

Open Report on behalf of Andy Gutherson - Executive Director for Place

Report to:	Planning and Regulation Committee
Date:	31 July 2023
Subject:	County Council Development - 23/0539/CCC

Summary:

Planning permission is sought by Lincolnshire County Council (Agent: JEH Planning Ltd) to construct a one and two storey 28 bed secure children's home (Class C2a) and associated support accommodation including administration facilities, kitchen and dining spaces, education and teaching spaces, sports facilities (including a MUGA) and external secure courtyard areas. Supporting infrastructure includes: a new service road, a car park, surface water attenuation pond, landscaped areas, renewable energy provision and battery store at Bone Mill Farm, Bonemill Lane, Sleaford.

Recommendation:

Following consideration of the relevant development plan policies and the comments received through consultation and publicity it is recommended that conditional planning permission be granted.

Background

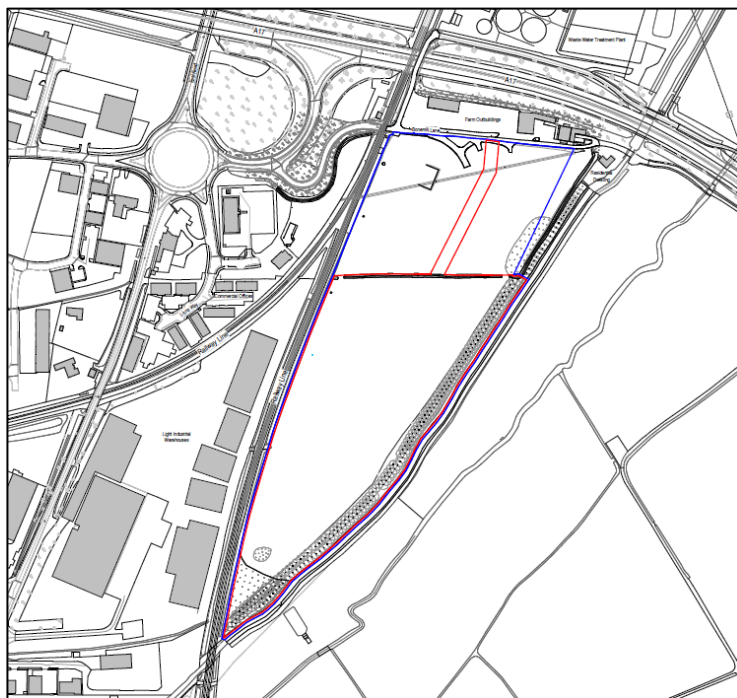
1. The application site in this case is situated within a larger, long-standing employment land allocation within the Central Lincolnshire Local Plan (reference E26 "Sleaford Industrial Area, Pride Parkway"). The application site is also identified in the Lincolnshire Minerals and Waste Local Plan: Site Locations document as an area potentially suitable for waste development under policy SL3 (reference WS-09NK "Bonemill Lane").
2. The planning history of the site relevant to this application can be summarised as:
 - N/57/1031/96 for Class B1 Business, B2 General Industrial Estate and B8 Storage or Distribution granted outline planning permission on 6 March 2002;
 - N/57/0272/05 Reserved Matters in relation to outline planning permission reference N/57/1031/96 for erection of industrial and storage buildings and foundation of industrial estate road granted permission on 17 May 2005; and

- 11/0164/LDEXI on 11 April 2011 a Certificate of Existing Lawful Use or Development (CLEUD) was issued on the following basis: *“The proposals have adequately evidenced the commencement of works on site, LSL have advised that the proposals meet their requirements for robustness as a section 191 application, but notes that this would only equate to a certification that the works already carried out are lawful (i.e. not that it would be lawful to continue to complete the development – s192).”*

Pre-application discussions regarding the need for a new 28 bed secure children’s home were on-going for approximately 12 months prior to the submission of this application.

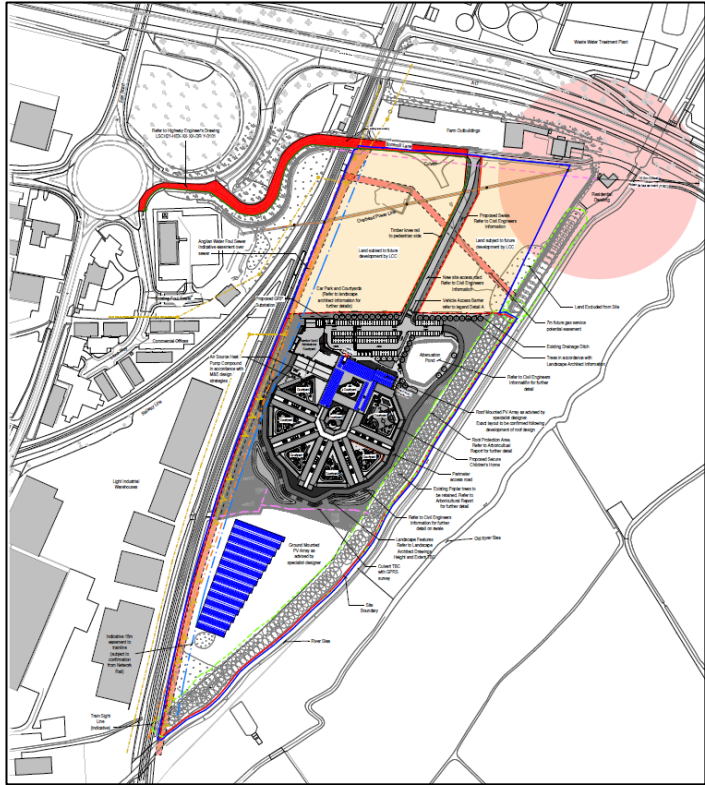
The Application

3. Planning permission is sought by Lincolnshire County Council (Agent: JEH Planning Ltd) to construct a one and two storey 28 bed secure children’s home (Class C2a) and associated support accommodation including administration facilities, kitchen and dining spaces, education and teaching spaces, sports facilities (including a MUGA) and external secure courtyard areas. Supporting infrastructure includes: a new service road, a car park, surface water attenuation pond, landscaped areas, renewable energy provision and battery store at Bone Mill Farm, Bonemill Lane, Sleaford.

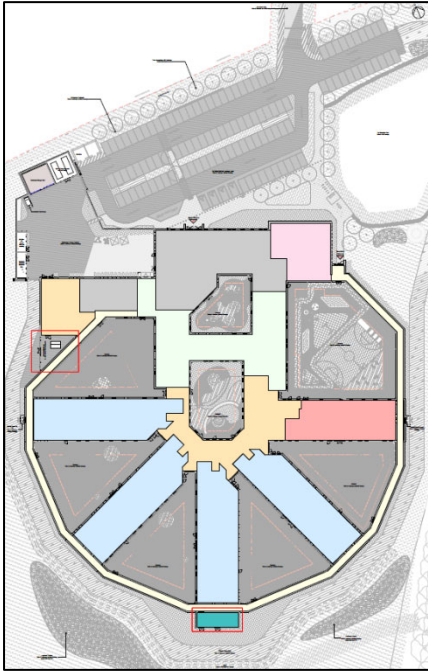


Site Location Plan

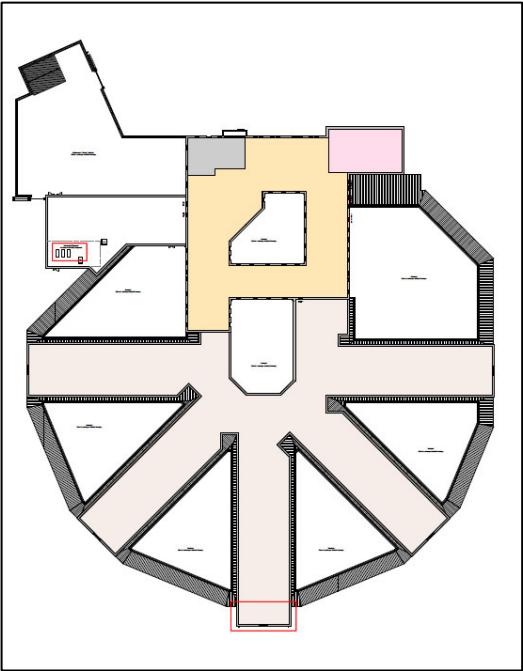
4. The building is proposed to be formed of two storey elements to the north and single storey elements to the south. The two storey elements of the building are proposed to accommodate the administration, education, physical education and health hub whereas the single storey elements of the building are proposed to form five residential accommodation spines. The overall height of the two storey elements of the building, including the parapet wall would be approximately 10 metres.



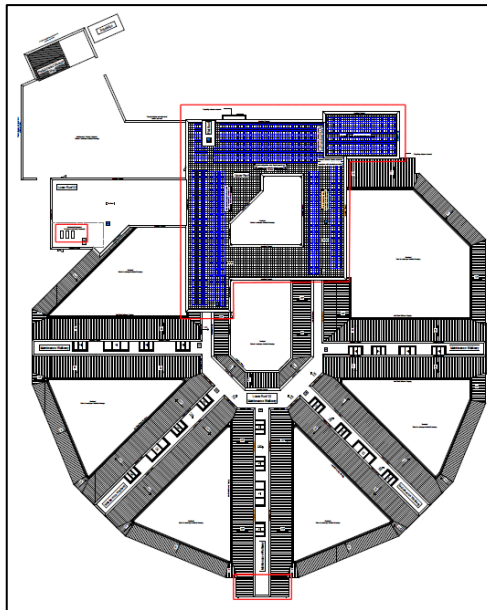
Site Plan Proposed



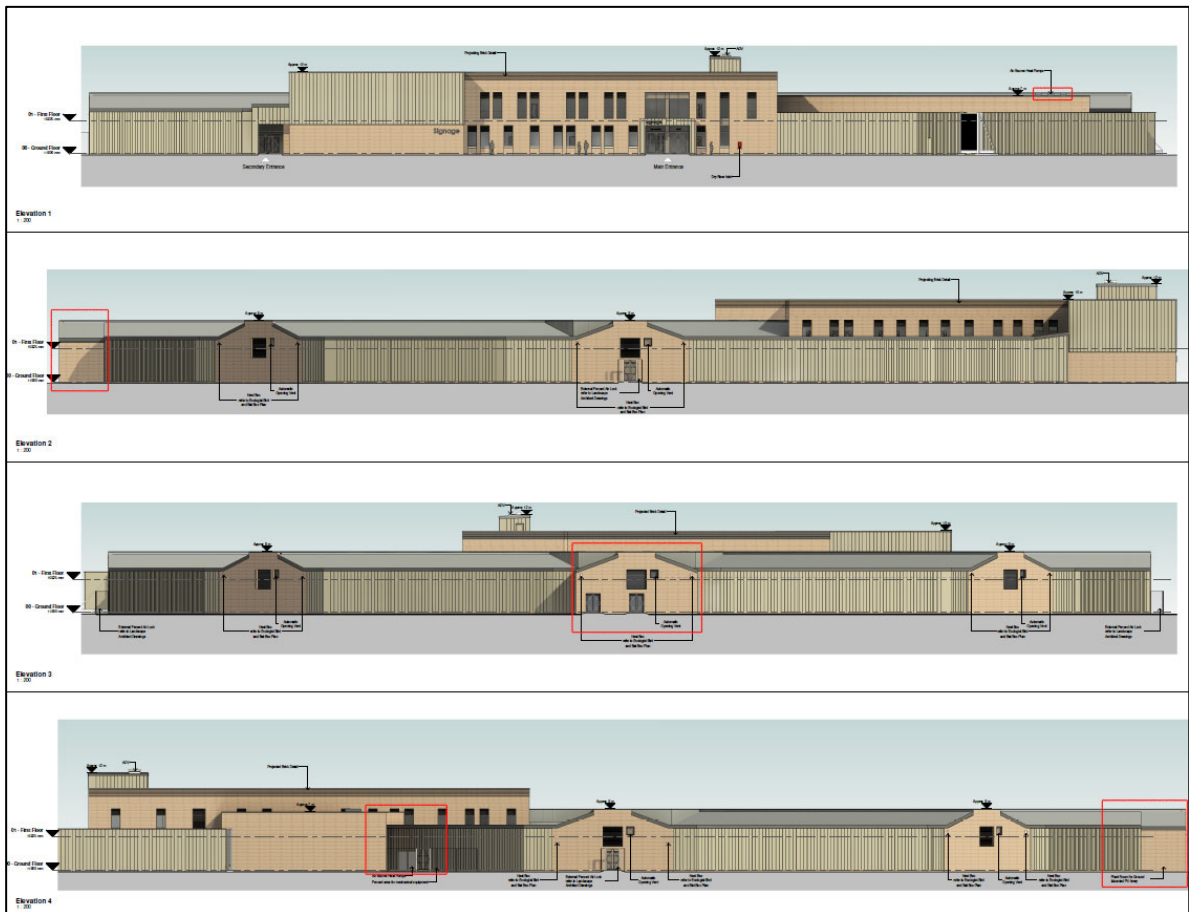
Ground Floor GA Plan



First Floor GA Plan



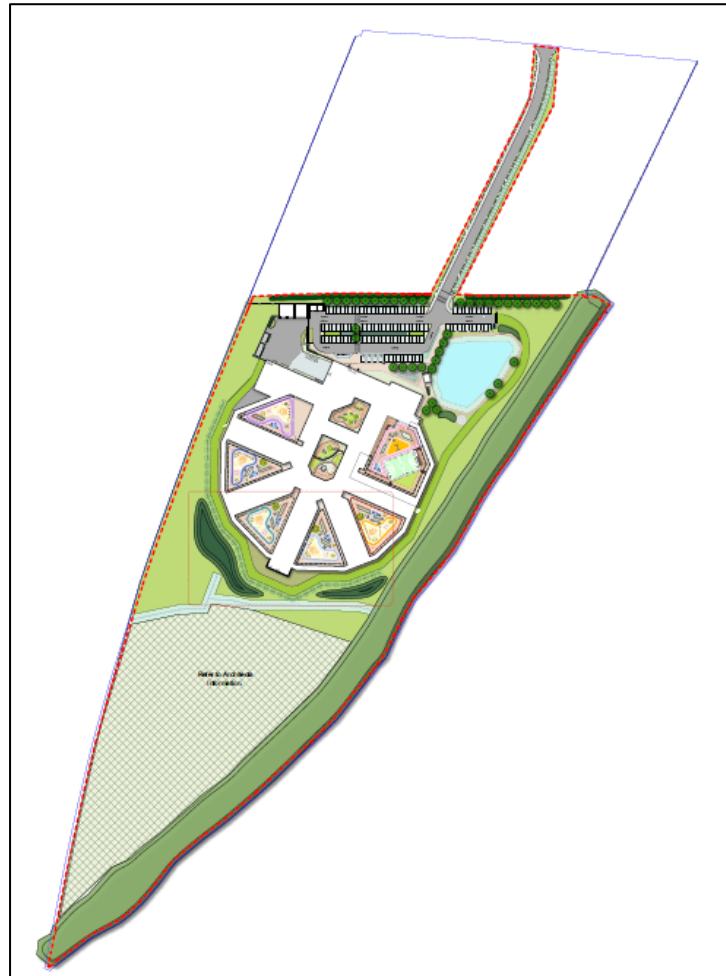
Roof Plan GA Plan



GA Elevations

5. The admissions and administration facilities would be located at the front of the building and include office accommodation for staff. A sports hall is proposed and multi-use teaching spaces, including provision for one-to-one support and an IT suite. The proposed Health Hub includes therapy and intervention / observation spaces, as well as a dedicated medical room.

