proposes outside location of any refrigeration/air conditioning units associated with the operation of the proposed store, Environmental Protection advises that the applicant undertake a noise impact assessment of such plant/equipment in order to mitigate any potential noise and protect the amenity of nearby residential properties. Environmental protection would recommend that the applicant install an acoustic fence that forms the boundary with the residential properties to the sides and rear of the proposed building in order to protect the amenity of the residential properties that are located on Orchard Close.

4.2.4 The applicant should have a lighting scheme for the proposed building, service areas and car parking that does not impact the amenity of the nearby residential properties.

4.2.5 The application makes suggestion (Ref 6.17) of a planning condition for hours of operation in order to protect the amenity of surrounding residential properties. Environmental Protection would suggest operating times from 7:00am to 10:00pm Monday to Sunday.

4.2.6 Comments in relation to amended plans/additional information

4.2.7 Environmental Protection has reviewed the documents in respect of the above application (amended plans) and has no further comments to make than those already submitted for the above proposed development.

4.7 Tree Officer

4.7.1 I have no objections to this proposal going ahead. While the loss of the trees on the public open space and site frontage is regrettable, I am happy that they may be quickly and easily replaced.

- 4.7.2 If consent is granted, then I would recommend that a condition is applied requiring a robust landscape plan with post planting maintenance. Further, the retained trees to the rear of the site and on the open space should be protected for the duration of the preparation and development works which should also be required by condition.
- 4.7.3 The detail relating to the landscape plan and tree protection should be submitted to and approved by the LPA in writing prior to starting work on site.

4.8 **Lincolnshire Wildlife Trust**

- 4.8.1 The PEA report includes a baseline habitat map and a post-development map of habitats to be created onsite. Following the introduction of mandatory BNG in February 2024 developments need to submit a BNG plan describing how the proposal will generate a net gain in units subject to planning permission being granted. We expect a development of this nature to meet such requirements, particularly given much of the site constitutes developed land/hard standing.

4.9 **Great Gonerby Parish Council**

- 4.9.1 No comments received.

5 **Representations as a Result of Publicity**

- 5.1 This application has been advertised in accordance with the Council's Statement Community Involvement. 56 no. letters of representation have been received in relation to the original submission.

- 5.2 A summary of the comments are listed below:

- The car park is not redundant
- Car park is full
- Existing shop nearby
- Road is dangerous at school times will make matters worse
- Parking problems especially at school times will worsen
- Where are employees going to park
- Increased on road parking
- Increased congestion
- Egress would be close to the junction and bus stop
- Detrimental impact on neighbouring business
- Dangerous road
- Impact on town centre
- Increase in pollution

- Noise and disturbance from use and deliveries
- Loss of green space
- Construction vehicles will further damage the B1174
- Should support local businesses
- Will cause local businesses to close
- When the A1 is shut the road grinds to a halt and is impassable
- Delivery problems due to parked cars
- Proposal does not take into account the traffic from proposed development (SKPR-57 Land off Belton Lane -additional housing).
- Poor visibility from Orchard Close. Impaired by bus stop
- There is a retail park nearby
- Construction vehicles and parking during construction phase
- Inconsiderate/illegal parking during school drop-off
- Not a sustainable location as persons are unlikely to walk from any distance as they would pass other existing facilities. Therefore more car journeys
- No arrangements for recycling
- Waste storage will attract vermin
- Foul water disposal is not known
- Growth of on-line shopping. Larger convenience store is not needed.
- Existing noise and disturbance from Vacu Lug. Further disturbance from the store until 11pm.
- Green space is used as a wildlife corridor

5.3 Amended plans and further details were received in relation to car parking arrangements for the existing factory. A further 2no. letters of representation have been received.

