



**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Planning Committee

19 March 2026



S25/0505

Proposal:	Outline planning permission, with all matters reserved except for access, for commercial floorspace and industrial development providing up to 140,000 sqm total GIA of general industrial (Use Class B2) and storage and distribution (Use Class B8) floorspace with ancillary office (Use Class E(g)(i)) floorspace and supporting infrastructure including earthworks, drainage, landscaping, parking, servicing, and other associated works.
Location:	Land south of Gorse Lane, west of A1, Grantham
Applicant:	Mulberry Commercial Developments Limited
Agent:	Aisling Merriman Icen Projects Ltd
Application Type:	Outline Planning Permission (Major, EIA)
Reason for Referral to Committee:	Major application and Section 106
Key Issues:	Principle of development Impact on the character of the area Impact on highway safety Ecology Impact Flooding and Drainage Impact on historic assets
Technical Documents:	Environmental Statement Design and Access Statement Flood Risk Assessment and Drainage Strategy Transport Assessment Ecological Appraisal Biodiversity Metric Landscape & Visual Appraisal November Arboricultural Impact Assessment

Report Author

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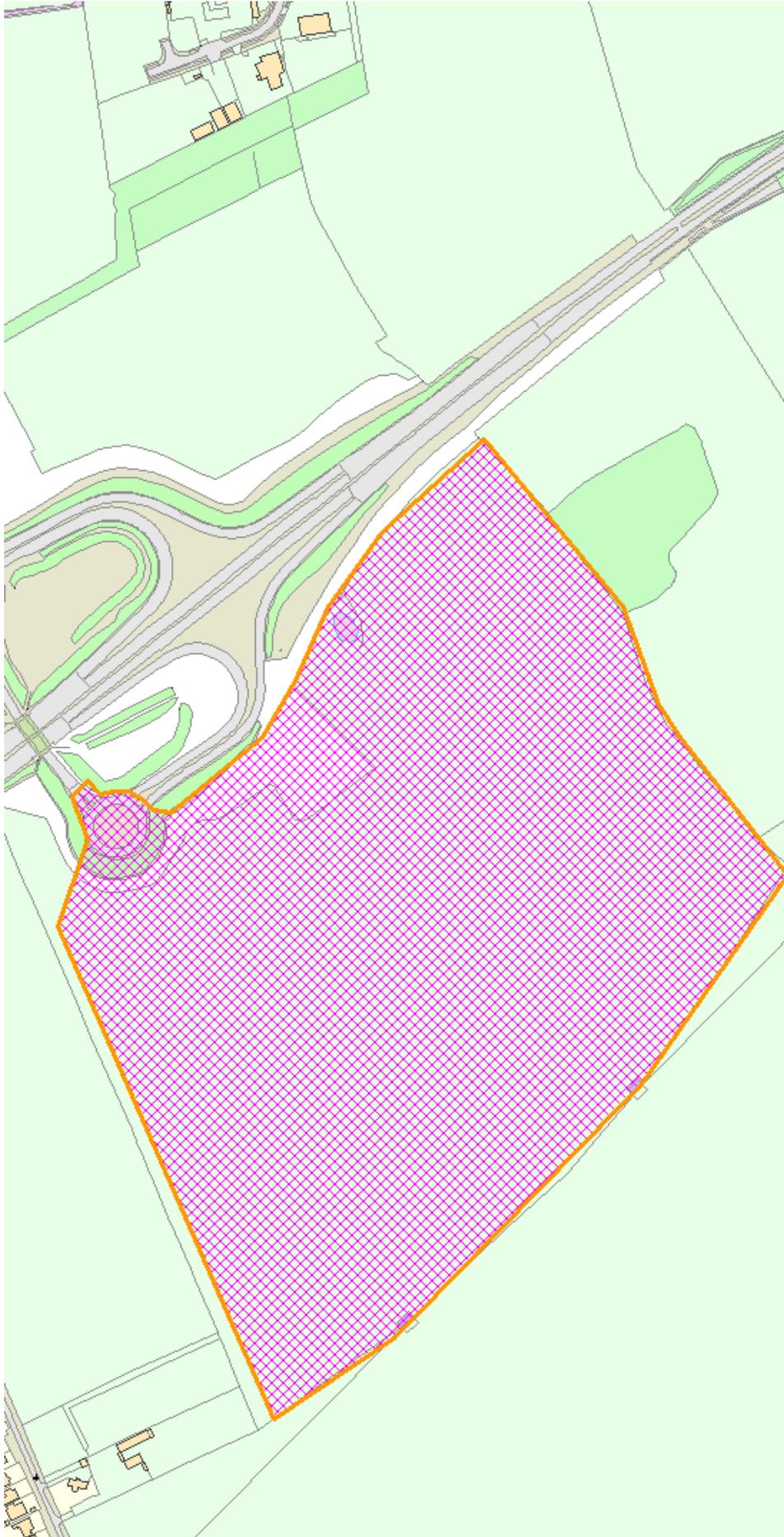
Corporate Priority:	Decision type:	Wards:
Growth	Regulatory	Grantham Springfield

Reviewed by:	Phil Jordan, Development Management & Enforcement Manager	9 March 2026
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Recommendation (s) to the decision maker (s)

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

S25/0505 - Land south of Gorse Lane, west of A1, Grantham



Key



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Description of Site

- 1.1 The site is approximately 35.5 hectares in area, located approximately 2 miles south of Grantham town centre, and directly to the south of Gorse Lane. To the east of the site is the A1.
- 1.2 The application site is comprised of an agricultural field with a small woodland running along the south-eastern boundary (Warren Plantation). To the north of the site is car dismantlers yard and a further agricultural field, beyond that is Gorse Lane and a number of residential properties, Grantham cricket club and an Anglian Water storage reservoir.
- 1.3 The western boundary has two electricity pylons and associated cables which run the whole length of this boundary.
- 1.4 The site forms part of the land allocated by Local Plan Policy E1 and forms part of the Grantham Southern Gateway Strategic Employment Opportunity GR-SE1.
- 1.5 The GR-SE1 allocation is in total approximately 118.2 hectares and is located to the east and west of the A1.

2 Description of Proposal

- 2.1 This application is seeking outline planning permission with all matters reserved except for access, for commercial floorspace and industrial development providing up to 140,000 sqm total GIA of general industrial (Use Class B2) and storage and distribution (Use Class B8) floorspace with ancillary office (Use Class E(g)(i)) floorspace and supporting infrastructure including earthworks, drainage, landscaping, parking, servicing, and other associated works.
- 2.2 The applicant has provided an indicative masterplan for the site showing how three units across the site. Unit A the largest unit of approximately 98,477 m² would be located to the north of the site with 2no. smaller units, Unit B -10,470 m² and Unit C – 8,742 m² located to the south. The overall height of the proposed units is up to 24.5m.
- 2.3 Access would be via a new junction forming a western arm onto the newly constructed roundabout junction off the A1.
- 2.4 There is a public right of way (PROW) that would require diversion as part of the proposed development. This is the subject of planning application S25/1717.
- 2.5 It is indicated that the works would be undertaken on a phased basis over an approximate 2.5 year construction period.
- 2.6 The application is accompanied by an Environmental Statement (ES) to identify any significant environmental effects associated with the proposed development. In line with the Council's Scoping Opinion the specific areas assessed are air quality, archaeology,

landscape and visual impact, noise and vibration, socio-economics, transport and traffic, built heritage and residual effects, mitigation and cumulative effects.

3 Relevant History

- 3.1 **S25/1717** - Proposed public footpath - Gran/16/1 diversion West of A1/A52 roundabout to accommodate new site access associated with Planning Application S25/0505 – (current application).

4 Policy Considerations

4.1 SKDC Local Plan 2011 – 2036

Policy SP1 – Spatial Strategy

Policy SP2 – Settlement Hierarchy

Policy E1 – Grantham Southern Gateway Strategy Employment Opportunity (GR-SE1)

Policy EN1 – Landscape Character

Policy EN2 – Protecting Biodiversity and Geodiversity

Policy EN4 – Pollution Control

Policy EN5 – Water and Flood Risk Management

Policy EN6 – The Historic Environment

Policy ID2 – Transport and Strategic Transport Infrastructure

Policy DE1 – Promoting Good Quality Design

Policy SB1 – Sustainable Building

4.2 National Planning Policy Framework (NPPF)

Section 6 – Building a strong, competitive economy

Section 9 - Promoting sustainable transport

Section 11 - Making effective use of land

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

Section 16 – Conserving and Enhancing the Historic Environment

4.3 Other Guidance

Design Guidelines for Rutland and South Kesteven

5 Representations Received

5.1 Environmental Protection Services (SKDC)

- 5.1.1 Environmental Protection has reviewed the documents in respect of the above application specifically the Environmental Statement and associated appendices covering air quality impacts and noise and vibration. Environmental Protection accepts the details in the EIA submitted by the applicant for the proposed development and at this stage has no comments to make.