6. The residential accommodation is proposed to consist of four six bed houses with supporting ancillary and staff areas and one four bed step down / enhanced house with supporting ancillary and staff areas. An internal circulation route around the perimeter of the building is proposed. This is designed to avoid all movements needing to pass through the central hub. The perimeter wall of the proposed building is proposed to be 5.2 metres in height. Beyond the perimeter wall, a reinforced turf perimeter vehicular access route is proposed, linking into the east and west sides of the proposed car park.
7. A series of enclosed courtyards are proposed throughout the development.



Site Wide Illustrative Masterplan

8. To the north of the built development a permeable block paving car park accommodating 115 spaces is proposed, including an electric vehicle charging point to serve two parking bays. Within the area to the north of the proposed building a substation is proposed together with a back up power generator, a prefabricated storage shed, a bin store (including for recycling) and a vocational education equipment store.
9. To the south of the built development, the land is proposed to be used for photovoltaic panels to generate power to supply the development. Photovoltaic panels are also proposed to be installed on the roof of the two storey element of the proposed building.

10. A line of trees are proposed to be planted along the north edge of the main site adjacent to the existing ditch and further tree planting is proposed around the proposed car park. Adjacent to the perimeter vehicular access route swale meadow planting is proposed along the southern and western sides. To the south and south west of the proposed building, woodland planting is proposed and beyond this further swale meadow planting is proposed.
11. To the north east of the proposed building an attenuation pond is proposed, surrounded by swale meadow planting and two pockets of woodland planting. Through the retention of the existing trees on the eastern site boundary and the proposed planting across the site, it is proposed to deliver a biodiversity net gain.
12. A 1.8 metre high palisade fence is proposed to be erected along the boundary with the railway line on the western side of the site, however, this is partially within the red line application site boundary and partly beyond it.
13. An access road is proposed linking the site to Bonemill Lane. Upgrade works to Bonemill Lane are also proposed, including the provision of a 3 metre wide footpath and cycleway. These works lie outside the application site boundary and are on land under the control of Lincolnshire County Council Highways.



3D Visual

14. The proposed development constitutes public service infrastructure development and as such, the timeframe for consultation and determination for this application are less than for other types of major development proposals. The applicant has nevertheless agreed an extension of time for determination of the application to 4 August 2023.

Site and Surroundings

15. The proposal site is situated on the north-eastern outskirts of Sleaford and totals approximately 6.8 hectares. The site is broadly triangular in shape with a proposed access road heading north to join Bonemill Lane. The site comprises of a mixture of open grassland that is being used for the storage of heavy agricultural plant and machinery, hay bales and further to the south arable farmland. On the opposite

side of Bonemill Lane are farm buildings, storage containers and undefined parking areas that are being used for the storage of heavy agricultural plant and machinery. Further north lies the A17 dual carriageway and to the north-east lies a single residential property. The Sleaford to Lincoln railway line runs along the western boundary of the site with industrial units and businesses lying further to the west and south-west on the opposite side of the railway line. To the west of the level crossing on Bonemill Lane is a further residential property. To the east of the site is the River Sleas which is separated from the site by a row of tall mature poplar trees.

16. Access to the site is gained off Bonemill Lane which is an adopted highway but has an uneven surface, with no road markings and lacks kerbs and a pedestrian footway. Bonemill Lane connects to the East Road Roundabout which gives access to Sleaford, the A17 and surrounding industrial and commercial estates. There is a signal box and automatic level crossing on Bonemill Lane where the railway line crosses the lane.



View from Bonemill Lane looking south across site



View from within site looking south



View along western site boundary with adjacent (raised) railway line and industrial buildings beyond



View along eastern site boundary showing line of mature poplar trees



View from within site looking north to Bonemill Lane, with existing ditch in the foreground and A17 in the background (raised on left side of photo)



View from within site along eastern boundary looking south



View from southern part of site looking north



View looking west along Bonemill Lane where new access is proposed



View looking east along Bonemill Lane where new access is proposed



View along Public Right of Way to east of the site, looking towards the eastern site boundary, with the River Slea between the site and the Public Right of Way



Level crossing on Bonemill Lane looking west



Level crossing on Bonemill Lane looking east



Bonemill Lane



Bonemill Lane



Junction of Bonemill Lane and A17 slip road



Junction of A17 slip road and industrial estate roundabout



View into site from adjacent industrial estate to the west



View into site from adjacent industrial estate to the west

Main Planning Considerations

Planning Policy Context

17. The National Planning Policy Framework (July 2021) sets out the Government's planning policies for England. It is a material consideration in the determination of planning applications and adopts a presumption in favour of sustainable development. A number of paragraphs are of particular relevance to this application as summarised:

Paragraphs 7 to 11 (Sustainable development) state that there is a presumption in favour of sustainable development and that achieving sustainable development means that the planning system has three overarching objectives, which are independent and need to be pursued in mutually supportive ways. These three objectives are: economic; social and; environmental.

Paragraph 38 (Decision making) states that local planning authorities should approach decisions on proposed development in a positive and creative way and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Paragraphs 39 to 42 (Pre-application engagement and front-loading) recognise that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community. The more issues that can be resolved at pre-application stage, the greater the benefits. Applicants are therefore encouraged to engage with the local community and, where relevant, with statutory and non-statutory consultees before submitting their applications.

Paragraphs 2, 47 & 48 (Determining applications) state that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. It also advises on the weight that should be afforded to relevant policies in emerging plans depending upon the stage of their preparation.

Paragraphs 55 to 57 (Use of planning conditions and obligations) state that consideration should be given as to whether otherwise unacceptable development could be made acceptable through the use of conditions or obligations. Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and the development to be permitted. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition and are also necessary, directly related to the development and fairly and reasonable related in scale and kind to the development.

Paragraphs 81 to 83 (Building a strong economy) states 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. Planning policies and decisions should recognise and address the specific locational requirements of different sectors.

Paragraphs 92 to 96 (Promoting healthy and safe communities) state that planning decisions should aim to achieve healthy, inclusive and safe places. Support is given to proposals that provide community facilities and take into account and support the delivery of local strategies to improve health, social and cultural well-being but also guards against the unnecessary loss of valued facilities and services particularly where this would reduce the communities ability to meet its day-to-day needs.

In terms of school places, it is important that a sufficient choice of places is available to meet the needs of existing and new communities. Local Planning Authorities should therefore take a proactive, positive and collaborative approach to meeting this requirement and development that will widen choice in education. Consequently, great weight should be given to the need to create, expand or alter schools through decisions on applications.

To ensure faster delivery of other public service infrastructure such as further education colleges, hospitals and criminal justice accommodation, local planning authorities should also work proactively and positively with promoters, delivery partners and statutory bodies to plan for required facilities and resolve key planning issues before applications are submitted.

Paragraphs 104 and 105 (Promoting sustainable travel) state that transport issues should be considered from the earliest stages so that the potential impacts of development can be addressed and that opportunities are adopted to promote walking, cycling and public transport use. Significant development should therefore be focused on locations which are or can be sustainable. Maximum parking standards for non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city or town centres and other locations that are well served by public transport.

Paragraphs 110 to 113 (Transport) state that in assessing applications for development it should be ensured that safe and suitable access to the site can be achieved for all users and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety can be cost effectively mitigated to an acceptable degree.

Paragraphs 126 to 136 (Achieving well-designed places) state that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Developments should therefore function well and add to the overall quality of the area; be visually attractive as a result of good architecture, layout and appropriate and effective landscaping; be sympathetic to local character and history, establish a strong sense of places and use building types and materials to create attractive, welcoming and distinctive places to live, work and visit.

Paragraphs 152 to 169 (Climate change and flood risk) state that plans should take a proactive approach to mitigating and adapting to climate change taking into account long-term implications including in respect of flood risk, water supply and biodiversity and landscapes. It is added that developments should seek to ensure that flood risk is not increased on or off-site as a result of development and that development is appropriately flood resistant and resilient and any residual risk can be safely managed.

Paragraph 174 (Conserving and enhancing the natural environment) directs that planning decisions should contribute to and enhance the natural and local environment, recognising and minimising impacts on best and most versatile agricultural land and providing net gains for biodiversity.

Paragraphs 183 to 187 (Ground conditions and pollution) state that decision should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation). Ensuring development appropriate for its location by taking into account the likely effects on health, living condition and the natural environment through mitigation and reduction of potential adverse impacts. The focus 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).

Paragraphs 194 to 205 (Conserving and enhancing the historic environment) the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

18. In addition to the NPPF, in March 2014 the Government published a series of web based National Planning Policy Guidance notes (NPPGs). The NPPGs sets out further details in relation to the issues identified above.
19. Lincolnshire Minerals & Waste Local Plan: Core Strategy and Development Management Policies (2016) (CSDMP) – this document was adopted in June 2016 and as an adopted document the policies contained therein should be given great weight in the determination of planning applications. The key policies of relevance in this case are as follows (summarised):

Policy M11: Safeguarding of Mineral Resources seeks to safeguard resources identified as being of current or future economic importance as mineral resources. Applications for non-minerals development in a minerals safeguarding area must be accompanied by a Minerals Assessment.

Policy W8: Safeguarding Waste Management Sites seeks to safeguard existing and allocated waste management facilities from the encroachment of incompatible development unless the stated criteria is met.

Lincolnshire Minerals and Waste Local Plan: Site Locations (2017) (LMWLP) – this document was adopted in December 2017 and the policies contained therein should be given great weight in the determination of planning applications. The key policies of relevance in this case are as follows (summarised):

Policy SL3: Waste Site and Area Allocations identifies WS09-NK Bonemill Lane as an area in which waste development uses are considered appropriate in principle.

20. Central Lincolnshire Local Plan (2023) (CLLP) – as a newly adopted document, the policies contained therein should be given great weight in the determination of planning applications. The key policies of relevance in this case are as follows (summarised):

Policy S1: The Spatial Strategy and Settlement Hierarchy states that the focus is on delivering sustainable growth for Central Lincolnshire. It establishes the settlement hierarchy for Central Lincolnshire in which Sleaford is identified as a Main Town in tier 2 of the hierarchy.

Policy S6: Design Principles for Efficient Buildings sets out the design expectations for all development proposals, requiring consideration of the orientation of buildings; form of buildings; fabric of buildings; heat supply; and renewable energy generated. This policy requires the submission of Energy Statements, as required by policies S7 and S8.

Policy S7: Reducing Energy Consumption – Residential Development requires all new residential development proposals to include an Energy Statement confirming the requirements of policy S6 and that the development can generate at least the same amount of renewable energy on-site as the electricity they demand over the course of a year and to target achieving a site average space heating demand of around 15-20 kWh/m²/yr and a site average total energy demand of 35 kWh/m²/yr, through a “fabric-first” approach to construction. Exceptions to this approach are set out.

Policy S8: Reducing Energy Consumption – Non-Residential Development requires all new residential development proposals to include an Energy Statement confirming the requirements of policy S6 and that the development can generate at least the same amount of renewable energy on-site as the electricity they demand over the course of a year and to target achieving a site average space heating demand of around 15-20 kWh/m²/yr and a site average total energy demand of 70 kWh/m²/yr. Exceptions to this approach are set out.

Policy S11: Embodied Carbon states that all development should, where practical and viable, take opportunities to reduce the development’s embodied carbon content, through the careful choice, use and sourcing of materials. All major development proposals are required to set out what opportunities to lower a building’s embodied carbon content have been considered, and which are taken forward.

Policy S12: Water Efficiency and Sustainable Water Management seeks to ensure outside hard surfacing is permeable and should consider the potential to incorporate a green roof and / or walls.

Policy S14: Renewable Energy promotes appropriately located renewable energy and establishes criteria against which ground based photovoltaics and associated infrastructure will be considered.

Policy NS18: Electric Vehicle Charging states that charging points should be appropriately located to allow for easy and convenient access; minimise intrusion on the wider use and access of the land; minimise risk of vehicle collision with the charge point; and has ease of access for maintenance and replacement.

Policy S20: Resilient and Adaptable Design requires development proposals to demonstrate consideration of heat resilience and adaptable design in order to ensure that the building is fit for purpose in the long term; has provision for electric car charging infrastructure; is resilient to flood risk; and to minimise future resource consumption.

Policy S21: Flood Risk and Water Resources seeks to ensure development proposals are not at risk from flooding and do not increase flood risk; that the development will be safe during its lifetime; and incorporates Sustainable Drainage Systems. Development proposals are required to demonstrate protection of the water environment and seek to optimise water efficiency.

Policy S28: Spatial Strategy for Employment seeks to protect Important Established Employment Areas.

Policy S31: Important Established Employment Areas (IEEA) identifies Sleaford Industrial Area, Pride Parkway (E26) as a IEEA. Part 1 of this policy states that within IEEAs, employment floor space will primarily remain in B2 and B8 Use Classes and other business development under E(g) Use Classes. Part 2 of the policies relates to the loss of business uses. Other employment generating uses beyond those described within the policy are stated to only be acceptable where the proposed use can be shown to be clearly ancillary to existing uses on the site.

Policy S45: Strategic Infrastructure Requirements states that all new development should be supported by, and have good access to, infrastructure.

Policy S47: Accessibility and Transport supports development which contributes towards an efficient and safe transport network and offers a range of transport modes for the movement of people and goods. All development proposals should demonstrate regard has been given to minimising the need to travel and maximising the use of sustainable modes of transport; minimising additional travel demand; and making allowance for low and ultra-low emission vehicle refuelling infrastructure.

Policy S48: Walking and Cycling Infrastructure requires development proposals to facilitate active travel, with priority given to the needs of pedestrians, cyclists, people with impaired mobility and users of public transport.

Policy S49: Parking Provision requires parking provision to be suitable for the proposed use taking into account its location and the provision of electric vehicle charging points in accordance with Policy NS18.

Policy S53: Design and Amenity requires all development to achieve high quality sustainable design that contributes positively to local character, landscape and townscape, and supports diversity, equality and access for all. The policy sets a range of criteria against which development proposals will be assessed.