5.4 A summary of the comments are listed below:

- Still too dangerous
- The car park is still used everyday so how can it be redundant
- There is an existing shop around 100 metres away that serves the community very well
- Car share and incentives to travel by more active and sustainable modes of transportation. If so, why is the alternative parking of the same number of spaces?
- A trial period of 6 months operating the existing factory without the current overflow car park
- Provide evidence that the staff of the factory are moving to more sustainable modes of travel
- There are existing similar facilities in the area
- This proposal would attract/generate trips beyond the local area as it would provide for pass through and pass by trips.
- If current situation has been assessed as safe. Why introduce unnecessary risks and hazards.
- Impact on existing small businesses should be taken into consideration
- The site should be used as a doctor's surgery

- There is no space within the current Vacu Lug site to accommodate 49 car parking spaces. The proposed location is stacked high with tyres. This addition is an afterthought.
- Impact on residential amenity from increased volume of traffic.

6 Evaluation

6.1 Principle of Development

- 6.1.1 The proposal relates to the construction of a retail convenience store (Use Class E(a)) including associated car parking area and access.
- 6.1.2 The application site is in part car parking for the adjacent Vacu Lug factory and part informal open space to facilitate vehicle egress onto Orchard Close.
- 6.1.3 The part of the site that is currently used as car parking is the subject of local plan policy E4. (EMP G5 – Employment Land Study). This policy seeks to protect existing employment uses. It states:

The following locally important employment sites identified on the Policies Map will be protected to ensure continued provision of locally important employment opportunities.

Appropriate proposal for new B1, B2 and/or B8 uses and/or redevelopment of for B1, B2 and/or B8 as well as other employment generating uses outside of the B-use classes will be supported where proposals:

- *do not conflict with neighbouring land uses;*
- *scale does not harm the character and/or amenities of locality; and*
- *do not impact unacceptably on the local and/or strategic highway network.*

- 6.1.4 The proposal is in accordance with the above policy in principle in that it supports employment generating uses outside of the traditional industrial and storage uses. Further assessment of the impacts from the proposal on neighbouring land uses, character and amenity of the area and highway network are provided elsewhere in this report.
- 6.1.5 The western part of the site that would facilitate egress to Orchard Close is informal open space. Local Plan Policy OS1 seeks to protect all forms of open space. In this instance it is considered that the construction of a hard surfaced area running through the open space, connecting to Orchard Close, would not fundamentally change its character and it would still perform its function as an open landscaped area at the junction of Orchard Close. Additionally, the existing trees to the southern edge of the site fronting Gonerby Road would be retained.
- 6.1.6 As such, the proposal is considered to accord with Local Plan Policy OS1 in that whilst the proposals would result in the formation of an egress road serving the proposed store, this part of the site would still perform its function as an informal open space, retaining its openness and visual amenity to the corner of Orchard Close and Gonerby Road

6.2 **Impact on the character and Appearance of the area**

- 6.2.1 Local Plan Policy DE1 requires development to make a positive contribution to the character of the area, avoiding harm to the street-scene. This is consistent with NPPF Section 12 (Achieving well-designed places) which amongst other things states that developments should be visually attractive as a result of good architecture, layout and effective landscaping.
- 6.2.2 The existing site is predominantly hard-surfaced and is used as car parking for the adjacent factory. The proposal would result in additional built form to the site, however it is considered that the modest size of the building coupled with its siting towards the rear of the site, set back from Gonerby Road would ensure that the proposed building would not be prominent in the street scene.
- 6.2.3 The proposed access and car parking arrangements to the frontage of the site would not be materially different than the existing in that the site is used as car parking.
- 6.2.4 As discussed above it is considered that the formation of a vehicle connection to Orchard Close through the informal open space adjacent to the site would not result in any significant impact on the character and appearance of the area. The remainder of the open space would remain and there would be an absence of built form with the existing trees at the frontage of the site being retained.
- 6.2.5 The comments of the tree officer are noted in that there is no objection in relation to the loss of the trees. The request for a landscaping condition and tree protection is considered reasonable and can be secured by appropriately worded conditions. Likewise, a condition is recommended to secure final details of the proposed materials to ensure that these are appropriate for the context.
- 6.2.6 Taking into account the above matters it is considered that the proposal therefore complies with Policy DE1, OS1, and E4 of the South Kesteven Local Plan and NPPF Section 12.