5.2 LCC Highways & SuDS Support

5.2.1 Final Comments - 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 would not be expected to have an unacceptable impact upon highway safety or a severe residual cumulative impact upon the local highway network or increase surface water flood risk and therefore does not wish to object to this planning application.

5.2.2 No objection subject to: (a) Planning Conditions and Informatives (b) S106 requests and highway improvements as follows: Surface Water Drainage Condition Off-site Improvements for a footway/Cycleway and S106 Contribution for Travel Plan Monitoring.

5.3 **Environment Agency**

5.3.1 We have no objection to the application as submitted. We have reviewed the Technical Note: Foul Drainage Way Forward and understand that foul flows from the proposed development are to be discharged to the existing public sewer. We therefore maintain our position of no objection set out in our previous responses dated 16 April 2025 and 19 September 2025.

5.4 **Anglian Water**

5.4.1 Anglian Water OBJECTS to any connection into our foul network from the proposed development, due to capacity constraints and pollution risk. The applicant's proposed connection point to manhole 8500 located east of the development is not in line with the agreed strategy with Anglian Water. To overcome our objection, we require that the applicant to engage with Anglian Water. This will avoid the constrained network which could cause pollution and flood risk downstream. The developer is to be responsible for the infrastructure to convey foul water flows from the proposed development to the receiving network.

5.4.2 We would expect the applicant to submit a re-development report as part of their submitted documents for this application, including details of a sustainable point of connection, (SPOC) we will then review and respond appropriately.

5.4.3 Anglian Water is committed to supporting sustainable growth and in doing so we must continue to meet the statutory obligations whilst balancing factors such as climate change as environmental protection. However, if the LPA are minded to approve the application, despite our objection and risk of pollution, we recommend the following condition is applied: Condition: 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 strategy will identify a sustainable point of connection to the public foul network. Prior to occupation, the foul water drainage works must have been carried out in complete accordance with the approved scheme.

5.5 **Fire Authority**

5.5.1 No objection – subject to the development complying with the relevant Building Regulation requirements in relation to fire appliance access and fire hydrant provision.

5.6 National Highways

5.6.1 National Highways has No Objections to the application subject to a condition in relation to a construction traffic management plan.

5.7 Newark and Sherwood District Council

5.7.1 No objections.

5.8 Active Travel England (ATE)

5.8.1 Based on the above assessment ATE continue to recommend that the any decision is deferred until access for walkers, wheelers and in particular cyclists are fully understood and considered in line with planning legislation, national and local policy.

5.8.2 Should the planning authority be considering determination imminently ATE would encourage the planning authority to take advice from the local highway authority on how to secure the off site works as illustrated in the submissions. ATE would strongly recommend planning conditions to secure cycle parking and trip end facilities (lockers, showers, drying, changing) and robust and supportive travel plan as well as seeking provision is made for on site breaks in the final design and supportive catering or kitchen facilities to help minimise the trips the development would create. A future active travel connection to the consented but as yet constructed retail park would also be very valuable. ATE have included our model planning conditions to assist the planning authority and would be happy to discuss the wording in more detail.

5.8.3 (Conditions have been suggested in relation to a travel plan, cycle parking and walking and cycling infrastructure).

5.9 MOD Safeguarding

5.9.1 The application site occupies the statutory safeguarding zones surrounding RAF Barkston Heath. In particular, the height, technical, and birdstrike safeguarding zones surrounding the aerodrome, and it is approximately 9.5km from the aerodrome boundary.

5.9.2 After reviewing the application documents, I can confirm the MOD has no safeguarding objections to this proposal if there is no feeding of geese or ducks on these ponds

5.10 Heritage Lincolnshire

5.10.1 Following an archaeological desk-based assessment, a programme of archaeological investigation (geophysical survey and trial trenching) has been carried out at the site. Archaeological remains including enclosures, ditches, palaeochannels and pit alignments have been identified at the site. At least some of the features are likely to be associated with domestic activities. Recovered dating evidence indicates a late prehistoric\Iron Age date for the bulk of the remains. The investigations add to information recovered during previous investigations in the area. Therefore, it is recommended that prior to any development there should be a programme of mitigation in the form of open area archaeological excavation. The excavations should be subject to a relevant planning condition and should be completed in advance of any work beginning on any relevant part of the site.

5.10.2 Prior to any groundworks the developer should be required to commission a Scheme of Archaeological Works in accordance with a written scheme of investigation submitted to and approved in writing by the local planning authority. This should be secured by an

appropriate condition to enable heritage assets within the site to be recorded prior to their destruction. This should consist of set piece archaeological excavation.

5.11 Conservation Officer

- 5.11.1 The proposed site is within the wider buffer zone of the grade II* listed Harlaxton Manor Designated Park and Garden, as well as in the wider proximity of a number of designated sites. The scoping opinion as provided by SKDC stated that a series of features should be scoped in, comprising: Bowl barrow 450m north west of St Guthlac's Church, Little Ponton and Stroxtun - 1013900 CHURCH OF ST GUTHLAC, Little Ponton and Stroxtun - 1062312 CHURCH OF ST WULFRAM, Non Civil Parish - 1062501 HARLAXTON MANOR, Harlaxton - 1000982 HARLAXTON MANOR, Harlaxton - 1298440 BAROQUE TERRACE FOUNTAIN AND STATUES 25 METRES SOUTH EAST OF HARLAXTON MANOR, Harlaxton - 1236526 MANOR HOUSE, Little Ponton and Stroxtun - 1062315 CHURCH OF ALL SAINTS, Little Ponton and Stroxtun - 1360365 FARMBUILDINGS AT GRANGE FARM, Little Ponton and Stroxtun - 1062316 The ES Report assessed each of the sites, in combination with the ZTV produced as part of the overall report. It assessed effects during construction, when the development is operational, and presents mitigation measures.
- 5.11.2 It confirms that there will be likely some minor impact upon the Church of St Guthlac, the Church of All Saints and the Farmbuildings at Grange Farm. The Harlaxton Manor Registered Park and Garden is noted to not be impacted by the proposal. It should, however, be noted that the woodland, which screens the Manor from the site, is part of the park and garden. The ZTV does show intervisibility with the site from the edge of the woodland. While not a significant vista point, this long distance intervisibility should not be disregarded. The setting of any of the surrounding upstanding non-designated heritage assets, such as Warren Farm, the Water Tower at Gorse Lane, Heath Farm and Spittelgate Farm should also be taken into account when considering the design and landscaping of the site.
- 5.11.3 Overall, careful consideration will have to be given to the height, architecture and materials of the proposed development and surrounding infrastructure to ensure the experienced impacts are kept at a minimum, and to ensure the site is in keeping with the immediate and wider landscape character of Grantham. A landscape strategy detailing additional planting and landscaping should be provided, focusing especially along the eastern, southern and western boundary of the site. As the full design, scale and materials of the proposed works are not known at this point, a full assessment of the potential impacts cannot be made. In principle, however, the minor impact upon the heritage assets potentially experienced likely is possible to be mitigated through design and landscaping.

5.12 Historic England

- 5.12.1 Historic England provides advice when our engagement can add most value. In this case we are not offering advice.

5.13 Natural England

- 5.13.1 Natural England is not able to provide specific advice on this application and therefore has no comment to make on its details. Although we have not been able to assess the potential impacts of this proposal on statutory nature conservation sites or protected landscapes, we offer the further advice and references to Standing Advice.

5.14 Upper Witham Drainage Board

- 5.14.1 No objection. Witham IDB Extended Area - the board has no comments on this application, the development does not affect the interests of the board.