Policy S54: Health and Wellbeing states the potential for achieving positive mental and physical health outcomes will be taken into account when considering all development proposals. For developments of 5 hectares or more, developers are required to submit a Health Impact Assessment and demonstrates how the conclusions have been taken into account.

Policy S56: Development on Land Affected by Contamination requires development proposals to take into account potential environmental impacts of the development itself and impacts as a result of any former use of the site. Where development is proposed on a site which is known to be, or has the potential to be, affected by contamination, a preliminary risk assessment must be undertaken.

Policy S57: The Historic Environment states that development proposals should protect, conserve and seek opportunities to enhance the historic environment. Proposals affecting archaeological remains should take every practical and reasonable step to protect, and where possible, enhance their significance and applications should be accompanied by appropriate and proportionate assessments and include appropriate mitigation strategies.

Policy S58: Protecting Lincoln, Gainsborough and Sleaford's Setting and Character sets out the key principles which proposed development in Sleaford should contribute to.

Policy S60: Protecting Biodiversity and Geodiversity states that all development should protect, manage and enhance biodiversity and geodiversity and deliver measurable and proportionate net gains in biodiversity. The policy sets out the expectations in relation to designated sites, species and habitats of principal importance and the mitigation of potential adverse impacts.

Policy S61: Biodiversity Opportunity and Delivering Measurable Net Gains sets out the requirement for development proposals to deliver at least a 10% measurable net gain in biodiversity, with a preference for this to be delivered on-site where possible. The policy establishes the requirement for robust evidence to demonstrate biodiversity net gains and losses at pre- and post-development stages.

Policy S65: Important Open Space seeks to safeguard areas identified as such from development.

Policy S66: Trees, Woodland and Hedgerows seeks to protect trees, woodlands and hedgerows, securing the retention and integration of these within development proposals where possible. Where appropriate, opportunities for new tree planting are encouraged.

Policy S67: Best and Most Versatile Agricultural Land seeks to protect such land and requires the submission of an agricultural land classification report for sites of 1 hectare or larger involving the loss of the best and most versatile agricultural land, setting out the justification for such a loss and the benefits and / or sustainability considerations which outweigh the need to protect the land.

Appendix 2: Car Parking Standards sets a requirement for 1 car parking space per full time equivalent member of staff plus 1 per 5 beds visitor spaces.

Results of Consultation and Publicity

21. All consultees were consulted on receipt of the application and, further to the receipt of amended plans and further information, were re-consulted on 14 June 2023.

(a) Local County Council Member, Councillor M Allan – supports the application.

(b) Sleaford Town Council – supports the application.

(c) Environment Agency (EA) – no objection. Provide an informative for the applicant regarding the requirement for an environmental permit in relation to the adjacent river.

(d) Anglian Water Services Limited – provided comments that there is the potential for odour and noise arising from the existing Sleaford Water Recycling Centre to have adverse impacts on the proposed development.

(e) Environmental Health Officer (North Kesteven District Council) – a series of responses were provided as a result of on-going discussions, as follows:

- should any ground contamination be identified during works, this department must be notified immediately;
- requested that the applicant confirm whether the BS8233:2014 sound levels inside bedrooms are being achieved with the windows open.

During discussions confirmed that no further information was required.

(f) Historic Places (Lincolnshire County Council) - a further phase of archaeological evaluation is currently underway and trenches have revealed further archaeological features indicating archaeological areas across the site, previous evaluation established this site had surviving archaeology of Iron Age and Roman settlement activity.

If planning permission is granted, recommend a condition for an archaeological scheme of works consisting of archaeologically supervised and controlled topsoil strip, map and record for the area of proposed groundworks and any other associated works which may impact upon surviving archaeology within the red line boundary.

This is to allow any surviving archaeology within the site to be recorded prior to its destruction, the specification for which should be approved by this department prior to commencement and this office will require ten days notice before commencement of groundworks. This should be secured by appropriate condition to enable any remaining archaeology which currently survives on this site to be recorded prior to its destruction. Recommend a three part condition to secure this.

NPPF states that local planning authorities should 'require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible.' (section 205).

- (g) Highway and Lead Local Flood Authority (Lincolnshire County Council) – initially requested submission of a drawing referred to on the Site Plan Proposed. Further to the receipt of revised highways improvements, raised no objection subject to recommended conditions being imposed.
- (h) Minerals and Waste (Lincolnshire County Council) – it is considered that having regard to the scale, nature and location of the proposed development, in accordance with the criteria set out in policy M11 the site would have a limited impact with respect to sterilising the mineral resource. Accordingly, the County Council has no safeguarding objections.
- (i) Lincolnshire Police (Designing Out Crime Officer) – no objections. Satisfied that the design and build is appropriate and will provide an excellent environment for the residents and staff.
- (j) Witham First Internal Drainage Board – no objection to the proposed development provided it is constructed in accordance with the submitted details and Flood Risk Assessment and Drainage Strategy. However should anything change in relation to the method of surface water disposal and/or in relation to the flood risk assessment etc then this Board would wish to be re-consulted. Under the terms of the Land Drainage Act 1991 the prior written consent of the Board is required for any proposed temporary or permanent works or structures within any watercourse including infilling or a diversion. The applicant is aware and has been in contact with the Board. Apart from Environment Agency main river, Kyme Eau and River Sleas, which is on the east boundary of the proposed site.
- (k) Lincolnshire Wildlife Trust – initially raised a holding objection due to concerns regarding the proposed location of the bird and bat boxes and the lack of a lighting scheme. Following discussions, agreed that the objection

would be overcome if conditions are imposed, if planning permission is granted, requiring that the details of the location of the bird and bat boxes and details of the external lighting scheme are to be submitted and approved and then subsequently implemented in accordance with the approved scheme.

Commended the applicant for submitting a BNG report that exceeds the minimum gain now required.

- (l) Network Rail – initially responded stating no objection subject to recommended conditions being imposed to protect the railway line in relation to construction methodology, drainage, fencing and planting.

Further to the submission of amended highways and access proposals, responded objecting to the proposed amendments on the basis that it is against Network Rail's policy to introduce new level crossings on the operational infrastructure due to the inherent safety issues that they represent.

- (m) British Transport Police (Designing Out Crime Officer) – no objection, however make comments regarding the proximity of the development to the Spalding / Metheringham section of the Peterborough to Lincoln railway line, operated primarily by East Midlands railways. Advise that the applicant should engage with Network Rail seeking their requirements and the need for a fence to deter and prevent unauthorised trespass onto the railway. Request that the applicant and construction team demonstrate to Network Rail the safety of persons working on the site in areas in close proximity to the railway, including in the use of plant and equipment. Highlight the need to ensure the development should not prevent Network Rail's future maintenance requirements for the railway. The boundary fence should be an absolute minimum of 1.8 metres in height. Advise that consideration must be given in relation to the installation of external lighting to the needs of train drivers and that light pollution must be avoided. Advise that there should be clear sight lines and no climbing aids (from trees, bushes, structures) or crawling / tunnelling underneath, to prevent any unauthorised trespass on to the railway line.
- (n) Lincolnshire Integrated Care Board – assessed the application in relation to the impact of the development on the local GP practice. The development will impact the Ruskington Medical Centre and Sleaford Medical Group. The development would put additional demands on the existing GP services and additional infrastructure would be required to meet the increased demands. The original request had been for a contribution of £7,700.00 on the basis of 28 residents at the facility, however, in a subsequent response, this was revised to £4,400.00 to reflect the position of the proposed facility only creating 16 new bed spaces as there are currently 12 bed spaces at the existing facility.

22. The application has been publicised by notices posted at the site and in the local press (Lincolnshire Echo on 18 May 2023) and letters of notification were sent to the nearest neighbouring residents. Two representations have been received at the time of writing this report. The following issues have been raised:

- Swift numbers in the UK have been plummeting and there is a real danger of local extinction unless we act now. Ensuring provision is made for swift via the planning system is crucial, anything that can be done to encourage to applicants to incorporate swift bricks into building plans would be very valuable. Guidance is provided.
- This is a totally unsuitable site as unsuitable access, the road is falling apart, it has a high speed railway line with an auto crossing and is at the back of an industrial estate. Out of site out of mind comes to mind.

District Council's Observations

23. North Kesteven District Council

Principle of the Development

The application site is located on land that forms part of Sleaford Industrial Area, an Important Established Employment Area (IEEA) allocated in policy S31 of the CLLP, which states that other employment generating uses beyond B2, B8 and Class E(g) will only be acceptable where the proposed use can be shown to be clearly ancillary to existing uses for the site. Whilst the proposal does not strictly fit within the employment uses referenced in policy S31 it is acknowledged that this type of development will generate employment and thus would tie in with the general thrust of the policy in terms of being an employment generating use. The commentary to the Employment chapter of the CLLP highlights that there is an oversupply of employment land when compared with projected need during the plan period.

When taken in context with the overall IEEA designation and the adjacent Strategic Employment Site Sleaford Moor Enterprise Park, the site is peripheral to the key employment allocations for Sleaford such that its redevelopment for non-B Class purposes, but nevertheless an employment generating use, will not harm nor undermine the delivery of employment space in the south of the District. There remains a range of plots available, which are arguably much more attractive to the market, for prospective investors/businesses. The site has a relatively low market attractiveness given its location and somewhat convoluted access off the A17 slip road and access level crossing.

The 2021 NPPF and Class E provisions collectively call for a more flexible approach to accommodating and reacting to business needs. Therefore do not wish to raise objections in terms of principle of development.

Landscape Impact and Visual Amenity

Views are limited to those to the north/ north-east along the A17 and to the east along the public footpath Sleas/15/3 which runs along the River Sleas just east of the tree belt along the eastern boundary of the site. Land to the immediate east of

the River Slea is identified as Important Open Space which underpins and enhances the setting of the Slea Navigation Corridor.

The tree belt along the eastern boundary plays an integral role in providing a physical delineation of built form of land allocated for employment land within the IEEA and the natural environment to the east, including the Slea Navigation Corridor. The tree belt provides a tranquil backdrop that contributes positively to the sense of place and obscures views to/from the application site, such that that views would be well screened from those utilising the public footpath, given the density and height of trees.

It is of note that the application site is on land allocated as an IEEA and thus it is accepted that buildings of scale would be envisaged in this location. It is considered that the scale and massing of the building and associated infrastructure to include boundary fencing details is appropriate within the context of the location and not to a scale or design that would negatively impact upon the character and appearance of the surrounding landscape.

Conclude that the proposals are acceptable in terms of landscape impacts and visual amenity subject to the points being addressed in the natural environment section in terms of protecting the tree belt along the eastern boundary of the site.

Residential Amenity

The proposals would not have any harmful impact on residential amenity given the location and distance from the nearest residential properties, subject to the development being built in accordance with the design specifications in the noise assessment.

Energy Efficiency

The documentation includes an accepted design for performance methodology highlighted in the Central Lincolnshire Energy Efficiency Design Guide (2023). The approach in terms of applying energy efficiency policies S6 and S8 in the CLLP is agreed with given that the proposals relate to a secure institution (C2a use).

The submission highlights that parts 1 and 2 are met in policy S8 noting that the average space heating demand is approximately 15kWh/m²/annum with an overall energy demand of 86kWh/m²/annum, which is reduced to 68kWh/m²/annum due to building performance measures, thus complying with the energy demand limitations of part 2 of the policy (noting the upper limit of 90kWh/m²/yr). Further renewable energy in the form of solar photovoltaics offsets the energy demand (68kWh/m²/annum) which is proposed on part of the building alongside ground mounted panels on land to the south of the proposed building. Planning conditions are recommended to secure this.

The Natural Environment - Trees, Landscaping and Ecology

The mature linear group of poplar trees along the eastern boundary is of high visual amenity value and is prominent in the landscape whilst also providing a good level of screening between the natural environment to the east, including the Slea Navigation Corridor and the built form within the IEEA. Given its high value full consideration should be given to the protection and retention of this tree belt to ensure that the proposed development will not negatively impact these trees nor

will the proximity of the building place pressure for the removal of these trees. This tree belt should be retained and protected as this is a positive feature both in terms of ecological value and visual amenity and planning conditions are recommended by the tree officer accordingly.

The district council would object to the loss of trees within the tree belt and the recommended planning conditions are considered necessary to accord with policies S53, S59 and S60 of the CLLP.

Advice has been sought from the district council's retained ecologist who has confirmed that whilst there is some outstanding detail required this does not preclude the application being determined, rather such matters could be dealt with by way of planning conditions as set out in their comments. Furthermore, the ecologist indicates that 10 per cent net gain is achievable. The district council fully support the comments made by the ecologist and the recommendations set out in terms of planning conditions to accord with policies S59, S60 and S61 of the CLLP.

Parking and Highways

Lincolnshire County Council Highways and Network Rail should be consulted accordingly. The county council should be satisfied that the proposals can effectively mitigate highways impacts given the access constraints to the site.

Flood Risk and Drainage

Lincolnshire County Council and Anglian Water should be consulted accordingly as the relevant consultee on matters of surface water and foul drainage (respectively), and thereafter to be satisfied that the proposals accord with relevant policy considerations with conditions being applied as appropriate.

Other Matters

Contamination - comments from the district council's Environmental Health Officer recommend a condition be attached in relation to any unknown contamination that may be discovered during the development phase.

Conclusions

Principle of the Development

24. Policy S1 of the CLLP identifies Sleaford as a Main Town in the second tier of the settlement hierarchy and as such, Sleaford is an appropriate location for new development in principle.
25. The application site in this case is situated within a larger, long-standing employment land allocation within policy S31 of the CLLP (reference E26 "Sleaford Industrial Area, Pride Parkway"). The application site is also identified in the LMWLP document as an area potentially suitable for waste development under policy SL3 (reference WS-09NK "Bonemill Lane").
26. Outline planning permission was granted in 2002 for B1 (as the use class was at that time), B2 and B8 uses on the application site and whilst a reserved matters application was subsequently approved in 2005, no buildings have been erected on the site. It appears that the creation of a small section of the estate road, which is

in place currently, has previously been undertaken pursuant to that planning permission, and it is understood that it is these works that the 2011 CLEUD refers to. Importantly, the CLEUD does not confirm that it would be lawful to continue to complete the development. Notwithstanding this uncertainty, it is clear that there are currently no industrial buildings on the site and the proposed development would not result in the loss of any existing industrial buildings.