6.3 **Residential Amenity**

- 6.3.1 In relation to residential amenity, Local plan policy E4 requires employment generating uses to not conflict with neighbouring land uses.
- 6.3.2 Whilst it is accepted that the proposed store would be located to the rear of the residential properties on Orchard Close, the modest scale, sloped roof design and separation distance of approximately 13 metres from the proposed building and the original rear elevations of the nearest residential properties on Orchard Close would ensure no significant overshadowing would occur and would not result in an overbearing relationship with these properties or their associated rear garden areas to an extent that would justify a refusal of planning permission on this basis. This is illustrated by the submitted site section that demonstrates the relationship of the proposal and the adjacent property 6, Orchard Close.

- 6.3.3 As there would be minimal openings within the building beyond the glazed entrance, a small window to the rear and a door to the service yard, it is considered that there would not be any significant overlooking/loss of privacy in relation to the neighbouring occupiers.
- 6.3.4 The service yard and any plant would be located to the eastern side of the building. This location is furthest from the neighbouring residential properties with the proposed building providing screening. This would ensure that there would not be any significant harm to the amenities of neighbouring occupiers from deliveries and plant and machinery.
- 6.3.5 Whilst the proposal would result in vehicles passing in close proximity to the side elevation of 6, Orchard Close when leaving the site due to the location of the egress road, it is not considered that this would be of such an extent that would result in any significant harm. Vehicles would be moving slowly as they exit the car park onto Orchard Close and as such vehicle noise would be low and comparable to vehicles moving along Orchard Close.
- 6.3.6 In relation to hours of operation, it is noted that the comments of the Environmental Protection Team suggest 07.00 to 10.00 Monday to Sunday. This is one hour earlier closing than that requested by the applicant. Due to the proximity of neighbouring residential properties and taking into account that there would be a degree of over run beyond the actual opening hours in which the staff at the store prepare for opening and closing the revised hours suggested by the Environmental Protection Team are considered reasonable to protect the amenity of neighbouring occupiers.
- 6.3.7 Taking into account the above matters, the proposal would not result in any significant harm to the amenity of neighbouring occupiers in accordance with Local Plan Policy E4 required by NPPF Section 15.

6.4 **Highway Safety**

- 6.4.1 The proposal relates to the construction of a convenience store on an area of land that in part is used as car parking for staff and customers in relation to the adjacent Vacu Lug site. The application as originally submitted did not adequately evidence how the adjacent factory would function without the use of the car parking area.
- 6.4.2 Members of the public rightly identified existing on-street parking problems particularly around school drop-offs and pick-ups which would be magnified and worsened by the loss of the factory car park. This is a view shared by the highway authority noting that the car park is not redundant, but actively used. They recommended refusal of planning permission on the basis that there would be insufficient parking to serve both the proposed development and the host business and would result in vehicles parking on the public maintained highway, within close proximity to the nearby school, which in its nature, sees a high increase in vehicle parking and footfall of children at opening and closing times to the detriment of highway safety.
- 6.4.3 Additional information was provided in support of the application to address these concerns. An amended plan was received demonstrating 49no. parking spaces that would be made available for customers/staff within the existing factory. This is based on car parking surveys of the existing car park on two consecutive days 13th and 14th May at

1.40pm, the busiest part of the day for the factory, avoiding the start or end of shift patterns. The survey results established that 39 and 42 vehicles were parked on the site on these days.