6 Representations as a Result of Publicity

- 6.1 This 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 Principle of Development

- 7.1.1 Policy SP1 of the South Kesteven Local Plan (2020) sets out a framework guiding the location of new development within the District and provides that the majority of new development shall be focussed on Grantham and the market towns. Policy SP1 sets out that development should create strong, sustainable, cohesive communities, making the most effective use of previously development (brownfield) land (where possible). Development should also provide for a scale and mix of housing to meet identified needs.
- 7.1.2 Policy E1 of the Local Plan sets out that employment development will be delivered through a series of site allocations across the district, including to the Grantham Southern Gateway Strategy Employment Opportunity (GR-SE1), with development of B1 (now Class E), B2 and/or B8 uses supported subject to criteria.
- 7.1.3 Policy DE1 of the Local Plan seeks to ensure high quality design is achieved, with proposals to make a positive contribution towards the character of the area, local identity, and not adversely impact on the street scene and townscape and be of an appropriate scale, density, massing, height and material and not impact on neighbouring residential amenity.
- 7.1.4 NPPF Paragraph 85 states: Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.
- 7.1.5 Paragraph 124 of the NPPF states: "Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land".

- 7.1.6 Section 12 of the NPPF sets out the importance of achieving well-designed places to ensure that proposals are only approved when they address the need to improve the character and quality of an area.
- 7.1.7 The site forms part of Local Plan allocation site GR-SE1, a 118.19 hectare strategic employment allocation. The site is considered to be of strategic employment importance given its relationship to the principal areas of growth and its accessibility to the strategic road network.
- 7.1.8 Policy E1 states that appropriate proposals for new B1 (now Class E), B2 and/or B8 uses and/or redevelopment for B1, B2 and/or B8 uses on this Strategic Employment Site identified on the Policies Map will be supported where proposals:
- Do not conflict with neighbouring land uses;
 - Scale does not harm the character and/or amenities of the locality; and
 - Do not impact unacceptably on the local and/or strategic highway network.
- 7.1.9 The Policy outlines that proposals should:
- a) Create attractive landscaped edges to the western and southern boundaries, and incorporate new green infrastructure within the Strategic Employment Opportunity where possible;
 - b) Bring forward development in a co-ordinated way to make the effective use of development land and highway infrastructure;
 - c) Provide the highway infrastructure to access the site and to ensure that impact on the existing highway network is minimised, including the provision of any appropriate mitigation to the strategic highway network;
 - d) Ensure that there are appropriate measures to enhance access and the provision of public transport to Grantham town centre;
 - e) Provide safe and convenient highway, footway and cycleway connections throughout the Strategic Employment Opportunity, including the provision of footpaths along Gorse Lane;
 - f) Provide appropriate surface water management including the use of Sustainable Drainage Systems wherever practicable;
 - g) Ensure a good quality of design commensurate with the vision of creating a create an attractive and vibrant gateway to the sub-regional centre of Grantham and, regarding land immediately to the south of Gorse Lane and to the west of the A1, have building heights which respect the sensitivities of the surrounding landscape;
 - h) Demonstrate and incorporate suitable measures, where necessary to minimise and mitigate setting impacts upon the significance of the Bowl Barrow Scheduled Monument;
 - i) Provide a Minerals Resource Assessment to take account of the Minerals Safeguarding Area.

- 7.1.10 As the proposal is located within the allocated strategic employment site, it is considered to be acceptable in principle subject to the consideration of the above criteria set out in Policy E1.
- 7.1.11 It is accepted that the proposal is of substantial scale, however this is to be expected on a strategic employment site. The proposal would utilise the newly constructed roundabout junction on the A1 thereby giving excellent access to the strategic road network. As such, subject to assessment in relation to the various criteria within Policy E1 it is considered that the proposed development is acceptable in principle.

7.2 Impact on the Character of the Area

- 7.2.1 Policy DE1 seeks to ensure development is appropriate for its context. Section 12 of the NPPF seeks the creation of well-designed buildings and places.
- 7.2.2 Policy EN1 seeks to ensure that development is appropriate for the character and significant natural, historical and cultural attributes and features of the landscape and contribute to its conservation, enhancement and restoration.
- 7.2.3 The proposal is an outline application with all matters reserved except access. The proposal would create B2 General Industrial and storage and distribution (Use Class B8) floorspace with ancillary office (Use Class E(g)(i)) floorspace and supporting infrastructure including earthworks, drainage, landscaping, parking, servicing, and other associated works.
- 7.2.4 Whilst indicative, the submitted site plan shows the arrangement of three buildings the largest Unit A has an indicative footprint of approximately 424m x 223m and the two smaller units, Units B and C with indicative footprints of 176m x 78.5m and 128m x 68.5m respectively. The proposed buildings would have a maximum height of 24.5m.
- 7.2.5 The site is relatively flat and earthworks would be relatively minor with cut and fill to provide level plateaus for the proposed buildings and associated parking and turning areas. The existing ground levels range 123.4m AOD to 121.3m AOD with the site sloping upwards from east to west.
- 7.2.6 The submitted parameters plan states an eaves height of 21m and a maximum ridge height of 24.5m. This would equate to a maximum height of 149.65 AOD.
- 7.2.7 A landscaping buffer is proposed around the boundary of the site which would include landscaped bunds of approximately 3-4m along the rear boundaries of the site and approximately 6m along the frontage of the site adjacent to the proposed Suds features.
- 7.2.8 As part of the submitted supporting documents, including the accompanying Environmental Statement includes a Landscape and Visual Impact Assessment (LVIA).
- 7.2.9 The landscape sensitivity of the site is assessed and described as ordinary being made up of agricultural fields. The site is described as being relatively exposed being located on a high plateau with the Warren Planation forming the only real enclosure adjacent to the site.

- 7.2.10 The LVIA assesses the site as being of medium to low sensitivity.
- 7.2.11 The impacts of the development have been assessed at both the construction phase and operational stage and consider the impact on the landscape based on its sensitivity and the magnitude of change and the visual effects which are concerned with people's views and the change that would occur from the proposed development.
- 7.2.12 The LVIA indicates that the proposal would result in moderate adverse significant effects on the land within the site as it would be lost to the proposed development. This is considered to be an unavoidable result of developing a greenfield site and should be considered in the context of the allocated use of the land.
- 7.2.13 Construction of the proposed development would result in major adverse significant effects on the landscape character due to construction vehicles, cranes, earthworks, fencing and ultimately the developing outline of the buildings as they are constructed. It is however recognised that these effects would be for a temporary period.
- 7.2.14 During construction the landscape effects have been assessed as follows:
- 7.2.15 "The Proposed Development will result in a significant effect on the character of the Site during construction, as well as significant direct effects on the land use of the Site, i.e. the arable land as a landscape element. This is due to the change of the open land at the Site to a construction site and emerging development. While the Study Area and other receptors will be impacted by the construction activities, the effects are not found to be significant, and will be temporary, occurring in the short to medium term"
- 7.2.16 "Significant visual effects during construction will be limited to the closest receptors, these being the residents to the north of the Site on Gorse Lane, and recreational users passing along or next to the Site on public footpaths PRoW Gran/16/1 and PRoW LPon/8/1. While construction activities will be visible from other receptors in the middle to long distance, the effects are not considered to be significant"
- 7.2.17 Once operational the landscape effects as a result of the development have been assessed as follows:
- 7.2.18 "The Proposed Development will result in a significant effect on the character of the Site, due to the change in land use and introduction of a large scale development. Similarly, there will be a significant effect on the arable land within the Site as a landscape element, due to the loss of this element on the Site. However, the effect on the Study Area will not be significant because of the suburban and industrial influence in its centre, alongside the railway line, the A1 Great Northern Road, and overhead powerlines and pylons".

- 7.2.19 The visual effects of the development once operational have been assessed as follows:
- 7.2.20 “Significant visual effects during operation will be limited to the closest receptors, these being the residents to the north of the Site on Gorse Lane, and recreational users passing along or next to the Site on public footpath PRoW Gran/16/1”.
- 7.2.21 Officers agree with these conclusions, however it is noted that the submitted LVIA indicates significant beneficial effects from planting at year 15 of operation, once they become established. Therefore, securing a robust landscaping scheme is considered to be an important mitigation measure.
- 7.2.22 It is accepted that based on the indicative masterplan and illustrative landscape strategy there is somewhat limited opportunity for extensive tree planting around the boundary of the site, particularly along the southern and western boundaries as set out in local plan policy E1 (a).
- 7.2.23 The applicant has provided the following clarification in relation to landscaping:

The illustrative masterplan shows thicket planting on the bunds which are situated on the western and eastern site boundaries. Final levels for the bunds have yet to be decided however at this stage they are assumed to be 1:3 at their steepest. This is a standard gradient for planted landscape bunds, suitable for both shrub and tree planting. While exact details will be agreed at a later stage, it is envisaged that thicket, including tree varieties, will be planted into a minimum of 300mm topsoil on the bunds, and coir blanket will be laid on steeper slopes to stop erosion and aid in successful plant establishment. In addition, compaction of the bunds will be controlled to balance stability and permeability, ensuring water can infiltrate rather than run off the slopes.