27. The applicant has submitted a Commercial Market and Development Assessment which states that the site was last sold in 2014 but that the site has remained in limited agricultural use since. The Commercial Market and Development Assessment states that the site is somewhat disconnected from the other existing and planned employment development at Pride Parkway; that the site is too constrained; and that the access over the level crossing are all factors limiting the potential future employment use of this site. The Commercial Market and Development Assessment also argues that the existing employment site at Sleaford Moor Enterprise Park has sufficient land and floorspace for at least 15 years of growth.
28. A Need Assessment has been submitted with this application which states that there is a national, regional and local need to provide additional spaces for children and young people requiring criminal justice and welfare placements. Lincolnshire County Council currently operate a 12 bed secure children's home in Sleaford (and have done since 1997) but this is located within a residential area and there is no room for expansion on this site due to the immediately surrounding residential properties and hence the proposed development is intended to replace the existing facility. The proposed development is stated to serve children from within Lincolnshire as a priority, but it is also stated to provide a national resource within England.
29. A Site Suitability Assessment has also been submitted with this application which sets out the search criteria for a new site, which sites have been considered in more detail and the justification for the site selected in this case. The initial search criteria are stated to have been staff relocation (in light of the existing facility being located in Sleaford); transport links; local amenities; site area; ability to obtain planning consent; and consideration of adjoining properties. Following consideration of a number of sites in Lincolnshire, the Site Suitability Assessment states that the current application site was found to be the most suitable to meet the identified needs of the proposed development.
30. As stated above, policy S31 of the CLLP allocates this application site as part of a much larger allocation at Pride Parkway. Part 1 of this policy states that in such allocations *"employment floor space will primarily remain in B2 and B8 Use Classes and other business development under E(g) Use Class"*. It is acknowledged that the proposed use of the site in this case does not fall within any of the B2, B8 or E(g) Use Classes. However, the proposed use would generate employment for 145 full time employees and 39 part time employees, equating to 165 full time equivalent (FTE) employees. The proposed use can therefore be considered to be an employment-generating use, albeit that it is not within any of the B2, B8 or E(g) Use Classes. Policy S31 clearly allows a degree of flexibility in relation to the uses on allocated sites as it states that the floor space will *"primarily"* be in the aforementioned use classes, not exclusively. Given that the proposed

development would generate 165 FTE jobs, it is not considered that the proposals are in conflict with policy S31 and they do not undermine the intentions of the policy.

31. Part 2 of policy S31 deals with the loss of business uses within the allocated sites. Given that there are no existing operational business uses on the site, it is not considered that the proposed development is contrary to this part of the policy. In light of the 2002 planning permission and for completeness, the criteria within Part 2 of policy S31 are, however, given consideration.
32. Part 2a requires that the proposed use will generate employment. As stated above, the proposal will generate 165 FTE jobs and so is in conformity with this criterion. It is understood that the existing facility in Sleaford employs 70 full-time and five part-time members of staff, all of whom will transfer across to the new facility. If the new facility was to be located outside of Sleaford, this may lead to a number of these jobs being lost, whereas the proposed new development would secure the retention of the existing jobs and would generate over 90 FTE additional jobs.
33. A Socio-Economic Benefits Statement has been submitted with this application which not only considers the number of jobs generated by the proposed development but also considers the wider socio-economic benefits. This Statement calculates that the operational employment phase of the proposed development would generate £6.6 million Gross Value Added to the economy per annum. The development would therefore benefit the wider economy, supporting jobs in the local area, in addition to the on-site job creation.
34. Part 2b relates to the impacts of the proposed use on the role of the employment area. This is considered in more detail below in relation to design and amenity but as a matter of principle, the proposed use would not adversely affect the existing employment area, particularly in light of its discrete location away from the main employment site and the intervening railway line. The proposed development is located in the central and southern parts of this overall triangular shaped parcel of land within the employment allocation, leaving the northern parcel of land available for future development, which could be served by the proposed new access road. In this manner, the proposed development has minimised the loss of land available for B2, B8 and E(g) uses. The development is in accordance with this criterion.
35. Part 2c relates to parking and amenity which are both issues which are considered in more detail below. These are matters of detail which do not directly impact on the principle of the development on this site.
36. Part 2d requires evidence of the unsuccessful marketing of the site. This site is a long-standing employment land allocation which was granted outline planning permission in 2002 and yet no employment use of the site has been forthcoming in the intervening years. It is notable that the Sleaford Moor Enterprise Park, which is located on land adjacent to the Pride Parkway allocation, has been granted hybrid planning permission and reserved matters plots are coming forward and developer interest is increasing. This highlights the relative unattractiveness of the

application site, which has been available for development for many years, but has not been realised.

37. Whilst no evidence has been provided that the site has been marketed recently, it is understood that when the current landowners purchased the land it had been marketed for a period of approximately three years until it was purchased in 2014. Since 2014, no industrial development has taken place on the site and it is currently in agricultural use.
38. Whilst the development does not fully accord with criterion 2d of policy S31, it is clear that there has been no appetite for the site to be used for the industrial uses for which it is allocated.
39. Policy S31 also states that *“Other employment generating uses beyond those described above will only be acceptable where the proposed use can be shown to be clearly ancillary to existing uses on the site”*. Whilst the proposed development does not constitute a use which is ancillary to any existing employment use within the wider site allocation, the site itself is considered to be ancillary to the rest of the allocation. This site is physically separated from the remainder of the employment allocation by a railway line and is itself self-contained, being bounded by the railway line to the west and the River Slea to the east. The access into this part of the allocated site involves leaving the rest of the allocated land and travelling along a separate road, Bonemill Lane. The site is disjointed from the main employment land in the allocation. The ancillary character of the site is highlighted in the lack of interest in any employment development coming forwards in the 20 years since outline planning permission was granted on the site. The character and nature of the application site is ancillary to the wider employment land allocation and there is therefore no conflict with policy S31 in this regard.
40. As stated above, the application site is also identified in the LMWLP as an area potentially suitable for waste development under policy SL3. Paragraph 5.3 of the LMWLP states *“Areas allocated in Policy SL3 as suitable for waste management facilities are not safeguarded solely for this use because they are likely to be suitable for a range of industrial or employment uses and therefore these alternative uses should not be prejudiced”*. The proposed development therefore is not in conflict with policy SL3 of the LMWLP and, as an employment generating use, is acceptable in this regard.
41. It is acknowledged that the proposed development would involve the loss of an area of employment land to solar power generation, in the southern part of the site. However, as set out in more detail below, the provisions of policy S8 require on-site renewable energy generation and so in relation to all future development proposals, it will be necessary for the new development to generate power to meet its own needs, inevitably leading to land in such allocations being used for this purpose. In light of the need to address climate change, this is an acceptable approach in principle and is an integral part of the overall development.

42. Whilst it is accepted that the application site is designated as an Important Existing Employment Area, policy S31 does not preclude employment generating uses which do not fall within Use Class B2, B8 and E(g) and the site is clearly ancillary to the overall allocation in its character and nature. North Kesteven District Council concur with the assessment that the proposed development ties in with the general thrust of policy S31 as it is an employment generating use and raise no objections to the principle of this development. Therefore, as a matter of principle, the proposed development is concluded to be acceptable in this location and in conformity with CLLP policy S31.

Design, Amenity and Energy Consumption

43. Policies S6, S7, S8, S11, S14, NS18, S20 and S53 of the CLLP seek to ensure all new development is of a high standard of design, is designed to be resilient to climate change, reduces energy consumption, generates on-site renewable energy and protects the amenities of existing neighbouring land users and future users of the development.
44. The proposed built development is comprised of a two storey block hosting the education, physical education, health and administration parts of the building leading to a central hub off which five single storey residential accommodation spines are located. There are eight courtyard gardens within the built development, including one between each of the residential accommodation spines and within the centre of the site. Within one of the courtyard gardens a multi-use games area is proposed. A perimeter corridor is proposed which provides access to each of the accommodation spines without needing to travel through the central hub of the building. The building is proposed to have clear zones for different uses and it is stated in the application documents that it is intended to be a welcoming environment.
45. The Design and Access Statement states that the building has been designed to *“provide an environment that provides the most vulnerable and challenging young people a positive and rehabilitative environment that supports, nurtures and encourages their journey towards a successful reintegration into the society”* and to *“provide a safe and secure environment that supports the de-escalation of confrontational situations and facilitates positive intervention ... in a homely environment”*. It is stated that the building has been designed following consideration of other similar facilities in Great Britain and Scandinavia.
46. Whilst the precise details of the materials have not yet been provided, it is proposed to use buff coloured bricks throughout, incorporating anti-climb features in the design and selection of materials. Due to the nature of this building, the applicant has confirmed (by e-mail on 22 May 2023 and in subsequent submissions) that none of the ground floor windows are opening windows in the interests of safety and security.
47. To the south of the built development an area of photovoltaic panels are proposed, to the north a car parking area is proposed and throughout the remainder of the site, landscaping works are proposed. It is proposed to retain all

of the existing trees along the eastern site boundary, which have high amenity value.

48. In the consultation response received, Lincolnshire Police's Designing Out Crime Officer stated that *"the design and build is appropriate and will provide an excellent environment for the residents and staff"*.
49. In terms of the appearance of the proposed building and overall development, it is considered that this would be of a high standard and it would not be out of keeping on this allocated employment site.
50. Policies S6, S7 and S8 of the CLLP specifically relate to the energy efficiency and energy consumption of new buildings and there is a requirement within these policies for applications for new development to be accompanied by an Energy Statement. Various documents have been submitted with this application in response to these policies, setting out how the proposals address the requirements.
51. The proposed development is stated to be targeting Net Zero Carbon in Operation and includes provision for heating and domestic hot water to be provided via electric air source heat pumps and electricity to be generated by 4,180 square metres of photovoltaic panels installed at ground level in the southern area of the site and on the flat roof element of the proposed two storey elements of the building. The Evaluating Operational Energy Net Zero Carbon in Operation (NZCIO) Pathway document states that the overall predicted energy demand of the building would be 68kWh/m² (without photovoltaic reduction).
52. Policy S7 and S8 of the CLLP deal with reducing energy consumption in residential and non-residential buildings respectively. Discussions have taken place with both the applicant and North Kesteven District Council regarding the applicability of these policies and the appropriate levels of acceptable energy demand. Whilst the proposed development provides residential accommodation, it is not in the form of traditional dwelling houses and the occupants of the proposed development would have no input or control over the heating or power usage associated with the operation of the facility. It is not possible to differentiate the residential elements of the proposed development from the non-residential elements of the proposals in terms of energy consumption. As stated above, the facility would have no openable windows at ground floor level and so traditional means of natural ventilation are not an option for the future occupants of the facility.
53. In light of all of these factors, it is not considered that the proposed development should be assessed under the provisions of policy S7, relating to residential development, and that it should instead, be assessed under the provisions of policy S8, relating to non-residential development. Policy S8 states that new development proposals should generate at least the same amount of renewable energy on-site as they demand over the course of a year and that a target of a site average total energy demand of 70kWh/m²/yr should be achieved. As stated above, the calculated energy demand of the proposed development is 68kWh/m² and so is below the target set within policy S8.

54. The Evaluating Operational Energy Net Zero Carbon in Operation (NZCIO) Pathway document states that this energy demand can be offset by approximately 4,180 square metres of photovoltaic panels (which would yield a total of 846,504 kWh). The application proposes this quantity of photovoltaic panels and therefore would meet its own energy demand, in accordance with policy S8. In order to secure compliance with the requirements of this policy, it is recommended that if planning permission is granted, it is subject to conditions requiring the implementation of the proposed renewable energy measures for the lifetime of the development.
55. Policy S6 requires consideration of the orientation, form and fabric of buildings, together with heat supply and renewable energy generation. Discussions have taken place with the applicant regarding the orientation and form of the building and it has been established that given the nature of the use, and the constraints along the eastern and western boundaries with the railway line and mature poplar trees, the orientation and form proposed is acceptable.
56. The thermal performance of the fabric of the building has been taken into account in the targeting of net zero carbon in operation. Matters regarding heat supply and renewable energy are as set out above. Overall, it is considered that the proposed development is in accordance with policy S6.
57. In relation to renewable energy, policy S14 sets out support for renewable energy schemes in the transition to a net zero carbon future. Whilst this policy primarily relates to stand-alone renewable energy projects, the support it offers to the principle of renewable energy is relevant in this case. Additionally, the criteria for assessing renewable energy projects are of relevance to the consideration of the proposed renewable energy in this case.
58. The proposed photovoltaic panels are necessary in order for the proposed development to meet its own energy demand and to comply with policy S8. The proposed photovoltaic panels are primarily located on the part of the site to the rear of the proposed built development, which is triangular in shape and would have very limited prospects of coming forward for any other employment generating use. The principle of the use of this site for the location of photovoltaic panels is acceptable, subject to consideration of more detailed matters, such as impacts on the historic environment and best and most versatile agricultural land, as discussed below. The use of photovoltaic panels is a key part of achieving net zero and complying with the provisions of policy S8 and therefore should be given significant weight in the planning balance.
59. Policies NS18 and S20 require new development to be resilient to climate change and make provision for electric car charging infrastructure. As has been demonstrated above, the design of the proposed development has been driven by a target to be net zero in operation and includes provision for on-site renewable energy generation. In addition to this, an electric vehicle charging point is proposed within the car park area, to serve two car parking spaces. The development is therefore compliant with policies NS18 and S20.

60. In relation to amenity, there are two residential properties located on Bonemill Lane and the development itself proposes residential accommodation. To the west of the application site are buildings in industrial use which have no limits on their operating hours. To the north of the application site, on the opposite side of the A17 is a Water Recycling Centre operated by Anglian Water. Policy S53 of the CLLP seeks to ensure that new development is compatible with neighbouring land uses and that the amenity of the occupiers of the new development will be satisfactory given the ongoing normal use of neighbouring land uses. It is therefore necessary to consider both the impacts on the existing residential dwellings on Bonemill Lane and the future occupants of the proposed facility.
61. The impacts of the proposed development need to be considered at both the construction and operational phases. Whilst construction impacts would be relatively short-term in their length, it is nevertheless necessary to ensure that they would not cause unacceptable impacts on the existing residential dwellings. A Construction Environmental Management Plan (CEMP) has been submitted with the application which sets out the proposed approach to the construction phase. It is proposed to undertake construction works between 07:30 and 17:00 hours Monday to Friday and if planning permission is granted, it is recommended that this is the subject of a condition to limit potential impacts from noise and disturbance on the neighbouring residential properties.
62. The key issues addressed in the CEMP with the potential to adversely impact local residents relate to noise and dust. In relation to noise and dust, the CEMP sets out methodologies for minimising and managing risk of noise and dust. In relation to dust specifically, it states that a Dust Management Plan will be developed, together with a stakeholder communication plan to include community engagement prior to works commencing on-site. If planning permission is granted, it is recommended that these measures are undertaken prior to the commencement of development and secured by an appropriately worded planning condition. Through the implementation of the proposed measures, including the Dust Management Plan to be required post-determination, the construction phase of the development would not have adverse impacts on the amenities of the nearby residential properties. The construction phase of the development would not be in conflict with the industrial uses to the west of the site.
63. The proposed operational phase of the development would result in an increase in the comings and goings along Bonemill Lane but these would be relatively modest and are not expected to result in adverse impacts on the amenities of the two residential dwellings. The use of the facility in itself is compatible with these residential dwellings (indeed the existing facility which is proposed to be replaced is completely surrounded by dwellings).
64. Lincolnshire County Council Highways has requested that the CEMP contains a greater amount of information than it currently does and so it is recommended that if planning permission is granted, it is subject to a condition requiring the submission of a CEMP and Method Statement, which is based on the submitted CEMP and includes the additional information required.