- 6.4.4 Additionally, a planning condition has been suggested by the developer that prior to the commencement of the development the replacement staff car parking would be provided.
- 6.4.5 The proposed store would have a car parking and turning and a delivery/servicing yard. There would be 21no. car parking spaces including 2no. disabled spaces.
- 6.4.6 It is considered that this additional information demonstrates how both the store and factory could operate without any significant impact on the surrounding highway network.
- 6.4.7 However, the highway authority still maintain that the proposal would result in vehicles parked on the highway when they visit the retail unit in close proximity to the school. Which in turn would restrict visibility at pedestrian crossing points and junctions to the detriment of highway safety.
- 6.4.8 In seeking clarification of the highway authority concerns the following comments were provided:
- Proposed uses of this nature often result in vehicles parking on the adjacent public highway to visit the retail units, regardless of the number of off-site car parking spaces provided, and/or the presence of parking restrictions. Given the applications proximity to the nearby school, businesses and residential estate junctions, the potential conflict with other road users could lead to highway safety concerns as referenced in our statutory response.*
- 6.4.9 It should be noted that the level of parking provision provided for the store is based on the submitted Transport Statement which assesses the trip generation and level of parking required for the proposed store based on similar existing stores.
- 6.4.10 Taking into account the above and the comments of the highway authority, it would appear that the issue is not parking provision but concern that customers will choose not to utilise the parking that is made available when visiting the store. It is unclear as to what measures, in addition to making appropriate parking provision commensurate to a proposal, the developer could reasonably undertake. There is no specific mechanism within the planning process to force customers to use car parking that is provided. However, in this case, Officers consider that the parking provided is commensurate in scale to the proposal and well sited to provide good access to the proposed store.
- 6.4.11 The management of indiscriminate parking along Gonerby Road in proximity to the application site, be it in relation to the existing Vacu Lug factory, existing school or proposed store is a matter that can only be controlled through parking restrictions on the road in the form of a traffic regulation order.
- 6.4.12 Officers consider that the developer has addressed the concerns of the highway authority in that appropriate parking provision has been made for both the existing factory and the proposed store.

6.4.13 The NPPF states:

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.

6.4.14 It is considered that in this instance there would not be an unacceptable impact or severe residual cumulative impact. As such it is considered that the proposal accords with Policy ID2 of the Local Plan and NPPF Section 9 in that the proposal would not result in significant harm to highway safety.

6.4.15 Taking into account the above and noting the comments of the highway authority, it is considered that subject to parking for both the factory and the store are secured by appropriately worded condition the proposed development would not result in any significant increase in on-street parking to the detriment of highway safety.

6.5 **Other Matters**

6.6 **Impact on town centre and existing businesses**

6.6.1 The proposal has been assessed in relation to impact on the town centre and whether or not there were any sequentially preferable sites available in accordance with the requirements of Paragraph 92 of the NPPF that states preference should be given to accessible sites which are well connected to the town centre.

6.6.2 Local Plan Policy GR4 states that a sequential approach will be applied to the location of proposals for town centre uses which prioritise sites within the town centre ahead of edge of centre sites. Out of centre locations will only be considered if sequentially preferable sites are not available.

6.6.3 A search area was agreed with the Council within which 13 sites of acceptable size were identified. A detailed assessment has been provided of these sites with an explanation as to why the sites are either unavailable as they are currently in use, have an extant planning permission for alternative development, are too large or simply not being marketed as being available.

6.6.4 Officers agree with the conclusions of the submitted assessment and conclude that there are no sequentially preferable sites available. As such the proposal is considered to accord with the relevant guidance within NPPF Section 7 Ensuring the vitality of town centres and local plan policy GR4.

6.6.5 In relation to the impact on existing businesses, it is not the role of planning process to consider matters of business competition. As such, whilst the comments from members of the public in relation to impact on neighbouring shops is noted it is not a material consideration for this application.

6.7 **Increased Pollution**

6.7.1 The proposal would result in a number of vehicle movements to and from the site, however it should be noted that it is unlikely that, due to the size of the store, all trips to the would be new in that they would be 'pass by' or 'linked trips'. Additionally, due to the

proximity of residential properties to the proposed shops it is reasonable to assume that a number of customers would walk or cycle.

- 6.7.2 Taking into account the above it is considered that the proposal would not result in any significant increase in pollution and as such would comply with local plan EN4 and NPPF Section 15.