- 7.2.24 *The bunds are proposed to be planted with native thicket which can include a high proportion of trees, as well as shrubs. The detailed species list will be agreed at reserved matters, and where overhead power lines allow, there is scope to incorporate larger native tree species. In addition, tree planting outside the thicket areas can be increased beyond what is currently illustrated. The bunds themselves will also provide some immediate screening. While the higher parts of the proposed built form will remain visible in places, the combined effect of the bunds and structural vegetation will screen large parts of the built form, reducing the visual impact.*
- 7.2.25 Taking into account the above, and noting that at this stage that all matters are reserved for subsequent approval with the exception of access, it is considered that there may be a requirement for amendments to the layout as shown indicatively to enable a reinforcement of the landscaping around the boundaries of the site, noting that the existing pylons along the western boundary are a constraint to tree planting as clearance and access to the pylons must be maintained.

- 7.2.26 The application is in outline form with all matters reserved for subsequent approval except access. Whilst an indicative site layout plan has been provided and an upper height limit of 24.5m stated, the detailed design and appearance of the buildings in conjunction with landscaping and management are key matters for consideration at the reserved matters stage.
- 7.2.27 It is accepted that the proposal would result in both impact on the landscape and impact on the views that residents and users of the adjacent PROW would experience both during the construction and operational phases. However, taking into account the site is a strategic employment allocation, it is accepted that significant built form would be constructed on the site, subject to appropriate landscape mitigation. Further, subject to consideration of the final design and appearance of the buildings, as well as a robust landscaping scheme, it is considered that the proposal is on balance in accordance with Policies E1, EN1, and DE1 of the Local Plan and Section 12 of the NPPF and Design Guidelines for Rutland and South Kesteven.

7.3 Impact on Residential Amenity

- 7.3.1 The proposed development would include general industrial and storage and distribution uses. The application site is approximately 190m from Gorse Lane which is the location of the nearest residential receptors. As such it is considered that there would not be any significant impact on the amenity of neighbouring occupiers from either the operation or construction of the proposed development.
- 7.3.2 It is accepted that the operational phase would result in an increase in vehicle movements to and from the site. However, it should be noted that the access is via the newly constructed roundabout junction on the A1. As such it is expected that there would be a limited increase in vehicle movements along Gorse Lane in close proximity to the residential properties.
- 7.3.3 Within the Environmental Statement there is a specific section in relation to noise and vibration. Assessment has been undertaken in relation to both the construction and operational phases of the development. As the site layout is not fixed at this point, the assessment was undertaken at the closest point on the site boundary to the sensitive receptors to give the worst case scenario and at a point central to the site to give a more typical scenario.
- 7.3.4 The findings of the assessment was that during both the construction and operational phases there would be not be any demonstrable harm in relation to noise and vibration and that all impacts during both the construction and operational phases would not be significant. This is supported by the comments of the Environmental Protection Officer who has not objected to the proposed development and have confirmed agreement with the findings of the submitted Environmental Statement.
- 7.3.5 Notwithstanding the above, it is considered that a Construction Management Plan is necessary to ensure that neighbouring occupiers would not experience any significant

impact on amenity as it would provide the opportunity to control dust, noise and working hours on the site during the construction phase.

- 7.3.6 Taking into account the outline nature of the proposal, there is not considered to be an unacceptable adverse impact on the amenity of neighbouring occupiers, subject to conditions to include a CEMP and the proposal is considered to comply with Policy DE1 of the Local Plan and Design Guidelines for Rutland and South Kesteven in this respect.

7.4 Highway considerations

- 7.4.1 The proposed development would be accessed via an additional arm from the existing roundabout junction to the A1. The Transport and Traffic chapter of the ES has assessed both the construction and operational phase of the development in accordance with a scope agreed by Lincolnshire County Council in its capacity as Local Highway Authority and National Highways in relation to the A1.
- 7.4.2 The submitted assessment indicates that the effects during the construction phase would be a short-term increase in HGV movements on local roads in the area and an increase in car based trips by contractors employed at the site.
- 7.4.3 The site has direct links to the A1 and the Grantham Southern Relief Road (GSRR) providing good connection to the local strategic road network. As such, all construction related vehicles would be expected to route to the site via the proposed site access junction. As such, the majority of these trips would be via the A1 and A52. This is based on the assumption that the strategic local network would be used for most of the construction related vehicle trips. This would be reinforced by all contractors and suppliers informed that site access should be via A roads to minimise the impact on the more sensitive minor roads in the area.
- 7.4.4 Based on the submitted assessment, the additional traffic during the construction phase is considered to have a negligible adverse effect and is not considered significant. Nonetheless, as per the consultee responses it is considered appropriate to require the submission of a Construction Traffic Management Plan (CTMP). This separate condition avoids the need for routing details as part of the CEMP condition.
- 7.4.5 During the operational phase the effects are considered to be minor adverse and are not considered to be significant. It is anticipated that the proposed development would result in an additional 445 peak hour trips in the morning (8am-9am) made up of 329 arrivals and 116 departures and 402 two way trips during the evening peak (5pm-6pm) made up of 83 arrivals and 319 departures.
- 7.4.6 The submitted assessment indicates that the affected junctions all have capacity and would have negligible queues and that the road network as a whole has sufficient capacity and as such there would not be a severe impact. This is supported by the comments of both Lincolnshire County Council (as local highway authority) and Highways England not raising any objections.

- 7.4.7 The comments of Active Travel England are noted. Running in tandem with this application is the application to amend the route of the public right of way that would be affected by the access to the site.
- 7.4.8 Cycling and walking connectivity would be provided by the provision of a shared footpath/ cycleway connection of approximately 800m along the A52 to the existing network. Thereby providing access to the B1174 giving a link back to the town centre and the opportunity to utilise the expected improved bus service as a result of the proposed Southern Quadrant Sustainable Urban Extension.
- 7.4.9 A Travel Plan would ensure sustainable travel choices are made wherever possible and can again be secured by an appropriately worded condition and the monitoring secured via a developer contribution of £5,000 as per the comments of Lincolnshire County Council (as Local Highway Authority).
- 7.4.10 In summary, the proposal is considered to comply with Local Plan Policy ID2 and Section 9 of the NPPF.

7.5 **Drainage**

Surface water

- 7.5.1 Policy EN5 of the Local Plan together with Section 14 of the NPPF seek to direct development to areas with the least probability of flooding, together with implementation of SuDS drainage where possible, in order to minimise surface water runoff.
- 7.5.2 The proposal is accompanied by a flood risk assessment and drainage strategy.
- 7.5.3 The site is located within Flood Zone 1 and therefore at a low risk of flooding.
- 7.5.4 The site is considered to be suitable for a drainage solution based on infiltration taking into account the soil and ground conditions. As such a sustainable drainage system is shown indicatively on the submitted masterplan including drainage lagoons towards the frontage of the site.
- 7.5.5 The submitted details have been assessed by Lincolnshire County Council in its capacity as Local Lead Flood Authority and the Environment Agency and there no objections have been raised. On this basis as the application is in outline form with all matters reserved for subsequent approval except access it is considered appropriate to condition the submission of surface water details.
- 7.5.6 Taking into account the above matters the proposed surface water drainage strategy is considered to be acceptable in principle and would be secured through an appropriately

worded condition and the submission of reserved matters relating to siting. As such the scheme is considered to comply with Local Plan Policy EN5.

Foul Water

7.5.7 It is noted that Anglian Water has objected to the proposal in relation to foul drainage. The concerns relate to the capacity of the existing network in the vicinity of the site. As such they are not supportive of the connection to the nearest foul network on Tollenmarche Road North.

7.5.8 As an alternative Anglian Water has proposed a connection adjacent to the water recycling centre to the north of Grantham. This would be a connection point approximately 4km north of the site adjacent to Belton Lane, Manthorpe Road junction. This is considered to be undeliverable as it would require piping over an extensive distance and likely requiring third party land.