65. Anglian Water has raised a concern on the grounds that the proposed facility would be adversely impacted as a result of odour and noise from the nearby Water Recycling Centre. The location of the proposed development adjacent to a railway line, and the noise and vibration impacts from the use of that are also relevant in this case. It is therefore necessary to consider the agent of change principle in assessing the impacts on the proposed development. Further to the receipt of the concern from Anglian Water, an Odour Assessment has been submitted, together with a revised Noise and Vibration Report. These matters have been discussed with the applicant and North Kesteven District Council's Environmental Health Officer has been involved in these discussions. Discussions have also taken place between the case officer and Anglian Water regarding this concern in light of the additional information submitted.
66. The Odour Assessment considers the potential impacts of the Water Recycling Centre on the proposed development and notes that the application site is predominantly upwind of the Water Recycling Centre, being located to the south west of it. Over the last three years, the wind direction data found that in only 16% of the time was the application site downwind of the Water Recycling Centre, with the predominant wind direction being from the south west and west. Notwithstanding this, odour sniff test surveys were conducted in April and May 2023 on occasions when the wind direction was such that the application site was downwind of the Water Recycling Centre. No adverse impacts were recorded during the surveys. Overall, the Odour Assessment concludes that the likely odour impacts from the Water Recycling Centre on the proposed development are negligible.
67. North Kesteven District Council's Environmental Health Officer has not raised any objections with respect to odour.
68. A Noise and Vibration Report has been submitted with this application which considers potential impacts on the proposed development. This report acknowledges that there are existing noise emissions from the adjacent road network (specifically the A17), the railway line to the western boundary, the industrial estate beyond the western boundary and sporadic aircraft noise.
69. The noise and vibration survey undertaken comprised three unattended noise and one vibration monitoring location over the course of two days. In addition to this, the report states that a total of four hours of attended measurements were undertaken in order to investigate and evaluate all the noise sources which have the potential to affect the proposed development.
70. The Noise and Vibration Report notes that, for safety reasons, none of the windows in the habitable spaces will be openable and the assessment has been undertaken on this basis. The report states that there is a low risk of noise nuisance affecting the proposed bedrooms and learning and teaching rooms and as such, specifications for the construction of the external walls and roof are recommended to mitigate these potential impacts. The report goes on to state that if these recommended attenuation measures are employed the proposed development would meet the relevant acoustic guidelines. In relation to vibration, the report states that the measured levels were substantially below the recommended criteria and therefore no mitigation measures are required.

71. The potential re-orientation of the proposed building was discussed with the applicant to aim to reduce potential impacts from the railway line on the residential accommodation, however, this then raised greater issues in relation to site security and access and so no alterations were made to the proposals in this regard.
72. As has been stated above, the proposed development would incorporate non-opening windows at ground floor level for safety and security. The development also proposes a 5.2 metre high perimeter wall which encompasses the proposed residential spines of the building. These features significantly limit the opportunities for noise disturbance to be caused in the residential spines of the proposed development.
73. Discussions have taken place with North Kesteven District Council's Environmental Health Officer with respect to noise and vibration and during the course of the processing of the application a revised Noise and Vibration Report was submitted, including additional information to address concerns raised regarding noise. The Environmental Health Officer has reviewed the revised report and has raised no objections to the proposals.
74. Anglian Water has confirmed in telephone discussions that the concerns raised are not prohibitive to the granting of planning permission but are instead to ensure that the applicant is aware of the operation and potential impacts of the Water Recycling Centre. Given that the additional information has found no adverse impacts from the Water Recycling Centre on the operation of the proposed development in relation to odour and noise, and in light of the Environmental Health Officer having reviewed this additional information in the context of Anglian Water's concerns and concluded that there are no objections, it is considered that the proposed development would not be adversely impacted by the operation of the Water Recycling Centre and that it is acceptable in relation to this.
75. Overall, the Environmental Health Officer has confirmed that there are no objections to the proposed development in relation to noise and odour.
76. The development is therefore in accordance with policy S53 in this regard. In order to ensure this remains the case for the lifetime of the development, it is recommended that if planning permission is granted it is subject to a condition requiring that all of the ground floor windows are non-openable and that the noise attenuation measures set out in the Noise and Vibration Report are installed.
77. A lighting plan has been submitted with this application, however, it has not been accompanied by any assessment of potential impacts in relation to sensitive receptors and wildlife. It is not anticipated that the external lighting associated with this development will have an adverse impact on the amenities of the nearby residents, however, if planning permission is granted it is recommended that it is subject to a condition requiring full details of the proposed external lighting, together with an assessment of potential impacts, to ensure there is no harm to residential amenity.

78. Overall, it is concluded that, subject to the recommended conditions, the proposed development is acceptable in relation to impacts on the amenities of nearby residential dwellings and in terms of the amenities of the future users of the facility itself.
79. Subject to the above recommended conditions, the proposed development would be in accordance with policies S6, S7, S8, S11, S14, NS18, S20 and S53 of the CLLP in relation to design, amenity and energy consumption.

Nature Conservation and Biodiversity Net Gain

80. Policies S60 and S61 of the CLLP seek to protect the natural environment and secure opportunities for biodiversity net gain (BNG).
81. This application is accompanied by a Preliminary Ecological Appraisal (PEA), a Reptile and Great Crested Newt eDNA Survey, a Reptile Mitigation Survey Report, a Bat and Bird Box Plan and a Biodiversity Net Gain Report, with accompanying Biodiversity Metric information.
82. A series of ecological surveys have been undertaken at the site since May 2022 and it is understood that further ecological survey work is on-going, including in relation to water vole and badgers. The PEA recommends that further survey work should be undertaken to ascertain the nature of the use of the site by badger. It is therefore recommended that if planning permission is granted, it is subject to a condition requiring the results of the survey work and any necessary mitigation strategy to be submitted for approved and, if necessary, implemented thereafter.
83. North Kesteven District Council's consultant Ecologist has highlighted outstanding areas of uncertainty in relation to the final landscaping design, the results of the water vole survey, the final lighting design and the parameters used for the BNG assessment. However, it is noted that none of these matters should prevent the determination of the application at this stage but all will need to be suitably addressed post-determination.
84. The most recent reptile survey undertaken at the site recorded no reptiles, however, previous survey works confirmed that the site had previously held a low population of common reptiles. In order to ensure that any reptiles are appropriately protected, the District Council's Ecologist recommends that a planning condition is used to require the reappraisal of the site by a suitably qualified ecologist prior to site clearance works taking place and that the Working Method Statement set out in the Reptile and Great Crested Newt Survey Report should be implemented, with a requirement to provide written compliance with this approach. As such, it is recommended that if planning permission is granted, it is subject to such a condition.
85. As stated above, it is understood that further survey works in relation to water vole are on-going. As noted by the District Council's Ecologist, in most cases this information would be required prior to the determination of the application, however, in light of the advice of the Ecologist that a design solution could be sought to avoid impacts on water vole, or that potential localised impact could be managed through licencing (and that a licence is likely to be granted), it is

considered acceptable to determine this application prior to the survey results, subject to the imposition of a planning condition requiring the results of the survey work and mitigation strategy to be submitted for approved and implemented as necessary, if planning permission is granted.

86. Lincolnshire Wildlife Trust initially responded to the application raising a holding objection due to concerns regarding the information in the Bat and Bird Box Plan and the lack of information regarding external lighting and the potential for such lighting to have adverse ecological impacts. The concerns raised regarding the indicative locations for the siting of the bird boxes for swifts in the proposed development focus on the potential for the overheating of the boxes. An objection from a member of the public was received which is also in relation to swifts, seeking appropriate provision for this species. North Kesteven District Council's Ecologist also raised concerns regarding the configuration of the proposed swift boxes.
87. In order to ensure that appropriate measures can be installed to accommodate birds and bats, it is recommended that if planning permission is granted it is subject to a condition requiring the submission, approval and implementation of a scheme for the provision of bird and bat boxes in appropriate locations across the site.
88. Lincolnshire Wildlife Trust also raised concerns regarding the potential impacts of external lighting, as did the District Council's Ecologist. Whilst the proposed development will include external lighting, and a lighting plan has been submitted, no assessment of the impacts of this scheme in relation to wildlife, and specifically bats, have been submitted and therefore it is recommended that if planning permission is granted it is subject to a condition requiring the full details of the scheme, together with an assessment of the impacts and any necessary mitigation measures, to be submitted for approval. This will ensure that any potential adverse ecological impacts can be appropriately addressed.
89. In relation to overall BNG, North Kesteven District Council's Ecologist has raised a number of concerns regarding the methodology used for calculating BNG in light of a number of omissions and uncertainties. The Ecologist also stated that the BNG assessment will need to be updated once the final landscape scheme has been submitted. Notwithstanding this, the Ecologist has advised that on the information provided, there is confidence that a BNG of greater than 10% is achievable on this site and as such, the provisions of policy S61 can be met. In order to appropriately secure this, it is recommended that if planning permission is granted it is subject to a condition requiring the submission and approval of a biodiversity gain plan and that the provisions of this plan must be implemented and maintained for a period of not less than 30 years.
90. Overall, whilst there is outstanding information in relation to nature conservation and BNG, subject to the imposition of the aforementioned conditions, the proposed development will not have an adverse impact on ecology and will deliver at least 10% BNG. The development is therefore in accordance with policies S60 and 61.

Landscape, Trees and Soils

91. Policy S58 of the CLLP seeks to protect the setting and character of Sleaford and policy S66 seeks to protect and enhance trees, woodland and hedgerows. As stated above, the application site is currently in agricultural use and is located on the eastern edge of Sleaford, within an allocated employment site.
92. The western boundary of the site is flanked by a railway line and to the west of that are industrial buildings associated with the Pride Parkway employment site. To the eastern site boundary is a double line of tall, mature poplar trees which run along the line of the River Slea to a point at the southern tip of the site. Beyond the River Slea are open fields and this includes an area identified in the CLLP as Important Open Space. To the north of the site is a working farm and immediately to the north beyond this is the A17 dual carriageway, which is set at a raised height.
93. The tree-lined eastern boundary of the site provides natural delineation between the employment site allocation and the open countryside to the east. Views into the site from the east would be largely screened by this double line of mature trees, although there are glimpsed views of the existing range of industrial buildings located further to the west. The trees along this eastern site boundary are all proposed to be retained. These trees have a high amenity value and need to be appropriately protected during the construction and operational phases of the development.
94. North Kesteven District Council has emphasised the importance of this tree belt in its response to the proposed development and has stated that it would object to the loss of any of these trees.
95. It is recommended that if planning permission is granted it is subject to a condition requiring the retention and protection of this tree belt, protecting this high value asset and ensuring compliance with policy S66.
96. Views into the site from the south are screened by an existing tree belt and views from the north are limited by the intervening A17, which, as stated above, is at a higher level than the parcel of land in which the proposed development would be located. The proposed development would not have harmful impacts on the setting or character of Sleaford and is in accordance with policy S58.
97. There is a Public Right of Way (PRoW) which runs adjacent to the River Slea beyond the eastern site boundary. Given its close proximity to the site, there are intermittent views into the site from this PRoW, with the double line of poplar trees and associated vegetation providing screening to varying levels along the route of the PRoW. The double line of trees would largely screen longer distance views into the site. Given that this site is allocated for employment uses, it is considered that potential impacts on views from this PRoW were considered to be acceptable in principle during the allocation process. The proposed development is a one and two storey building located centrally within the overall parcel of land bounded by the railway and River Slea and so is not of a size and scale which is greater than would have been envisaged when the site was allocated as employment land. Whilst there would be views into the site and the built

development would be visible from stretches of the PRoW, it is not considered that these are harmful to the amenities of the users of the PRoW and, as stated above, the development would be set against the backdrop of the existing industrial buildings which are located to the west of the railway line.

98. Policy S65 of the CLLP seeks to prevent development proposals being located with areas of Important Open Space. The proposed development does not encroach into the area of Important Open Space and therefore there is no conflict with this policy in this regard. Whilst this policy does not require consideration of the setting of Important Open Space, the site is allocated as employment land and therefore there is clearly an acceptance in the development plan that built development can take place on this site without causing harm to the Important Open Space, in principle. The proposed development consists of a one and two storey building which would not be dominant in the wider landscape and would not harm the setting of the Important Open Space in the context of the employment land allocation.
99. Policy S67 of the CLLP seeks to protect the best and most versatile agricultural land (BMVAL) from loss. It is understood that the site lies on Grade 2 agricultural land and as such constitutes BMVAL. Policy S67 accepts the principle of the loss of BMVAL on sites which are allocated for development, such as the application site. It does nevertheless require an agricultural land classification report to be submitted with planning applications on site of 1 hectare or larger, setting out the justification for such a loss and the benefits and / or sustainability considerations which outweigh the need to protect such land.
100. An Agricultural Land Report has been submitted with this application in accordance with policy S67. This sets out the economic benefits of the proposed development, as stated above in consideration of the principle of the development. The conclusion of the report is that the loss of this area of BMVAL is justified and this conclusion is agreed with in light of the existing allocation of the land and the proposed employment-generating use and benefits. The proposed development does not therefore conflict with policy S67.

Flood Risk and Drainage

101. Policies S12 and S21 of the CLLP seek to encourage sustainable water management and ensure development proposals are not at risk from flooding or cause increased flood risk elsewhere.
102. A Flood Risk Assessment and Drainage Statement has been submitted with this application. The application site is located in Flood Zone One and is therefore in a location at low risk of flooding. The Flood Risk Assessment and Drainage Strategy considers a range of other potential sources of flooding and concludes that the proposed development is at low risk from all sources of flooding.
103. The flood risk as a result of the development is also considered. Sustainable drainage system (SuDS) solutions are proposed as part of this development, including the use of an attenuation pond and swales with surface water ultimately discharged into the River Slea to the east of the site. Any such works which require an Environmental Permit are subject to the approval of the Environment Agency

and are dealt with outside the planning system. A SuDS Maintenance Guide has also been submitted with this application.