6.8 **Drainage**

- 6.8.1 Comments have been received in relation to the absence of drainage details, specifically foul drainage. These matters can be adequately and appropriately secured via a planning condition.

6.9 **Damage to road during construction**

- 6.9.1 Concerns have been raised in relation to damage to the adjacent road which is already in a poor state of repair, particularly during the construction phase. It is considered appropriate to require the submission of a construction management plan to control the construction phase. Additionally, it should be noted that there is a duty of care and should the developers damage the public highway the highway authority can seek a remedy through the relevant highway legislation.

6.10 **Vermin**

- 6.10.1 Whilst the concerns in relation to the store resulting in increased vermin it should be noted that there is appropriate environmental protection/refuse collection services administered by the Council to ensure any such business operates appropriately in relation to waste management thereby reducing the potential for vermin or other pest problems.

6.11 **Need**

- 6.11.1 Whilst concern has been raised stating that the proposal is not needed as there are existing businesses nearby are noted. However, there is no planning requirement for the proposal to demonstrate need. As stated in the supporting material, *the proposed scheme has been developed in conversation and consultation with a potential operator, subject to planning consent. The operator has identified this location as viable for their potential operation.*

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 site is in a sustainable location and has good levels of accessibility – being within easy walking and cycle distance for both customers and staff employed there. The economic benefits of the proposals are clear in terms of job creation and there would also be short-term economic benefits to the local economy during the construction phase of the project.
- 9.2 There would be no unacceptable impacts in relation to amenity for nearby property occupiers. The proposal would be appropriate for its context and would not have a harmful impact on the character and appearance of the area. The issue of parking provision has been carefully considered and the amended proposal would provide sufficient parking for the both the proposed development and the existing business.
- 9.3 The proposed development is therefore considered to be in accordance with the development plan, when taken as a whole, and there are no material considerations to indicate otherwise.
- 9.4 It is therefore recommended that planning permission is approved, subject to the conditions below.

RECOMMENDATION:

Grant planning permission subject to the conditions set out below.

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 Dwg No. 1657_100(P) Rev C
 - ii. Proposed Site Plan Dwg No. 1657-102(P) Rev J
 - iii. Proposed Plan Elevations Roof Plan Dwg No. 1657_103(P) Rev E.

Unless otherwise required by another condition of this permission.

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

Pre-commencement

- 3 Before any of the works on the external elevations for the building(s) hereby permitted are begun, samples of the facing brickwork to be used in the construction of the external surfaces shall have been submitted to and approved in writing by the Local Planning Authority.

The development shall be undertaken 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.

4. Prior to the commencement of the development hereby permitted the replacement parking as shown on Drawing no. 1657_102(J) (Proposed relocation of car parking) shall be demarked and set out and available for use and retained as such thereafter.

Reason: To ensure a satisfactory form of development and in the interests of highway safety.

5. No development (including any 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.

6. No development shall commence until details of the means of surface and foul drainage have been submitted to and approved in writing by the local planning authority. The development shall be undertaken in accordance with the approved details.

Reason: To ensure a satisfactory form of development.

7. Notwithstanding the submitted details prior to the commencement of construction works details of the existing and proposed ground levels and finished floor levels of the store shall be submitted to and approved in writing by the local planning authority. The development shall be undertaken in accordance with the approved details.

Reason: In the interest of visual amenity and to ensure a satisfactory form of development.

8. Before any construction work above ground is commenced, details of any soft landscaping works shall have been submitted to and approved in writing by the Local Planning Authority. Details shall include:
 - i. planting plans;
 - ii. written specifications (including cultivation and other operations associated with plant and grass establishment);
 - iii. schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;

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.

Before the development is occupied

9. Prior to the first occupation of any part of the development hereby permitted, the vehicle access, parking and turning areas shall have been completed in accordance with approved plan Dwg No. 1657-102(P) Rev J and shall not be used for any purposes and shall be retained as such thereafter.