7.5.9 The NPPF at para 201 states:

“The focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. Equally, where a planning decision has been made on a particular development, the planning issues should not be revisited through the permitting regimes operated by pollution control authorities”.

7.5.10 The NPPG (National Planning Policy Guidance) at para 016: Assessing Impacts on Water Quality states water quality is only likely to be a significant planning concern when a proposal would:

- involve physical modifications to a water body such as flood storage areas, channel diversions and dredging, removing natural barriers, construction of new locks, new culverts, major bridges, new barrages/dams, new weirs (including for hydropower) and removal of existing weirs; and/or
- indirectly affect water bodies, for example,
- as a result of new development such as the redevelopment of land that may be affected by contamination, mineral workings, water or wastewater treatment, waste management facilities and transport schemes including culverts and bridges;
- result in runoff into surface water sewers that drain directly, or via combined sewers, into sensitive waterbodies e.g. water bodies with local, national or international habitat designations;
- through a lack of adequate infrastructure to deal with wastewater
- through a lack of adequate infrastructure to deal with wastewater where development occurs in an area where there is a strategic water quality plan e.g. [Nutrient Management Plans](#), River Basin Management Plans, water cycle studies, diffuse

water pollution plans or sewerage undertakers' drainage strategies which set out strategies to manage water quality locally and help deliver new development.

- 7.5.11 It is considered that the proposal would not result in any of the above scenarios, particularly as Anglian Water in its capacity as sewerage undertaker has not clearly articulated the risk or harm that may occur from the development and that any risk or harm is directly attributable to the proposed development.
- 7.5.12 An interpretation of the above guidance is that planning authorities should assume that the relevant infrastructure providers have met their statutory obligations and that there is appropriate capacity within the sewerage system. On this basis it is considered that an appropriately worded condition to require the submission of foul drainage details is acceptable in this instance on this allocated site.
- 7.5.13 Taking into account the above matters, notwithstanding the concerns indicated by Anglian Water, it is considered that the proposal would comply with Local Policy EN5.

7.6 Ecology

- 7.6.1 An ecological assessment has been undertaken including a phase 1 and phase 2 survey. The report's recommendation include:
- 7.6.2 A pond on the site adjacent to the woodland that would be wholly retained as part of the development. As such appropriate protection of this area during the works is necessary.
- 7.6.3 Management and enhancement of the retained woodland and the opportunity for the creation of linear habitat corridors the creation of multi-functional Suds, and enhancements for reptiles, amphibians, bats, birds, hedgehogs an invertebrates
- 7.6.4 This would be achieved by undertaking the recommendation within the reports. This can be achieved by a suitably worded condition and the submission of appropriate landscaping details at reserved matters stage.
- 7.6.5 Taking into account the above matters the proposal is considered to comply with Local Plan Policy EN2.

7.7 Heritage and Archaeology

- 7.7.1 The submitted Environmental Statement includes assessment of above and below ground heritage in accordance with a scope agreed in consultation with the Conservation Officer and Heritage Lincolnshire.
- 7.7.2 The assessment considers the impact on the relevant heritage assets including Bowl Barrow, Church of St Guthlac (Little Ponton), Church of St Wulfram (Grantham), Church of All Saints (Stroxton), Grange Farm buildings (west of Little Ponton) and Harlaxton Manor and its registered park and garden during both construction and operational phases.

- 7.7.3 The assessment concludes that the impact on the identified receptors during the construction phase would be low and of temporary duration resulting in minor adverse impact.
- 7.7.4 This impact results from the presence of construction machinery including tall cranes and other plant, but would ultimately be for a temporary period of approximately 2.5 years.
- 7.7.5 In relation to the completed, operational development, it is considered that there would be no effect on the settings of the identified receptors with the exception of potential visual effects on the setting of the Church of St Guthlac, the Church of All Saints and the grade II farm buildings at Grange Farm.
- 7.7.6 It is considered that the site would be experienced as a confined development adjacent to the A1 and other existing urban development and would not adversely impact their setting.
- 7.7.7 This is supported by the comments of the conservation officer who has not raised any objections to the proposal.
- 7.7.8 In relation to archaeology, the comments of Heritage Lincolnshire are noted in that further work is required to build upon the trial trenching that was undertaken by the applicant in December 2024. This can be achieved by an appropriately worded condition that would secure the mitigation measures and recording of any archaeology on the site ahead of the construction phase.
- 7.7.9 Taking into account the above matters the proposal is considered to accord with Policy EN6 and Section 16 of the NPPF.

7.8 Minerals and Waste

- 7.8.1 A mineral assessment is submitted with the application as the site falls within a minerals safeguarding area. The limestone bedrock beneath the site is the reason for its inclusion in the safeguarding area. It identifies a number of constraints that would have to be taken to account should mineral extraction take place, these include the pylons along the western boundary, the A1, the public right of way, the principal aquifer beneath the site and the proximity of residential properties.
- 7.8.2 Should the above constraints be adequately addressed it is estimated that extraction of all of the limestone on the site would take approximately 16 years. This would completely undermine the delivery of the employment allocation.
- 7.8.3 The assessment also indicates that there is no need for new reserves of limestone in Lincolnshire as their landbank is above the minimum requirement.
- 7.8.4 Taking the above matters into account, and specifically that the site is allocated as a Strategic Employment Opportunity in the local plan, it is considered that the scheme is acceptable.

7.9 Sustainability

- 7.9.1 The proposal is for the construction of a significant commercial development an assessment to identify the credits and rating level considered achievable for the proposed development in relation to BREEAM (Building Research Establishment Environmental Assessment Method) was submitted with the application.
- 7.9.2 A BREEAM assessment promotes low carbon resilient and sustainable developments.

- 7.9.3 Whilst accepting no details have been submitted at this stage in relation to the detailed design and construction of the building, the submitted details indicate that the building would be able to achieve a very good rating. This rating would place the building in the top 25%.
- 7.9.4 This would be achieved by building construction techniques, mechanical ventilation and heat recovery, high efficiency lighting, passive infrared sensors, Photovoltaic (PV) panels on the roof and air source heat pumps.
- 7.9.5 Taking into account the above matters, the proposal is considered to accord with Policy SB1, Measures to secure compliance with Policy SB1 will therefore be conditioned and form part of the detailed submissions relating to the design of the buildings.

7.10 **Socio Economic**

- 7.11 The proposed development would create employment during both the construction and operational phase. It is estimated that during the 2.5 year construction period 1,420 on site construction jobs would be created. This equates to 546 construction jobs per annum.
- 7.12 From an operational perspective, the proposal, based on the proposed floor area of up to 140,000 it is estimated that the proposal has the potential to accommodate 2000 full-time equivalent jobs on the site. Taking into account part-time jobs it is estimated that this would increase to a total of 2,198 total jobs. Based on Office of National Statistics figures it is estimated that 68% of these jobs would be taken by local residents in South Kesteven. This equates to approximately 1,495 jobs being met by local residents.
- 7.13 In addition to the direct employment, indirect employment would be created by additional spending on goods and services by the new occupiers of the site. This would be expenditure from workers in addition to persons employed in local businesses supplying the employment uses, all of which would support the local economy.
- 7.13.1 Taking into account the above matters it is considered that the proposal would result in both significant short term and long-term beneficial effects from employment generation and as such the proposal is considered to accord with NPPF Section 6.

7.14 **Biodiversity**

- 7.14.1 The relevant metric and assessments have been completed to establish the current baseline on the site. The legislation requires a minimum of 10% gain as part of a development. In this instance, based on the submitted Biodiversity metric and plan the scheme would deliver a positive 10% gain through the creation of grassland and tree planting and a 1264% gain from hedgerow planting.
- 7.14.2 It is acknowledged that at this time, landscaping is not under consideration. However, the submitted information forms the baseline by which the betterment can be secured via the submission of the reserved matters in relation to landscaping and the standard BNG

condition that is deemed to be attached to all relevant planning permissions and would be formally discharged by the planning authority ahead of any development commencing on site.

7.14.3 Contamination

7.14.4 The submitted preliminary risk assessment indicates that there are areas of made up ground as a result of the earthworks associated with the construction of the A1 slip road that may contain potential contaminants. As such the submission of a further contamination report and verification is considered reasonable and can be achieved by an appropriately worded condition.