104. It is noted that the proposed drainage channel between the proposed attenuation pond in the north east part of the site and the River Slea to the east crosses the line of mature poplar trees along the eastern site boundary. Drawing reference SBK-22-157-530 P02 "Drainage Design" In Appendix C of the Flood Risk Assessment and Drainage Strategy notes that hand dig may be required through the tree root protection area. As stated above, these trees are an important landscape feature and have high amenity value. It is necessary to protect these trees from adverse impacts and as such, any such drainage channel would need to be designed to ensure the retention and protection of all of trees. In order to achieve this, it is considered that further details of the proposals would be required prior to the drainage strategy being implemented.
105. Lincolnshire County Council Lead Local Flood Authority, the Environment Agency and Witham Third Internal Drainage Board have all responded to the consultation on this application stating that they have no objections to the proposed development providing it is carried out in accordance with the Flood Risk Assessment and Drainage Statement (subject to informatives for the applicant).
106. Network Rail has also responded to this consultation highlighting the need to ensure that drainage associated with the site does not impact on or cause damage to the adjacent railway assets. Network Rail require that surface water flows away from the railway, that there must be no ponding of water adjacent to the railway boundary and that any attenuation pond within 30 metres of the railway boundary must be approved in advance by Network Rail.
107. In this case, the surface water drainage strategy proposes to utilise SuDS, as outlined above and discharge into the River Slea, which lies to the east of the site, in the opposite direction to the railway line. The proposed attenuation pond would be over 125 metres from the railway line and so is compliant with the requirements of Network Rail.
108. Network Rail also advises that foul water drainage should be directed away from Network Rail's retained land and structures. The proposed foul drainage strategy in this case utilises an existing foul drainage network, which whilst running parallel to the railway line, would not be any closer to it than is currently the case. It is therefore not in conflict with the requirements of Network Rail.
109. If planning permission is granted, it is recommended that it is subject to a condition requiring the implementation of the Flood Risk Assessment and Drainage Statement and that prior to the commencement of any works relating to the drainage of the site, details of the means of protecting the mature line of poplar trees with respect to the proposed drainage connection between the attenuation pond and the River Slea shall be submitted for approval and the approved scheme subsequently implemented.

Transport and Highways

110. Policies S45, S47, S48 and S49 and Appendix 2 of the CLLP seek to reduce the need to travel, encourage sustainable modes of travel, ensure new development is adequately served by the necessary infrastructure and set out the parking requirements associated with new development proposals.
111. Access from the main part of the Pride Parkway employment allocation to the application site is from Bonemill Lane via a roundabout and the slip road to the A17. Bonemill Lane is an adopted highway but it is currently in a poor state of repair.
112. As stated above, outline planning permission had been granted in 2002 for employment development on the site. This previous permission had required the junction of Bonemill Lane and the A17 slip road to be stopped up and physically closed to traffic prior to the occupation of the development (condition 5). The 2002 outline planning permission also required full details of the highway connection between *“the application site and public highway, East Road roundabout”* to be submitted, approved and constructed to the satisfaction of the local planning authority, prior to the commencement of development (condition 18).
113. Condition 5 of this outline planning permission has not been complied with and the junction of Bonemill Lane and the A17 slip road remains operational. The current development proposals do not include provisions for the stopping up of Bonemill Lane or the physical closure of this junction. It does appear, however, that a small part of the previously proposed estate access road off Bonemill Lane has been constructed and this has been confirmed to be lawful development in the 2011 CLEUD, however, any further works which took place on Bonemill Lane itself pursuant to condition 18 are understood to not have been inspected under any section 278 arrangement (as stated in the CLEUD decision notice) and so cannot be concluded to have discharged condition 18.
114. It is therefore necessary to consider in this case, what highways impacts the proposed development would have and what measures would need to be put in place to address any such impacts.
115. It is important to note that given the secure nature of the proposed development, the children who would be using the proposed facility would live within the facility itself and would attend the education facilities within it without leaving the site. These children would arrive by motor vehicle to the site. The education facilities, and other proposed facilities within the development, would not be available to children not resident on site.
116. A Transport Assessment has been submitted with this application and Lincolnshire County Council Highways has stated that this document demonstrates that the proposed development can be accommodated on the local highway network.
117. The application proposes to upgrade Bonemill Lane, involving the widening of it and installing a footpath and cycleway. Amended highways and access proposals

were submitted during the processing of the application which propose a new footpath and cycleway crossing over the railway line which is proposed to be gated either side of the railway line for safety. The proposed development would be connected to Bonemill Lane via an access road heading north from the proposed car park area.

118. The proposed works to Bonemill Lane fall outside the application site boundary but are within land under the control of Lincolnshire County Council as Highways Authority. Lincolnshire County Council Highways has responded to the proposed development stating that there are no objections, subject to a number of conditions being imposed if planning permission is granted. One of the recommended conditions is that the works to improve the public highway, through the carriageway widening, must have been carried out and certified as complete by the County Planning Authority, prior to the commencement of development. It is therefore necessary to use a Grampian style condition, if planning permission is granted, to secure such works as they are outside the application site boundary.
119. Whilst the application proposes a new footpath and cycleway, Lincolnshire County Council Highways has requested that the full details of these proposals, including how it will connect the development to the existing network and details of appropriate arrangements for the management of surface water run-off from the highway, to be submitted for approval and the approved scheme thereafter implemented.
120. Lincolnshire County Council Highways has recommended that if planning permission is granted, a Construction Management Plan and Method Statement should be submitted for approval and the approved measures must be implemented to mitigate any potential adverse impacts of vehicle activity and the management of drainage during the construction phase of the development. Whilst a Construction Environmental Management Plan has been submitted with this application, it does not adequately address all of the necessary issues and therefore if planning permission is granted, it is recommended that it is subject to a condition requiring the submission, approval and implementation of an appropriate Construction Environmental Management Plan and Method Statement.
121. As stated above, a railway line runs along the western boundary of the application site and there is a level crossing located on Bonemill Lane to the north west of the site. This level crossing has automatic barriers and it is understood this this has recently been upgraded. Access to the site along Bonemill Lane requires all traffic (motorised and non-motorised) to cross this level crossing. The revised highway improvements propose a new pedestrian and cycle crossing over the railway line, in addition to the existing vehicular crossing.
122. Network Rail initially responded to the application stating it has no objection to the principle of the development, subject to conditions in relation to an appropriate construction methodology being submitted to protect the operational railway boundary, appropriate drainage measures being secured, the requirement for the erection of a trespass proof fence and appropriate landscaping being undertaken. It is recommended that if planning permission is granted, it is subject to conditions to meet each of these requirements. In light of the proposed fence being likely to

be at least partially located outside the application site boundary, it is necessary to use a Grampian style condition to secure the installation of this.

123. Network Rail has subsequently been consulted on the amended highway and access proposals, which include a proposed new footpath and cycleway across the railway line, as stated above, and have objected to these proposed amendments stating that it is against Network Rail policy to introduce new level crossings on the operational railway infrastructure due to the inherent safety issues that they represent. In light of the objection from Network Rail, the amended highway and access proposals are not considered to be acceptable and planning permission should not be granted on the basis of these proposals.
124. Network Rail did not object to the development as originally proposed and hence the principle of the additional traffic (motorised and non-motorised) movements across the existing level crossing associated with the proposed development are not objected to. Whilst a dedicated footpath and cycleway might be the most desirable highway solution, given the constraint posed by the presence of an existing railway line, and the safety issues Network Rail has highlighted in relation to the creation of a new crossing, it is considered that a highway solution utilising the existing crossing must be sought if this site is to come forward for development. At present there is a narrow footpath across the level crossing, together with the main vehicular carriageway.
125. It is considered that a highways design solution can be achieved which is satisfactory to both Lincolnshire County Council Highways and Network Rail but at the time of writing this report, such a solution has not been submitted. It is therefore recommended that if planning permission is granted, a Grampian style condition is imposed requiring the submission of the full details of the proposed carriageway widening to Bonemill Lane, including a new footpath and cycleway between the site and East Road Roundabout, to be approved in consultation with both Highways and Network Rail and that the approved scheme shall be implemented prior to the commencement of development on the site. This would ensure that an appropriate scheme providing safe walking, cycling and vehicular access to the site can be delivered and meet the requirements of policies S47 and S48 of the CLLP.
126. A Framework Travel Plan has been submitted with this application. This sets out that the site is accessible to a range of local services and facilities by walking, cycling and public transport. The Framework Travel Plan highlights the importance of staff welcome packs to encourage sustainable travel options and proposes the use of such packs. An Action Plan is proposed setting out targets for implementation of sustainable travel strategies. In order to ensure that the measures proposed are implemented, it is recommended that if planning permission is granted it is subject to a condition requiring the implementation of the Framework Travel Plan.
127. A total of 115 parking bays are proposed in this development, comprising 89 long stay / staff bays, 22 short stay / visitor bays and four accessible bays (three of which are proposed to be designated to visitor parking). In addition to this, 20 cycle spaces are proposed and two motorcycle parking spaces. Within the parking area an electrical charging point to serve two car parking bays is proposed.

128. The car parking standards set out in Appendix 2 of the CLLP require residential institutions to have one space per FTE staff plus one per five beds visitor spaces. The proposed development is stated to generate 165 FTE employees, however, the applicant has confirmed that the maximum number of staff on site at any time would be 75 (during the period 14:00 to 15:00 hours) and that the number of staff would be less than this at all other times. It is therefore considered that the 90 staff bays (including one accessible bay) are more than adequate to meet the needs of the maximum number of staff on site at any one time. Under the requirements of Appendix 2 of the CLLP, six visitor spaces would be required whereas the proposed development makes provision for a total of 25 visitor bays (including three accessible bays). Given the nature of the development, the provision of cycle parking and the accessibility of options for walking and using public transport, the proposed car parking on site is concluded to be acceptable and provides more than adequate spaces for the maximum number of employees on site at any one time.
129. Subject to the recommended conditions, it is concluded that the proposed development is in accordance with the CLLP with respect to transport and highways.

Historic Environment

130. Policy S57 of the CLLP seeks to protect the historic environment. The application site lies within an area of potential archaeological interest. This application has been accompanied by two archaeological reports, an Archaeological Desk-Based Assessment and an Archaeological Evaluation Report: Geophysical Survey by Magnetometry.
131. The Desk-Based Assessment acknowledges that a number of archaeological investigations have taken place within the area identified in the report as the study area and these have revealed this area is rich in archaeological activity, dating from the early prehistoric to the post-medieval period with some areas showing evidence of sustained settlement over a long period. The geophysical survey undertaken revealed features of archaeological interest, some which could be linked to previous archaeological work undertaken on the site.
132. It is understood that the applicant has agreed a scheme of trial trenching with the County Council Archaeologist and that at the time of writing this report this work is underway but has not been completed. The works so far have, however, revealed further archaeological features indicating archaeological areas across the site and previous evaluation has established this site had surviving archaeology of Iron Age and Roman settlement activity.
133. In light of the archaeological interest of the site, and in accordance with policy S57 of the CLLP and paragraph 205 of the NPPF, it is recommended that if planning permission is granted, it is subject to a condition for an archaeological scheme of works consisting of archaeologically supervised and controlled topsoil strip, map and record for the area of the proposed groundworks and any associated works which may impact upon surviving archaeology in order to allow any such surviving archaeology to be recorded prior to its destruction. Subject to the imposition of

such a condition, the proposed development would be in accordance with policy S57 and the NPPF in this regard.

Health and Wellbeing

134. Policy S54 of the CLLP seeks to enhance physical and mental well-being and requires development proposals on sites over 5 hectares in size to be accompanied by a health Impact Assessment.
135. A Health Impact Assessment was submitted during the processing of this application which sets out how the proposed development has been designed to provide secure indoor and outdoor spaces, rooms for one-to-one sessions and an overall high level of care for children with complex and challenging needs.
136. The proposed development includes provision for physical activity in indoor and outdoor spaces. It is located on a site which is accessible and so facilitates access for visitors. The education element of the proposed development is stated to have been located within the site to enable the occupants to “walk to school” in the morning with the intention of creating a sense of “normalcy”.
137. The proposed development has been designed with a focus on the health and wellbeing of the children who will reside at the facility. The proposal is in accordance with policy S54.

Contaminated Land

138. Policy S56 of the CLLP seeks to ensure that development is not at risk from previous contamination of the land and that the development itself would not cause adverse environmental impacts.
139. A Ground Investigation Report has been submitted with this application. This report identifies some potential contaminant linkages but considers that these are low-risk and acceptable and recommends the use of standard Personal Protective Equipment and hygiene protocols for working on brownfield sites during the construction phase. The report concluded that no further works are necessary but recommends the Principal Contractor should have a discovery strategy in place in the event of exposing unexpected or previously unencountered contamination.
140. The Environmental Health Officer has advised that if any ground contamination is found during the works, the District Council should be notified immediately.
141. It is therefore considered that the proposed development is in accordance with policy S56 and a condition is recommended, if planning permission is granted, to address any unexpected contamination.

Minerals Safeguarding

142. The application site is located within a minerals safeguarding area for sand and gravel. As such, policy M11 of the CSDMP is of relevance. This policy seeks to safeguard minerals resources from non-minerals development and requires that a Minerals Assessment is submitted with any such planning application.

143. As discussed above, the application site lies on a site which is allocated for both employment and waste development; it is a site which is quite discrete from the rest of the employment allocation to the west and is bound by a railway along the western boundary, the River Slea along the eastern boundary and to the north of the site are two residential dwellings, a working farm and the A17 dual carriageway.
144. Policy M11 establishes a range of criteria against which non-minerals development will be assessed, one of which is that the site forms part of an allocation. The proposed development therefore falls within this category and so, in principle, planning permission can be granted.
145. Additionally, it is clear that the prior extraction of the mineral in this case would not be practical given the limited size and discrete character of this site. The proximity to existing residential properties would also be a prohibiting factor. The proposed development in itself would not result in the sterilisation of any mineral resource within the neighbouring land.
146. The proposed development meets the requirements of policy M11 and is therefore in accordance with this policy.

Safeguarding Waste Management Sites

147. Policy W8 of the CSDMP seeks to safeguard existing waste management facilities. As stated above, the application site lies to the south the Sleaford Water Recycling Centre, operated by Anglian Water. The on-going operation of this Water Recycling Centre is protected by policy W8.
148. In light of the agent of change principle, it is important to ensure that the proposed development does not result in pressure being placed on this existing waste management facility to address any potential conflicts between the waste management facility and the proposed development. As set out above in relation to the consideration of noise and odour, it is concluded that the proposed development will not be adversely affected by the continued operation of the Water Recycling Centre and conditions to ensure this are recommended if planning permission is granted. It is therefore concluded that the existing Water Recycling Centre would be safeguarded and the development is therefore in accordance with policy W8.

Other Matters

149. During the consultation process for this application, representations were received from the NHS Lincolnshire Integrated Care Board requesting s.106 contributions of £4,400 towards impacts on the Sleaford Medical Group, Millview Medical Centre and Ruskington Medical Practice as the proposed development is within their catchment area. The contributions are stated to be required due to the additional demands on the existing GP services for the area and additional infrastructure required to meet these demands.