Reason: To ensure that adequate parking 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

10. Prior to the first occupation of the convenience store hereby approved a delivery management plan 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

Ongoing conditions

11. Deliveries to the development hereby approved shall be limited to no more than a 12m rigid truck as stated in the submitted transport assessment.

Reason: To ensure a satisfactory form of development and in the interests of highway safety.

12. Deliveries to the store 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. The convenience store hereby approved shall be open to members of the public between the hours of 7am to 10pm only.

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

During Building Works

14. 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: To ensure a satisfactory form of development and in the interests of public health.

15. Prior to the installation of external lighting precise details of such lighting (including luminance levels and light spillage) shall be submitted to and approved in writing by the local planning authority.

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

Reason: To ensure a satisfactory form of development and to protect the amenity of neighbouring occupiers.

16. Prior to the installation of any external plant or machinery, details and specification including noise emissions and any noise mitigation measures shall 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 ensure a satisfactory form of development and to protect the amenity of neighbouring occupiers.

17. All the trees [and hedges] shown on the as "to be retained" on Proposed Site Plan Dwg No. 1657-102(P) Rev J and/or any trees whose canopies overhang the site] shall be protected by strong fencing, the location and type to be previously approved in writing by the local planning authority.

The fencing shall be erected in accordance with the approved details before any equipment, machinery or materials are brought onto the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed within any fenced area, and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the prior written consent of the local planning authority.

Standard Note(s) to Applicant:

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.