7.11 S106 Heads of Terms

7.14.5 S106 contributions including:

- (i) LCC Travel Plan Contribution - Travel Plan Monitoring A financial contribution of £5k will be required towards LCC staff costs to monitor the outcomes delivered by the travel plan. This will be secured via a S106 agreement and will be payable upon first occupation of the development.
- (ii) S106 Monitoring Fee - £5,000
- (iii) BNG Monitoring Fee - £23,106

7.14.5.2 Regulation 122 of the Community Infrastructure Regulations 2010 (and repeated in Paragraph 58 of the Framework) requires planning obligations to be fair and reasonably related in scale and kind to the development proposal and necessary to make the development acceptable terms.

7.14.5.3 These contributions will ensure that the impact of the development is appropriately mitigated. It is considered that these requirements would be compliant with the statutory tests of the CIL regulations as well as local and national policy requirements.

7.12 Other matters

Remainder of the Site Allocation

7.12.1 It is noted from the submitted indicative masterplan that to the north of the site there is the remainder of the site allocation. There would be the ability to access the remainder of the allocation to the north by the formation of an additional arm off the roundabout junction that serves the A1 and this development.

8 Crime and Disorder

8.1 It is considered that the proposal would not result in any significant crime and disorder implications. Lincolnshire Police have been consulted and have no objections to the proposal.

9 Human Rights Implications

- 9.1 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.

10 Conclusion and Planning Balance

- 10.1 With regard to decisions on planning applications, Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.
- 10.1.1 Accordingly, para 2 of the NPPF states that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise and that the National Planning Policy Framework is a material consideration in planning decisions.
- 10.1.2 The proposal is considered to be in compliance with Local Plan Policy E1: Grantham Southern Gateway Strategy Employment Opportunity (GR-SE1). The site is allocated as a strategic employment site for the district.
- 10.1.3 The proposal would benefit from good transport connections resulting from the A1 and Grantham Southern Relief Road.
- 10.1.4 The proposal is in outline form, with all matters reserved except access, however a indicative masterplan and parameters plan demonstrate how the development could be accommodated on the site that would not result in any significant harm to the character and appearance of the area nor result in a severe impact in relation to highway safety.
- 10.1.5 There would not be any identified harm to heritage assets both below and above ground and no significant harm to the amenity of neighbouring occupiers.
- 10.1.6 The scheme would result in a substantial job creation and other local economic benefits as a result of the construction phase and the operational phases of the development.
- 10.2 Taking into account the above matters the proposal is considered to accord with Policies SP1, SP2, E1, EN1, EN2, EN4 EN5, EN6, ID2, DE1 and SB1 of the Local Plan, and Sections 6, 9, 11, 12, 14 and 16 of the NPPF and the Design Guide for Rutland and South Kesteven there are no material considerations that indicate otherwise, as such the proposal is therefore acceptable.

11 RECOMMENDATION:

Recommendation – Part 1

To authorise the Assistant Director – Planning & Growth to GRANT outline planning permission, subject to the completion of a Section 106 legal agreement securing the necessary travel plan financial contribution

Recommendation – Part 2

- 11.3 Where the Section 106 Agreement has not been concluded prior to the Committee, a period not exceeding 12 weeks after the date of the Committee shall be set for the completion of the obligation.
- 11.4 In the event that the agreement has not been concluded within the 12-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):

The applicant has failed to enter into a planning obligation to secure the necessary travel plan financial contribution. As such the necessary criteria essential to make what would otherwise be unacceptable development acceptable have not been forthcoming.

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 or two years from the approval of the last of the reserved matters, whichever is the latter.

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 have been submitted to the Local Planning Authority for approval within three years from the date of this permission:
 - i. layout;
 - ii. scale
 - iii. appearance
 - iv. landscaping

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

The layout and scale presented at Reserved Matters must not exceed the maximum parameters detailed within the submitted Site Parameters Plan GRN-PHP-W0-XX-DR-A-4674-007-P09.

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 approved plans:

i) Location Plan GRN-PHP-W0-XX-DR-A-4674-009 (P02)

ii) Proposed Site Access Arrangements Dwg. No. 2310-043 PL01 Rev. B.

Unless otherwise required by another condition of this permission.

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

Pre-commencement

Phasing

4 Prior to the commencement of any development, a phasing plan for the development as a whole including for the agreed access shall be submitted to and approved in writing with the Local Planning Authority. The development, hereby approved, shall only be implemented in accordance with the approved phasing plan or other such details, which must be first submitted and approved by the Local Planning Authority.

Reason: To ensure the timely development of the works including to the site frontage, and coordination with associated highway works.

Construction Method Statement

5 No development shall take place until a Construction Management Plan and Method Statement has been submitted to and approved in writing by the Local Planning Authority which shall indicate measures to mitigate against traffic generation and drainage of the site during the construction stage of the proposed development.

The Construction Management Plan and Method Statement shall include:

- o phasing of the development to include access for construction;
- o the parking of vehicles of site operatives and visitors;
- o loading and unloading of plant and materials;
- o storage of plant and materials used in constructing the development;
- o wheel washing facilities;
- o hours of construction work including hours of deliveries;
- o full details of any piling to be employed, if relevant; and;
- o 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 (permanent or temporary) connect to an outfall (temporary or permanent) during construction.

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

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.

- 6 No part of the development hereby permitted shall commence until a Construction Traffic Management Plan has been submitted and agreed in writing by the Local Planning Authority. The development shall then be carried out in accordance with the agreed Construction Traffic Management Plan.

Reason: In the interests of highway safety and to ensure a satisfactory form of development.

Archaeology

- 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.

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 and Paragraph 211 of the NPPF.

Contamination

- 8 Prior to the commencement of development within any phase or sub-phase (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall be submitted to and approved in writing by the Local Planning Authority:

- a. A preliminary risk assessment which has identified:

- i. All previous uses
- ii. Potential contaminants associated with those uses
- iii. A conceptual model of the site indicating sources, pathways and receptors
- iv. Potential unacceptable risks arising from contamination of the site.

- b. A site investigation scheme, based on (i) above to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

c. The site investigation results and the detailed risk assessment referred to in (b) above and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

d. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (c) above are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action. The scheme shall be carried out as approved, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard potential occupiers against possible harm arising from any contamination and to ensure that the potential risks posed to controlled water is assessed and surface water monitoring is undertaken consistent with the requirements of paragraph 107 of the NPPF and Policy EN2 and EN4 of the adopted South Kesteven Local Plan.

Off-site Access Details and Programme

9 No development, other than works required for Site preparation / Earthworks, shall commence in any phase or sub-phase until details of the following works have been submitted to and approved in writing by the Local Planning Authority and no part of the development shall be occupied or brought into use until these works have been completed in accordance with the approved details.

- (i) The provision of an additional arm off the roundabout connecting to the A1 and Tollemache Road North.
- (ii) The provision of a footpath / cycleway to connect from the existing network to the site as shown indicatively on Proposed Footway/Cycle Track Dwg No. 2310-043 PL02 Rev A.

Reason: In the interests of highway safety and convenience and in accordance with Policy ID2 and DE1 of the Local Plan.

Plot Access Details and Programme

10 No development, other than works required for Site preparation / Earthworks, shall commence in any phase or sub-phase until engineering, drainage, street lighting and other construction details required to facilitate access to that phase or sub-phase, as well as a programme for their phased implementation has been submitted to and agreed in writing with the Local Planning Authority. The works shall be implemented in accordance with the approved scheme and the phasing plan.

Reason: In the interests of traffic safety and convenience in accordance with Policies ID2 and DE1 of the adopted South Kesteven Local Plan.

Travel Plan

- 11 Prior to first occupation of the development, a Travel Plan comprising immediate, continuing and long-term measures to promote and prioritise alternatives to private vehicular use, which shall include clear objectives and modal share targets, together with a time-bound programme of implementation, monitoring, regular review and interventions (in the event of a failure to meet modal share targets) shall be submitted to and approved in writing by the Local Planning Authority.

The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the agreed Travel Plan measures and targets to the satisfaction of the council.

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 in accordance with Policy ID2 of the adopted South Kesteven Local Plan.

Cycle Parking

- 12 Prior to the commencement of development above ground of any phase or sub-phase including a building, a scheme for the provision of cycle parking within that Phase shall be submitted to and approved in writing with the Local Planning Authority. The cycle parking spaces, shall be provided in accordance with the approved scheme prior to the occupation of the phase to which they relate and shall be retained at all times.

Reason: In order that the permitted development conforms to the requirements of Policy ID2 of the adopted South Kesteven Local Plan.