150. Discussions took place with the NHS Lincolnshire Integrated Care Board to ascertain whether this request was justified in light of the nature of the proposed development. It was advised that the current facility in Sleaford uses the provisions of the local medical centres and that there was no reason to believe that this would not continue to be the case. The applicant subsequently confirmed acceptance of this and as such, a Unilateral Undertaking is in the process of being prepared. At the time this report was written the Unilateral Undertaking had not been completed but is expected to have been completed by the Committee date.
151. Under the provisions of Regulation 122(2) of the Community Infrastructure Regulations 2010 (as amended) (CIL Regulations) a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:
- (a) *necessary to make the development acceptable in planning terms;*
 - (b) *directly related to the development; and*
 - (c) *fairly and reasonably related in scale and kind to the development.*

In this case, it is considered that the Unilateral Undertaking meets the requirements of the CIL Regulations and if planning permission is granted, it should be subject to the provisions of the submitted Unilateral Undertaking.

Overall Conclusions

152. The proposed development constitutes a sustainable form of development in a sustainable location within the town of Sleaford. The proposals are an acceptable form of employment generating development on a site allocated for employment uses. The development has been designed to a high standard, seeks to minimise energy usage and proposes on-site renewable energy to meet its own needs. The retention of the existing mature trees along the eastern site boundary, together with an on-site landscaping scheme will ensure that at least a biodiversity net gain of 10% is achieved. The proposed access and highway improvements will ensure safe access for all to and from the site. Whilst the site is located in an area of potential archaeological interest, this was known when the allocation for employment use of the site was retained in the recently adopted CLLP and appropriate measures can be put in place to ensure any surviving archaeology is appropriately recorded.
153. Overall, and subject to the recommended conditions, it is concluded that the proposed development is in accordance with the NPPF, the CLLP, the CSDMP and the LMWLP.

Human Rights Implications

154. The Committee's role is to consider and assess the effects that the proposal will have on the rights of individuals as afforded by the Human Rights Act (principally Articles 1 and 8) and weigh these against the wider public interest in determining whether or not planning permission should be granted. This is a balancing exercise and matter of planning judgement. In this case, having considered the information and facts as set out within this report, should planning permission be granted the

decision would be proportionate and not in breach of the Human Rights Act (Articles 1 & 8) and the Council would have met its obligation to have due regard to its public sector equality duty under Section 149 of the Equality Act 2010.

RECOMMENDATIONS

That, subject to the completion of a satisfactory Unilateral Undertaking to secure the NHS Lincolnshire Integrated Care Board contribution, planning permission be granted subject to the following conditions:

1. The development hereby permitted shall be commenced within three years of the date of this permission. Written notification of the date of commencement of development shall be sent to the County Planning Authority within seven days of commencement.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall only be carried out in accordance with the following documents and plans unless otherwise modified by the conditions attached to this planning permission or details subsequently approved pursuant to those conditions, as follows:

Documents

- Application form (received 11 April 2023)
- Agricultural Land Assessment (received 25 May 2023)
- Air Quality Assessment (received 17 April 2023)
- Air Quality Technical Note (received 11 April 2023)
- Arboricultural Survey and Constraints Report (received 11 April 2023)
- Archaeological Desk-Based Assessment (received 11 April 2023)
- Archaeological Evaluation Report: Geophysical Survey by Magnetometry (received 27 April 2023)
- Biodiversity Metric 3.1 (received 9 June 2023)
- Biodiversity Net Gain Report (received 11 April 2023)
- Commercial Market and Development Assessment (received 11 April 2023)
- Design and Access Statement (received 11 April 2023)
- Evaluating Operational Energy Net Zero Carbon in Operation (NZCIO) Pathway (received 2 June 2023)
- Evaluating Operational Energy TM54 Report (received 2 June 2023)
- Flood Risk Assessment and Drainage Statement (received 11 April 2023)
- Framework Travel Plan Rev P04 (received 25 May 2023)
- Ground Investigation Report (received 11 April 2023)
- Health Planning Checklist (received 25 May 2023)
- Minerals Assessment (received 25 May 2023)
- Need Assessment (received 11 April 2023)
- Noise and Vibration Assessment Rev C (received 2 June 2023)
- Odour Assessment (received 31 May 2023)
- Planning Statement (received 11 April 2023)
- Planning Policy Response S6, S7, S8 and S14 (received 2 June 2023)

- Preliminary Ecological Appraisal Survey Report (received 11 April 2023)
- Reptile and Great Crested Newt eDNA Survey Report (received 9 June 2023)
- Reptile Mitigation Survey Report (received 25 May 2023)
- Response to the New Lincolnshire Plan Policy S7 Rev B (received 31 May 2023)
- Site Suitability Assessment (received 11 April 2023)
- Socio-Economic Benefits Statement (received 11 April 2023)
- Stage 1 Preliminary UXO Risk Assessment (received 11 April 2023)
- SUDS Maintenance Guide Rev 3 (received 7 June 2023)
- Thermal Comfort Report (received 11 April 2023)
- Transport Assessment (except drawing LSCH21-HEX-XX-XX-DR-Y-0101 (S2) P01 Proposed Access Arrangement and Highway Improvements which is not approved) Rev P04 (received 26 May 2023).

Drawings

- LSCH21-KBS-ZZ-XX-D-A-1000 (S2) Rev P06 Site Location Plan (received 20 April 2023)
- LSCH21-KBS-ZZ-XX-D-A-1001 (S2) P04 Site Plan Existing (received 20 April 2023)
- LSCH21-KBS-ZZ-XX-D-A-1010 (S2) P12 Site Plan Proposed (received 7 June 2023)
- LSCH21-KBS-XX-00-D-A-1100 (S2) P03 Ground Floor GA Plan (received 2 June 2023)
- LSCH21-KBS-XX-01-D-A-1105 (S2) P04 First Floor GA Plan (received 2 June 2023)
- LSCH21-KBS-XX-RF-D-A-1110 (S2) P04 Roof Plan GA Plan (received 2 June 2023)
- LSCH21-KBS-XX-XX-D-A-1300 (S2) P03 GA Elevations (received 2 June 2023)
- LSCH21-KBS-XX-XX-D-A-1301 (S2) P01 GA Elevations (received 7 June 2023)
- LSCH21-KBS-XX-XX-D-A-1400 (S2) P03 Site Sections (received 2 June 2023)
- LSCH21-KBS-ZZ-00-D-A-2100 (S2) P05 Ground Floor GA Plan (received 8 June 2023)
- LSCH21-KBS-ZZ-01-D-A-2101 (S2) P04 First Floor GA Plan (received 8 June 2023)
- LSCH21-KBS-ZZ-XX-D-A-3001 (S2) P03 GA Elevations – Typical Residential House Elevations (received 20 April 2023)
- LSCH21-KBS-ZZ-XX-D-A-3003 (S2) P03 GA Elevations – Health Hub Courtyard (received 20 April 2023)
- LSCH21-SBK-XX-XX-DR-C-510 P03 Surface Finishes and Kerbs (received 2 June 2023)
- LSCH21-SBK-XX-XX-DR-C-530 P03 Drainage Design (received 2 June 2023)
- LSCH21-ALA-00-XX-DR-L-0210 (S2) P02 Planting Strategy (received 2 June 2023)
- LSCH21-ALA-00-XX-DR-L-0201 (S2) P04 Site Wide Illustrative Masterplan (received 2 June 2023)
- LSCH21-ALA-00-XX-DR-L-0202 (S2) P05 Illustrative Masterplan (received 2 June 2023)
- LSCH21-ALA-00-XX-DR-L-0203 (S2) P04 Landscape General Arrangement (received 2 June 2023)
- LSCH21-ALA-00-XX-DR-L-0204 (S2) P05 Site Wide Boundary Treatment (received 2 June 2023)
- Proposed Trenches V2 (received 25 May 2023)
- Proposed Trenches V3 (received 25 May 2023).

Reason: To define the permission and to ensure the development is implemented in all respects in accordance with the approved details.

3. Prior to the commencement of development a Construction Environmental Management Plan and Method Statement shall be submitted to and approved in writing by the County Planning Authority. The Construction Environmental Management Plan and Method Statement shall be based on the Construction Environmental Management Plan submitted on 9 June 2023, including limiting the hours of construction to between 07:30 to 17:00 hours Monday to Friday, and shall also include:

- measures to mitigate the adverse impacts of vehicle activity, including:
- the phasing of the development to include access construction;
- the on-site parking of all vehicles of site operatives and visitors;
- the on-site loading and unloading of all plant and materials;
- the on-site storage of all plant and materials used in constructing the development;
- wheel washing facilities;
- the route of construction traffic to and from the site including any off-site routes for the disposal of excavated material;
- a 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, including drawing(s) showing how the drainage systems (temporary or permanent) connect to an outfall (temporary or permanent) during construction;
- a Dust Management Plan;
- details of measures to secure the safe operation of the adjacent operational railway; and
- a stakeholder communication plan.

The approved Construction Environmental Management Plan and Method Statement shall thereafter be implemented in full for the duration of the construction phase of the development hereby approved.

Reason: To ensure that the development is carried out in acceptable manner; to protect the amenities of nearby land users; in the interests of the safety and free passage of those using the adjacent public highway; in the interests of the safe operation of the adjacent railway line; and to ensure that the development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the development during construction.

4. Prior to the commencement of development on site works to improve the public highway by means of carriageway widening on Bonemill Lane and provision of a 3.0 metre wide footway / cycleway to connect the development hereby approved to the existing network at East Road Roundabout, shall be fully implemented and certified as complete by the County Planning Authority in accordance with details that shall first have been submitted to and approved in writing by the County Planning Authority, in consultation with Lincolnshire County Council Highways and Network Rail. The works shall include appropriate arrangements for the management of surface water run-off from the highway.

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

5. Prior to the commencement of development on site a trespass proof boundary fence of at least 1.8 metres in height shall be erected adjacent to the railway line located immediately to the west of the site, the details of which shall first be submitted to and approved in writing by the County Planning Authority. The approved fence shall thereafter be retained and maintained for the lifetime of the development.

Reason: To ensure the safe operation of the adjacent railway line.

6. With respect to archaeology, the following measures shall be undertaken:

Part 1

Prior to the commencement of development on site a written scheme of archaeological investigation shall be submitted to and approved in writing by the County Planning Authority. This scheme shall include the following:

- a. an assessment of significance and proposed mitigation strategy (i.e. preservation by record, preservation in situ or a mix of these elements);
- b. a methodology and timetable of site investigation and recording;
- c. provision for site analysis;
- d. provision for publication and dissemination of analysis and records;
- e. provision for archive deposition; and
- f. nomination of a competent person/organisation to undertake the work.

The scheme of archaeological investigation must only be undertaken in accordance with the approved details.

Part 2

The archaeological site work must be undertaken only in full accordance with the approved written scheme referred to in Part 1 of this condition. The applicant will notify the County Planning Authority of the intention to commence at least fourteen days before the start of archaeological work in order to facilitate adequate monitoring arrangements. No variation shall take place without prior consent of the County Planning Authority.

Part 3

A report of the archaeologist's findings shall be submitted to the County Planning Authority and the Historic Environment Record Officer at Lincolnshire County Council within three months of the works hereby given consent being commenced unless otherwise approved in writing by the County Planning Authority; and the condition shall not be discharged until the archive of all archaeological work undertaken hitherto has been deposited with the County Museum Service, or another public depository willing to receive it.

Reason: In order to ensure that satisfactory arrangements are made for the investigation, retrieval and recording of any possible archaeological remains on the site.

7. Prior to the commencement of development on site an arboricultural method statement and scheme for protection of the trees along the eastern site boundary shall be submitted to and approved in writing by the County Planning Authority. This scheme shall include:
- a. a plan showing details and positions of the root protection areas;
 - b. details and position of protection barriers;
 - c. details and position of underground service/drainage runs/soakaways and working methods employed should these runs be within the designated root protection area of any retained trees on or adjacent to the application site;
 - d. details of any special engineering required to accommodate the protection of retained trees; and
 - e. details of construction and working methods to be employed for the installation of any paths within the root protection areas of any retained trees on or adjacent to the application site.

The development hereby approved shall only be carried out in full accordance with the approved arboricultural method statement and tree protection scheme.

Reason: To ensure the retention and protection of trees which are important to the character and amenity of the surrounding area.

8. Notwithstanding the details on the documents and drawings hereby approved, prior to the commencement of development on site a landscaping and biodiversity gain plan shall be submitted to and approved in writing by the County Planning Authority. The required plan shall accord with the national (Metric 3.1) and the Delivering Biodiversity Net Gain In Central Lincolnshire (April 2023) good practice requirements for biodiversity net gain assessment, and shall set out (with appropriate supporting evidence):
- a. details, including planting specifications, aftercare and long-term management, of the steps to be taken to minimise the adverse effect of the development on the biodiversity of the on-site habitat and any other habitat;
 - b. the pre-development biodiversity value of the onsite habitat;
 - c. details, including planting specifications, species (taking into account species not acceptable in proximity to the railway boundary), numbers, spacing and positions, aftercare and long-term management, of all landscape and biodiversity net gain measures;
 - d. the post-development biodiversity value of the onsite habitat;
 - e. any registered off-site biodiversity gain allocated to the development and the biodiversity value of that gain in relation to the development; and
 - f. any biodiversity credits purchased for the development.

The approved landscape and biodiversity gain plan shall be implemented in full in the first available planting season following the confirmation of the written approval from the County Planning Authority and the required habitats maintained for a period of not less than 30 years.

Reason: To secure landscaping and biodiversity net gain and in the interest of the visual amenity of the area.

Please see the informative in the e-mail dated 13 June 2023 from Network Rail regarding species not acceptable in proximity to the railway boundary.

9. Prior to any vegetation clearance, groundworks or site preparation works taking place on the site, the site shall be surveyed by a suitably qualified ecologist to ascertain the nature of the use by badger and the results submitted to the County Planning Authority. In the event that the site is found to be used by badger, no works shall take place until a detailed mitigation strategy has been submitted to and approved in writing by the County Planning Authority. All works shall thereafter be carried out in full accordance with the approved mitigation strategy and written confirmation of the implementation of the approved mitigation strategy shall be submitted to the County Planning Authority prior to the first occupation of the development hereby permitted.

Reason: To ensure the appropriate protection of, and mitigation for, badgers as a protected species.

10. Prior to any vegetation clearance or works affecting existing drainage ditches and the River Slea taking place, a water vole survey shall be carried out by a suitably qualified ecologist and the results submitted to the County Planning Authority. Should no water voles be identified then any vegetation clearance that could affect water vole habitat shall be gradually and directionally removed under the supervision of an appropriately qualified ecologist. In the event that water voles are found to be present, then no works shall take place until a detailed method statement including details of the measures to be adopted to displace and protect water voles from the works has first been submitted to and been approved in writing by the County Planning Authority. All works shall thereafter be carried out in full accordance with the approved details and written confirmation of the implementation of the method statement shall be submitted to the County Planning Authority prior to the first occupation of the development hereby permitted.