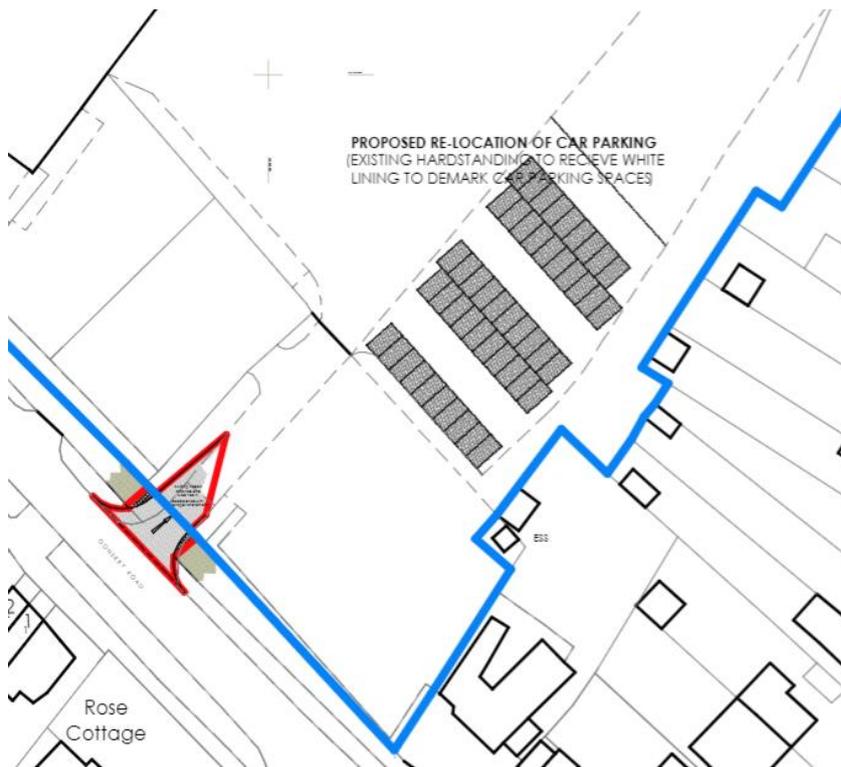
Site Location Plan



Block Plan

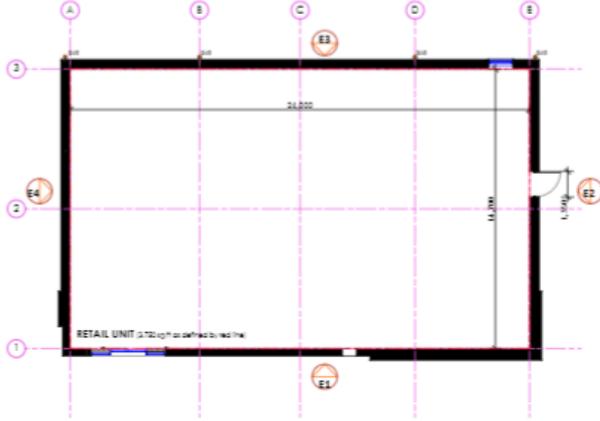


Replacement Parking within Vacu Lug Site

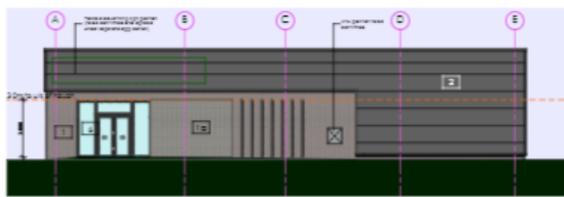
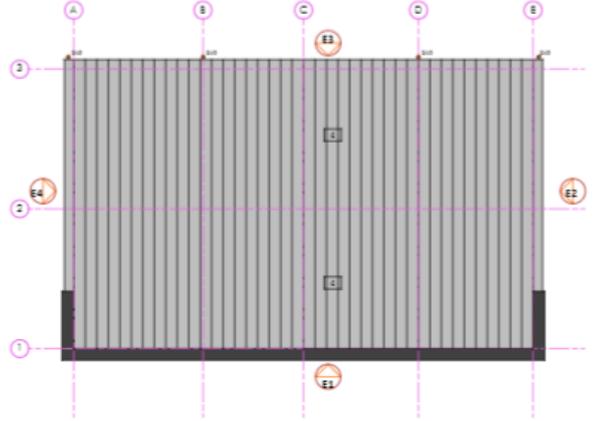


Elevations

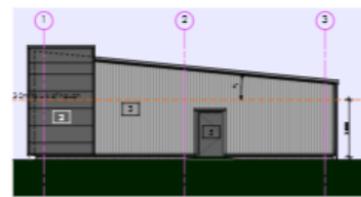
PROPOSED FLOOR PLAN



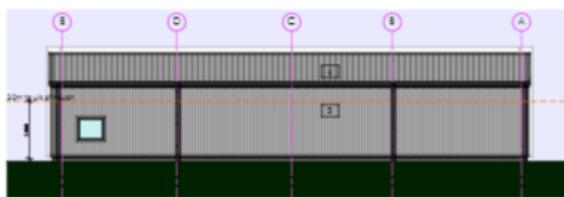
PROPOSED ROOF PLAN



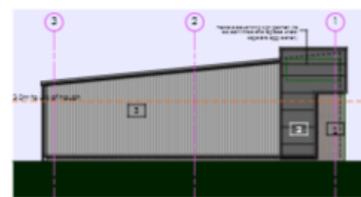
PROPOSED FRONT ELEVATION (E1)



PROPOSED SIDE ELEVATION (E2)



PROPOSED REAR ELEVATION (E3)



PROPOSED SIDE ELEVATION (E4)

1. All steel in structure and steel cladding to be painted with a high quality paint.
 2. All steel in structure and steel cladding to be painted with a high quality paint.
 3. All steel in structure and steel cladding to be painted with a high quality paint.
 4. All steel in structure and steel cladding to be painted with a high quality paint.
 5. All steel in structure and steel cladding to be painted with a high quality paint.
 6. All steel in structure and steel cladding to be painted with a high quality paint.
 7. All steel in structure and steel cladding to be painted with a high quality paint.
 8. All steel in structure and steel cladding to be painted with a high quality paint.
 9. All steel in structure and steel cladding to be painted with a high quality paint.
 10. All steel in structure and steel cladding to be painted with a high quality paint.