Earthworks and Materials Management Plan

- 13 No development shall commence in any phase or sub-phase until an earthworks and material management plan for that phase or sub-phase shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented as approved.

Reason: Earthworks and the creation of development platforms will involve large material volumes, and the LPA wish to be assured as satisfactory the details of site preparation works that my impact on local amenity, hydrology and ecology is addressed.

Surface Water Drainage

- 14 The permitted development shall be undertaken in accordance with a surface water drainage scheme principles set out in Burrows Graham FRA & DS ref. 30147-BGL-XX-XX-RP-D-00001 P08. For each phase of the scheme, the detailed drainage design shall be submitted to the LLFA for approval, and include the following information:

- be based on verified groundwater levels and seasonal variations, as evidenced through on-site monitoring conducted over a six-month winter 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 green field run-off rates or alternative rates as agreed by Anglian Water;
- 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 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, the permitted development in accordance with Policy EN5 of the adopted South Kesteven Local Plan.

Foul Water Drainage

- 15 Prior to the construction of any building above slab level pursuant to a phase or sub phase of the permission, a scheme for the on-site foul water drainage works, based on Burrows Graham FRA & DS ref. 30147-BGL-XX-XX-RP-D-00001 P08 or an alternatively agreed scheme which includes the connection point and discharge rate to the public network, shall be submitted to and approved in writing by the Local Planning Authority.

The development must only be carried out in accordance with the approved details.

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

Foul Water Discharge

- 16 Under no circumstances will foul water be discharged from the site until the earlier of:

- The Anglian Water works upgrade works have been completed to the Combined Sewer Overflow (CSO) at Manthorpe Mill Pumping Station (AW Ref. AnW0862), or
- Two years following the date of this planning permission

Reason: Reason: To ensure the provision of satisfactory foul water drainage is provided in accordance with Policy EN5 of the adopted South Kesteven Local Plan and to provide Anglian Water with the opportunity to make improvements to their existing network within a reasonable timeframe.

Hard and Soft Landscaping

- 17 No development, other than works required for Site preparation / Earthworks, shall commence in any phase or sub-phase until a scheme for soft and hard landscaping for that phase or sub-phase, including for the A1 frontage and the perimeter planting, as well as on-plot hard and soft landscaping (including boundary treatments), shall be submitted and agreed in writing with the Local Planning Authority.

The scheme shall be implemented prior to first occupation, or as may otherwise be agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy EN1 of the adopted South Kesteven Local Plan.

Levels

- 18 A reserved matters application shall include plans showing the existing and proposed land levels of the site including site sections, spot heights, contours and the finished floor levels of all buildings with reference to neighbouring properties/an off site datum point 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: In the interests of the visual amenities of the area and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Before the development is occupied

Noise

- 19 Prior to the occupation of any building hereby permitted, an assessment demonstrating compliance for all building services plant with the design targets established within the ES Vol. 1 Chapter 7 (Lucion Delta-Simons) shall be submitted to the Local Planning Authority for approval.

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

Reason: In the interests of commercial and environmental amenity in accordance with Policy EN4, DE1 and SD1 of the adopted South Kesteven Local Plan.

Sustainability

- 20 The buildings shall achieve a minimum Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good' in accordance with the submitted BREEAM UK New Construction Outline Pre-Assessment (P4, 21 February 2025) prepared by MBA.

Reason: In the interests of design, safeguarding the environment and providing sustainable development and to ensure the development mitigates and adapts against climate change in accordance with Local Plan Policy SB1.

Ecology

- 21 All works on site and to the buildings during construction shall be undertaken in accordance with the recommendations as set out in the Ecological Assessment and Further Ecological Assessment (BMD).

This shall include details of mitigation, compensation/enhancement as set out in the recommendations of the reports 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: In the interest of best ecological practice and in accordance with Policy EN2 of the adopted South Kesteven Local Plan.

Lighting

- 22 Before works to erect any lightings are commenced, details of the lighting including levels of illumination and hours of operation shall have been submitted to and approved in writing by the Local Planning Authority. The lighting details will accord with the submitted External LED Lighting Outline Stage Assessment Report (Rev. P4) and the Estate Road External LED Lighting Assessment Report (Rev. P4), both prepared by MBA.

Reason: In the interests of the amenities of the area and in accordance with Policies EN4 and DE1 of the adopted South Kesteven Local Plan.

Soft Landscaping

- 23 Before the end of the first planting/seeding season following the occupation/first use of each phase or sub-phase of the development hereby permitted, all soft landscaping

works for that phase or sub-phase shall have been carried out in accordance with the approved soft landscaping details.

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.

Hard Landscaping

- 24 Before each phase or sub-phase of the development hereby permitted is occupied/brought into use, all hard landscaping works pertaining to that phase or sub-phase shall have been carried out in accordance with the approved hard landscaping details.

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.

Ongoing conditions

- 25 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 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.

- 26 The development hereby permitted shall be limited to the following uses and to the maximum floor space for each as defined by the Town and Country Planning (Use Classes) Order 1987 as amended:

Up to 140,000 sqm total GIA of general industrial (Use Class B2) and storage and distribution (Use Class B8) floorspace with ancillary office (Use Class E(g)(i)).

Reason: For the avoidance of doubt and to define the permission and in order that the development is carried out in accordance with the parameters against which the application was assessed.

- 27 No development above ground on any phase or sub-phase requiring a non-domestic water supply shall commence until a strategic water resources strategy relating to

that phase or sub-phase has been submitted to and approved in writing by the Local Planning Authority, in consultation with Anglian Water. The strategy will confirm non-domestic water is available to serve the development and should explore innovative solutions which may help reduce overall water demand.

The development must only be carried out in accordance with the approved details.

Reason: To ensure domestic water supply is not jeopardised and to protect water resources and ensure sustainable development.

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.
- 2) Highway Informative 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 03 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. Any traffic management required to undertake works within the highway will be subject to agreement. The access must be constructed in accordance with a current specification issued by the Highway Authority. Any requirement to relocate existing apparatus, underground services, or street furniture because of the installation of an access will be the responsibility, and cost, of the applicant and must be agreed prior to a vehicle access application. The application form, costs and guidance documentation can be found on the Highway Authority's website, accessible via the following link: <https://www.lincolnshire.gov.uk/licences-permits/apply-dropped-kerb>.
- 3) 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. For further guidance please visit our website: <https://www.lincolnshire.gov.uk/adoptingimproving-roads-footpaths>.
- 4) Please contact the Lincolnshire County Council Streetworks and Permitting Team on 01522 782070 to discuss any proposed statutory utility connections, Section 50 licences and any other works which will be required within the public highway in association with the development 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 the Highway Authority's website via the following link: Traffic Management - <https://www.lincolnshire.gov.uk/traffic-management>
- 5) BNG Phased - The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:
 - (a) a Biodiversity Gain Plan has been submitted to the planning authority, and

(b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be South Kesteven District Council.

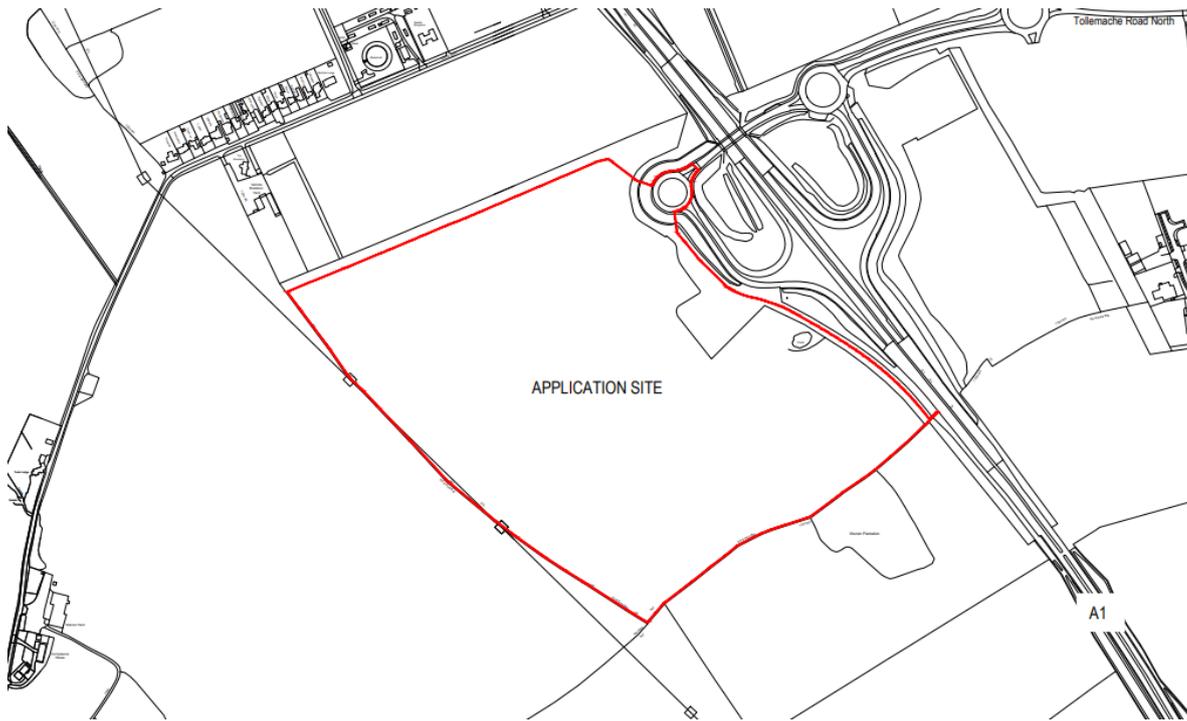
There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed below.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed below are considered to apply.