Reason: To ensure the appropriate protection of, and mitigation for, water voles as a protected species.

11. Prior to any vegetation clearance, groundworks or site preparation works taking place on the site, the site shall be reappraised by a suitably qualified ecologist with respect to reptiles and Great Crested Newts and the Working Method Statement set out in the Reptile and Great Crested Newt eDNA Survey Report (received 9 June 2023) shall be implemented in full. Written confirmation of the implementation of the method statement shall be submitted to the County Planning Authority prior to the first occupation of the development hereby permitted.

Reason: To ensure the appropriate protection of, and mitigation for, reptiles and Great Crested Newts as protected species.

12. Prior to any vegetation clearance, groundworks or site preparation works taking place on the site, a precautionary method statement with respect to brown hare and European hedgehog shall be submitted to and approved in writing by the County Planning Authority. The approved precautionary method statement shall

thereafter be implemented in full and written confirmation of the implementation of the method statement shall be submitted to the County Planning Authority prior to the first occupation of the development hereby permitted.

Reason: To ensure the appropriate protection of, and mitigation for, brown hare and European hedgehog.

13. No vegetation clearance or soil stripping shall be undertaken between March and September inclusive unless otherwise approved in writing with the County Planning Authority. If these works cannot be undertaken outside this time, the land affected should be evaluated and checked for breeding birds by a suitably qualified ecologist and if appropriate, an exclusion zone set up. No work shall be undertaken within the exclusion zone until the birds and any dependent young have vacated the area.

Reason: To avoid disturbance to birds during the breeding season.

14. Prior to the commencement of any above ground works, details of all external materials shall be submitted to and approved in writing by the County Planning Authority. The development hereby permitted shall thereafter be constructed in accordance with the approved materials.

Reason: To ensure that the development is carried out in an acceptable manner in the interests of visual amenity.

15. The development hereby approved shall be carried out in full accordance with the Flood Risk and Drainage Strategy (received 11 April 2023), the SUDS Maintenance Guide Rev 3 (received 7 June 2023) and drawing LSCH21-SBK-XX-XX-DR-C-530 P03 Drainage Design (received 2 June 2023) except insofar as that prior to the implementation of any surface water drainage works in association with the development hereby permitted, full details of the strategy for the protection and retention of all of the existing poplar trees along the eastern site boundary in relation to the drainage connection between the attenuation pond and the River Slea shall be submitted to and approved in writing by the County Planning Authority. The development shall thereafter be carried out in full accordance with the approved details.

Reason: To ensure the site has a suitable surface water drainage system and to protect the existing poplar trees.

16. Prior to the installation of any external lighting, a lighting scheme and impact assessment shall be submitted to and approved in writing by the County Planning Authority. The lighting scheme and impact assessment shall include details of:
 - a. potential impacts on the use of the site and surrounding area by bats;
 - b. potential impacts on the use of the adjacent railway line, with specific reference to potential impacts on the visibility of train drivers and the potential for confusion with signalling arrangements on the railway;
 - c. potential impacts on the amenities of nearby residential dwellings; and
 - d. all mitigation measures required to overcome any identified potential impacts.

The installation of external lighting shall thereafter only be implemented in accordance with the approved lighting scheme.

Reason: In the interests of protecting the use of the site and surrounding area for bats, to ensure the safe use and operation of the adjacent railway line and in the interests of protecting the amenities of nearby residential properties.

17. The development hereby permitted shall be carried out in complete accordance with the details set out in the submitted Evaluating Operational Energy TM54 Report (received 2 June 2023), Evaluating Operational Energy Net Zero Carbon in Operation (NZCIO) Pathway (received 2 June 2023) and Planning Policy Response S6, S7, S8 and S14 (received 2 June 2023) documents. For the avoidance of doubt this includes the standards set for the performance of the fabric of the building, the utilisation of Air Source Heat Pumps, and the provision of photovoltaic panels. In addition, no services shall be laid to the building or within proposed roads serving the development for the provision of piped natural gas.

Reason: To ensure that the development takes place in accordance with the approved details and incorporates the proposed measures for energy efficiency and on-sit energy generation.

18. Prior to the development hereby permitted first coming into use updated, accurate and verified 'as built' calculations of energy performance shall be submitted to and approved in writing by the County Planning Authority. These calculations shall be undertaken in accordance with Simplified Building Energy Model or any future standard adopted under Part L of the Building Regulations. If these calculations fall below the standards set in the submitted Evaluating Operational Energy TM54 Report (received 2 June 2023), Evaluating Operational Energy Net Zero Carbon in Operation (NZCIO) Pathway (received 2 June 2023) and Planning Policy Response S6, S7, S8 and S14 (received 2 June 2023) documents, a course of remedial action, including timescales, shall be submitted to and approved in writing with the County Planning Authority and subsequently implemented.

Reason: To ensure that the development takes place in accordance with the approved details and incorporates the proposed measures for energy efficiency and on-sit energy generation.

19. Prior to the development hereby permitted first coming into use, all noise attenuation measures set out in the Noise and Vibration Assessment Rev C (received 2 June 2023) shall be installed and shall thereafter be retained for the lifetime of the development.

Reason: To protect the amenities of the future occupants of the development.

20. Prior to the development hereby permitted first coming into use, the parking arrangements and electric vehicle charging point, as shown on drawing LSCH21-ALA-00-XX-DR-L-0202 (S2) P05 Illustrative Masterplan (received 2 June 2023) shall be provided and thereafter retained for the lifetime of the development.

Reason: To ensure an appropriate level of car parking is available and facilities for electric vehicle charging are developed.

21. Prior to the development hereby permitted first coming into use, a scheme for the installation of bat and bird boxes at the site, including details of the design and proposed locations of the bat and bird boxes, shall be submitted to and approved in writing by the County Planning Authority and the approved scheme shall be installed in full and thereafter maintained for the lifetime of the development.

Reason: In the interests of safeguarding bats and nesting birds.

22. Prior to the development hereby permitted first coming into use, details of the entrance barrier to the site shall be submitted to and approved in writing by the County Planning Authority. The entrance barrier shall be installed in accordance with the approved details.

Reason: In the interests of visual amenity.

23. Prior to the development hereby permitted first coming into use, one fire hydrant conforming to BS750-2012 shall be installed within 90 metres of the entrance of the premises.

Reason: In the interests of fire and safety.

24. The Framework Travel Plan approved as part of this decision shall be implemented upon the development hereby permitted first coming into use and shall thereafter be regularly reviewed (i.e. not less than every two years) and the results of these reviews shall be made available to the County Planning Authority upon request.

Reason: To support and ensure that appropriate measures are taken to encourage sustainable modes of transport.

25. All ground floor windows in the development hereby approved shall be non-opening windows and retained as such for the lifetime of the development.

Reason: In the interests of protecting the amenities of the future occupants and users of the development.

26. The following are prohibited activities and must not be carried out under any circumstances:

- a. no fires to be lit on site within 10 metres of the nearest point of the canopy of any retained tree on or adjacent to the proposal site;
- b. no equipment, signage, fencing etc shall be attached to or be supported by any retained tree on or adjacent to the application site;
- c. no temporary access within designated root protection areas without the prior written approval of the County Planning Authority;
- d. no mixing of cement, dispensing of fuels or chemicals within 10 metres of any retained tree on or adjacent to the application site;
- e. no soak-aways to be routed within the root protection areas of any retained tree on or adjacent to the application site;
- f. no stripping of top soils, excavations or changing of levels to occur within the root protection areas of any retained tree on or adjacent to the application site;

- g. no topsoil, building materials or other to be stored within the root protection areas of any retained tree on or adjacent to the application site;
- h. no alterations or variations of the approved works or protection schemes shall be carried out without the prior written approval of the County Planning Authority.

Reason: To ensure the protection and retention of trees which are important to the character and amenity of the surrounding area.

27. In the event that previously unidentified contamination is found at any time when carrying out the development hereby approved, immediate contact must be made with the County Planning Authority and all works must cease in that area. An investigation and risk assessment must then be undertaken in accordance with a scheme to be submitted to and approved in writing by the County Planning Authority. Where remediation is necessary, a remediation scheme must be prepared and submitted to and approved in writing by the County Planning Authority. The approved remediation scheme must be implemented in full and verified in a report to be submitted to the County Planning Authority prior to the recommencement of works in the area of the previously unidentified contamination.

Reason: To ensure that previously unidentified contamination is appropriately dealt with and appropriate remediation measures are undertaken.

Informatives

Attention is drawn to:

- (i) Network Rail e-mail - dated 13 June 2023;
- (ii) Witham First District Internal Drainage Board e-mail, reference FD-5957-2022-PLN - dated 15 May 2023;
- (iii) Anglian Water letter, reference 202617/1/0177993 - dated 27 June 2023;
- (iv) British Transport Police letter, reference DOCU-2023-0976 - dated 21 June 2023;
- (v) Environment Agency letter reference AN/2023/134329/01-L01 - dated 24 May 2023;
- (vi) Lincolnshire County Council Highways letter, reference PL/0029/23 dated 28 June 2023;
- (vii) Lincolnshire Fire and Rescue letter, reference 10006537195/LW dated 30 May 2023;
- (viii) Lincolnshire Wildlife Trust letter - dated 16 June 2023;
- (ix) Sections 4 and 7 of the Chronically Sick and Disabled Persons Act 1970;
- (x) The Code of Practice for Access of the Disabled to Buildings (British Standards Institution Code of Practice BS 5810:1979) or any prescribed document replacing that code; and
- (xi) In dealing with this application the County Planning Authority has worked with the applicant in a positive and proactive manner by giving pre-application advice in advance of the application, seeking further information to address issues identified and has processed the application efficiently so as to prevent any unnecessary delay. This approach ensures the application is handled in a positive way to foster the delivery of sustainable development which is consistent with the requirements

of the National Planning Policy Framework and as required by Article 35(2) of the Town & Country Planning (Development Management Procedure)(England) Order 2015.

Appendix

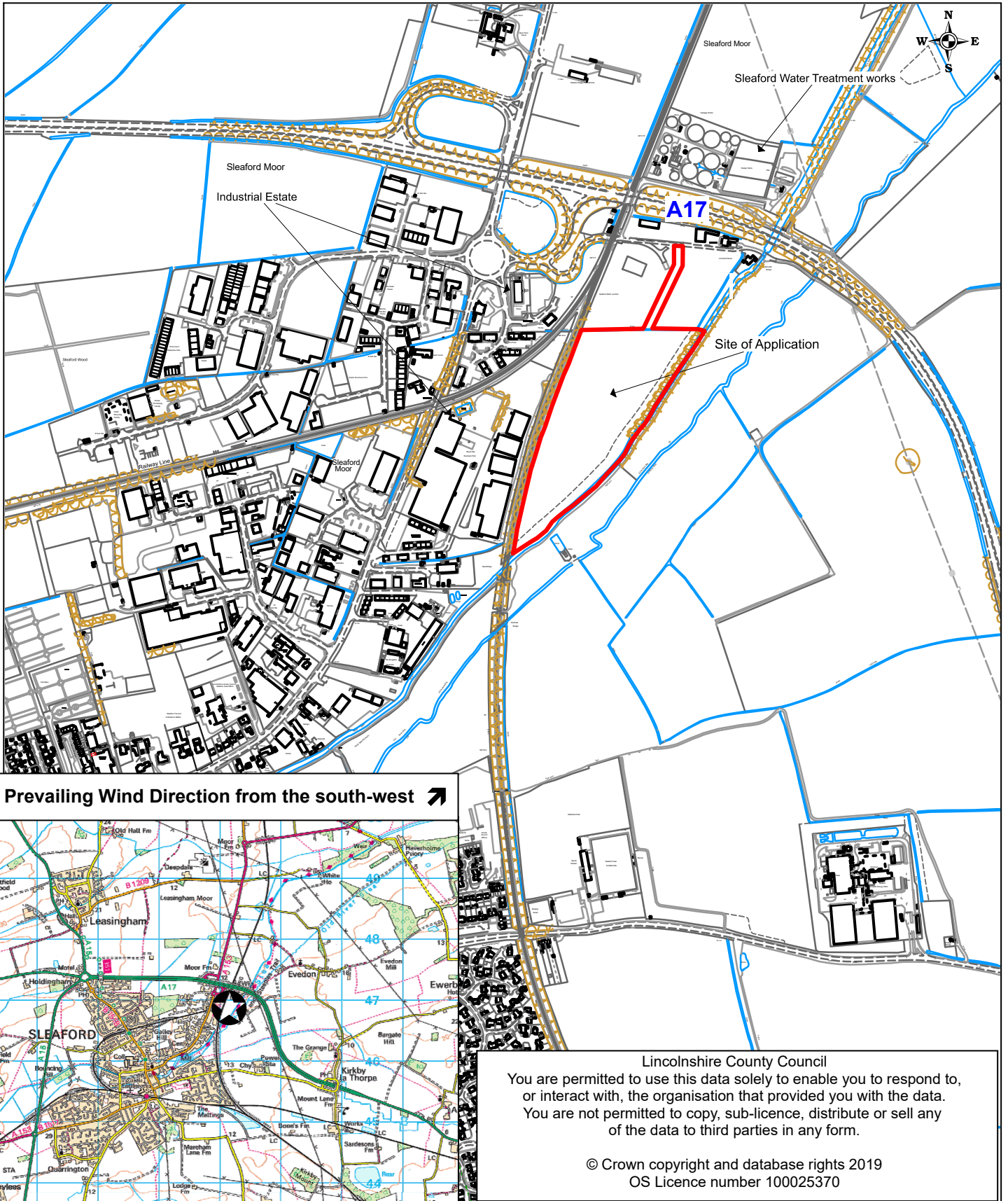
These are listed below and attached at the back of the report	
Appendix A	Committee Plan

Background Papers

The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
Planning Application File 23/0539/CCC	Lincolnshire County Council's website https://lincolnshire.planning-register.co.uk/
National Planning Policy Framework (2021)	The Government's website www.gov.uk
Central Lincolnshire Local Plan (2023)	North Kesteven District Council's website www.n-kesteven.gov.uk
Lincolnshire Minerals & Waste Local Plan: Core Strategy and Development Management Policies (2016) Lincolnshire Minerals and Waste Local Plan: Site Locations (2017)	Lincolnshire County Council's website www.lincolnshire.gov.uk

This report was written by Natalie Dear, who can be contacted via dev_planningsupport@lincolnshire.gov.uk



Location:

Bone Mill Farm
 Bonemill Lane
 Sleaford

Application No: 23/0539/CCC

Scale: 1:10,000

Description:

To construct a one and two storey 28 bed secure children's home and associated infrastructure