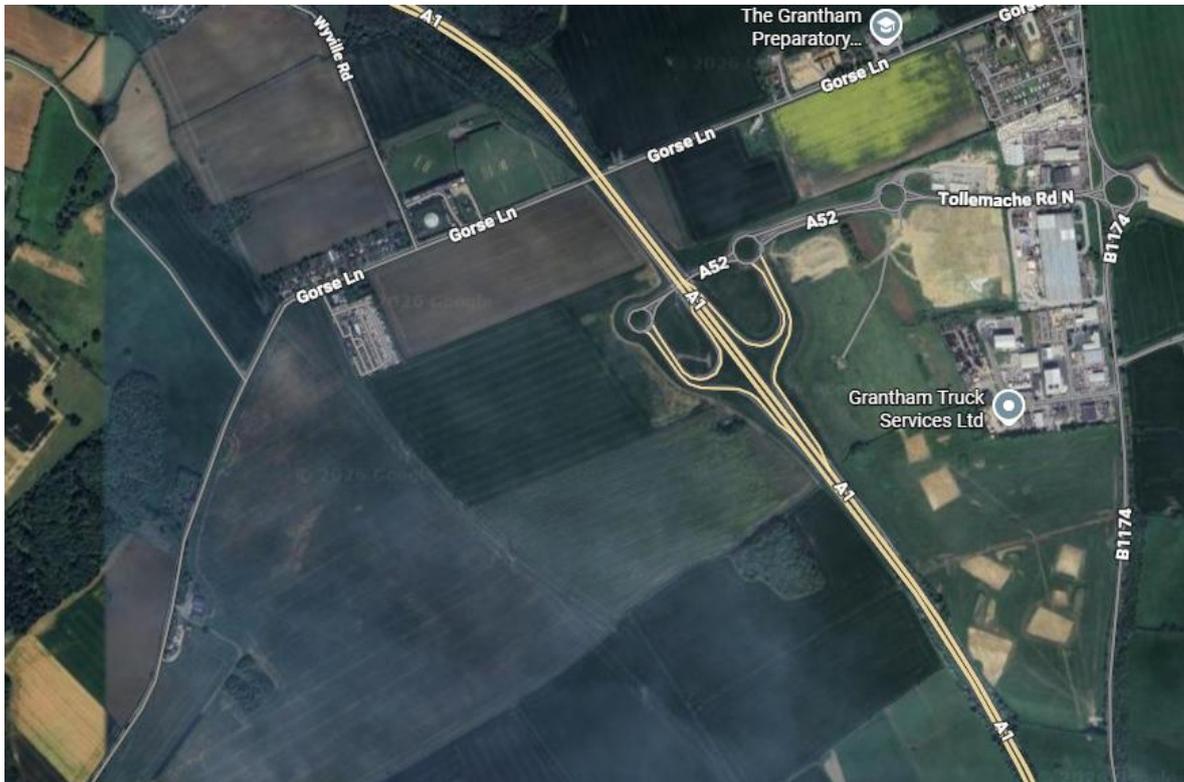
The permission which has been granted has the effect of requiring or permitting the development to proceed in phases. The modifications in respect of the biodiversity gain condition which are set out in Part 2 of the Biodiversity Gain (Town and Country Planning) (Modifications and Amendments) (England) Regulations 2024 apply.

In summary: Biodiversity gain plans are required to be submitted to, and approved by, the planning authority before development may be begun (the overall plan), and before each phase of development may be begun (phase plans).

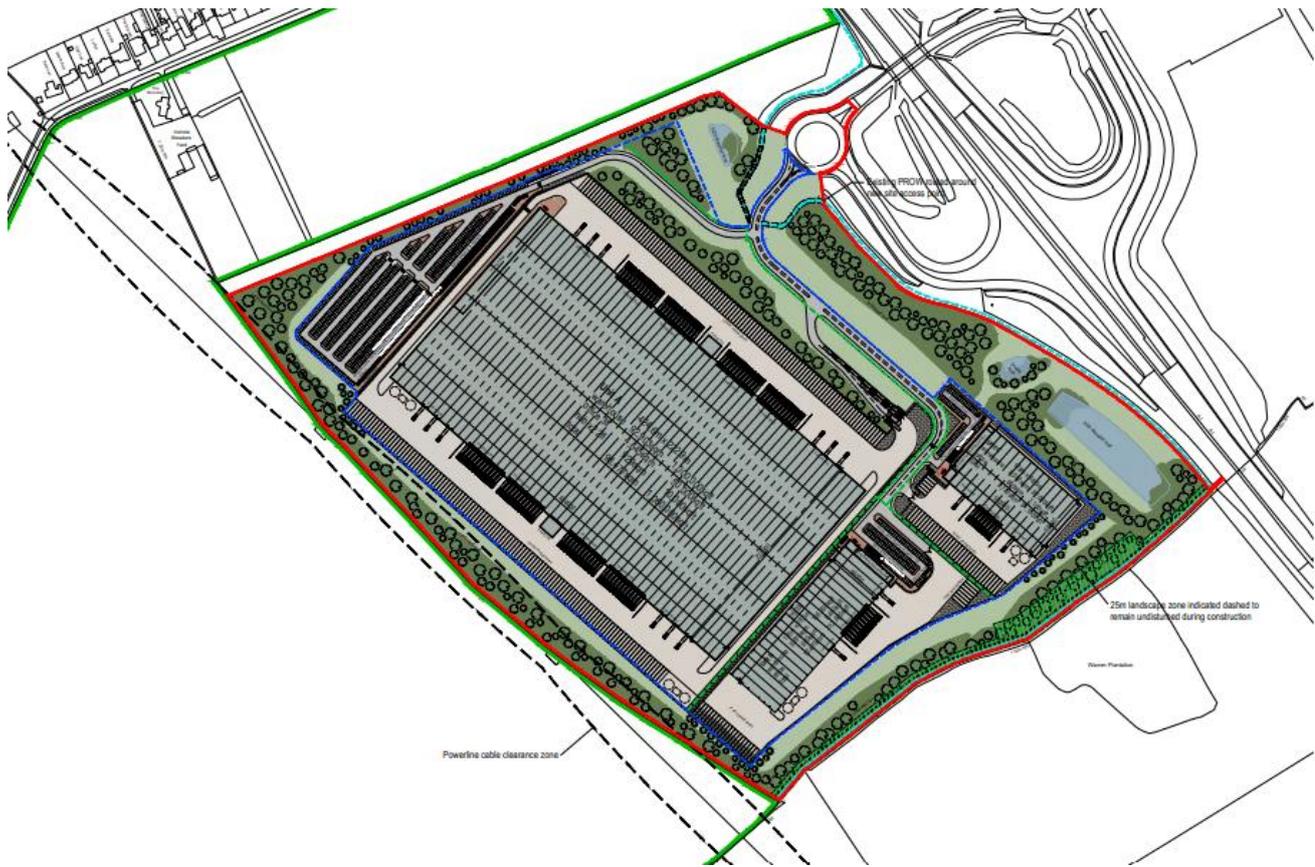
Location Plan



Aerial Photograph of Site



Illustrative Masterplan



1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

Site Parameters Plan



+121

Illustrative Landscaping

