



County Offices
Newland
Lincoln
LN1 1YL

25 June 2021

Planning and Regulation Committee

A meeting of the Planning and Regulation Committee will be held on **Monday, 5 July 2021 at 10.30 am in the Council Chamber, County Offices, Newland, Lincoln LN1 1YL** for the transaction of business set out on the attached Agenda.

Yours sincerely

A handwritten signature in cursive script that reads 'Debbie Barnes'.

Debbie Barnes OBE
Chief Executive

Membership of the Planning and Regulation Committee
(15 Members of the Council)

Councillors I G Fleetwood (Chairman), T R Ashton (Vice-Chairman), P Ashleigh-Morris, Mrs A M Austin, S A J Blackburn, I D Carrington, A M Hall, C S Macey, Mrs A M Newton MBE, Mrs M J Overton MBE, N H Pepper, R P H Reid, N Sear, P A Skinner and T Smith

**PLANNING AND REGULATION COMMITTEE AGENDA
MONDAY, 5 JULY 2021**

Item	Title	Pages
1.	Apologies/replacement members	
2.	Declarations of Members' Interests	
3.	Minutes of the previous meeting of the Planning and Regulation Committee held on 15 March 2021	5 - 10
4.	Traffic Items	
4.1	A153 Greylees - Proposed 30mph Speed Limit	11 - 18
4.2	Tattershall Thorpe B1192 - Proposed Speed Limit Reduction	19 - 26
4.3	Doddington Main Street B1190 - Proposed Puffin Crossing Facility	27 - 34
4.4	Bardney Silver Street - Proposed Waiting Restrictions	35 - 42
4.5	Long Bennington Main Road - Proposed Mandatory Cycle Lanes, Advisory Cycle Lanes and Waiting Restrictions	43 - 50
5.	County Matter Applications	
5.1	To extract and process sand and gravel and to progressively restore the site to a mixture of agricultural land, nature conservation area and an agricultural water reservoir at Land at King Street, Greatford - Dr Charles Daniel Lane - S20/1351	51 - 124
5.2	To construct a Special Educational Needs and Disability (SEND) school with associated external spaces works, parking and vehicular and pedestrian accesses at Former Usher Junior School site, Skellingthorpe Road, Lincoln - 2021/0375/CCC	125 - 156
5.3	For the demolition of an existing building, the sports hall, and mobile classrooms of the existing school and to construct a new block comprising; eight new classrooms, sports hall, food tech, office, admin and staff spaces at St Christophers School, Hykeham Road, Lincoln - 2021/0379/CCC	157 - 186

Democratic Services Officer Contact Details

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Please note: for more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting

- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details set out above.

For more information about the Planning process and to view Planning decisions please click on the following link: [Planning Portal](#)

Please note: This meeting will be broadcast live on the internet and access can be sought by accessing [Agenda for Planning and Regulation Committee on Monday, 5th July, 2021, 10.30 am \(moderngov.co.uk\)](#)

All papers for council meetings are available on:
<https://www.lincolnshire.gov.uk/council-business/search-committee-records>



**PLANNING AND REGULATION
COMMITTEE
15 MARCH 2021**

PRESENT: COUNCILLOR I G FLEETWOOD (CHAIRMAN)

Councillors B Adams, T R Ashton (Vice-Chairman), P Ashleigh-Morris, D Brailsford, D McNally, Mrs A M Newton, Mrs M J Overton MBE, R P H Reid, R A Renshaw, S P Roe, P A Skinner and M J Storer

Officers in attendance:-

Jeanne Gibson (Programme Leader: Minor Works and Traffic), Nick Harrison (Democratic Services Officer), Neil McBride (Head of Planning), Martha Rees (Solicitor) and Marc Willis (Applications Manager)

66 APOLOGIES/REPLACEMENT MEMBERS

An apology for absence was received from Councillor H Spratt. Apologies for absence were also received from Councillors Mrs L A Cawrey and N H Pepper. It was reported that, under Regulation 13 of the Local Government Committee and Political Groups) Regulation 1990, Councillor B Adams was replacing Councillor L Cawrey and Councillor M Brookes was replacing Councillor N Pepper for this meeting only.

67 DECLARATIONS OF MEMBERS' INTERESTS

Councillor M Brookes declared an interest in agenda item 5.1 (minute 73). He reported that he had attended the last meeting of the Committee as a local Councillor and as an objector to the application and would not take part in any discussion of the application at this meeting.

**68 MINUTES OF THE PREVIOUS MEETING OF THE PLANNING AND
REGULATION COMMITTEE HELD ON 15 FEBRUARY 2021**

RESOLVED

That the minutes of the previous meeting held on 15 February 2021, be approved as a correct record and signed by the Chairman.

69 TRAFFIC ITEMS70 SKELLINGTHORPE SWALLOW AVENUE, MAGPIE CLOSE, MALLARD
CLOSE AND MARTIN CLOSE - PROPOSED WAITING RESTRICTIONS

The Committee considered a report in connection with an objection received to a proposed Traffic Regulation Order to introduce waiting restrictions at Swallow Avenue, Magpie Close, Mallard Close and Martin Close, Skellingthorpe. The objection cited that the No Waiting at Any Time restrictions were inappropriate for a village location; that they would de-value and affect the sale of properties, and that delivery and visitor parking would be affected as well as pick up/drop off outside homes.

The restrictions proposed aimed to manage on street parking on roads and junctions in the vicinity of the local school which could become congested at school start and finish times. It was anticipated that following their introduction, improvements to traffic flow would result and that pedestrian safety, particularly that of school children, would be improved.

The report detailed the proposal, the objection received and the comments of officers on the objection. The Chairman reported that the impact of house prices would not normally be taken into account as part of any valid objections.

On a motion by Councillor I G Fleetwood, seconded by Councillor T R Ashton, it was:

RESOLVED (unanimous, with the exception of Councillor B Adams, who did not vote because he had been unable to listen to the whole discussion of this item)

That the objection be overruled so that the Order, as advertised, may be introduced.

71 LANGWORTH A158 - PROPOSED 30MPH SPEED LIMIT

The Committee considered a report on a request from a resident of Langworth for the existing 40mph speed limit on the A158 through Langworth to be reduced to 30mph. Investigations had indicated that the site may be considered a 'Borderline Case', as defined within the Council's Speed Limit Policy.

Members were provided with the opportunity to ask questions to the officers present in relation to the information contained within the report and some of the comments made included the following:

- It was suggested that the 'mean speed' should be recorded/monitored to determine whether consideration could be given to extending the speed limits further to the west end of the village.

On a motion by Councillor I G Fleetwood, seconded by Councillor D McNally, it was:

RESOLVED (Unanimous)

- 1) That the reduction in speed limit proposed be approved so that the necessary consultation process to bring it into effect may be pursued;
- 2) That Officers be requested to undertake a further review of speed limits to determine whether consideration could be given to extending the speed limit further to the west end of the village.

72 COUNTY MATTER APPLICATIONS

73 SUPPLEMENTARY REPORT - TO REMOVE CONDITION 6 OF
PLANNING PERMISSION B/16/0217 - TO ALLOW OUTSIDE STORAGE
WHEN THE SITE IS NOT IN OPERATION AT REED POINT, SPALDING
ROAD, SUTTERTON – ENVIROTYRE UK LIMITED (AGENT: ROBERT
DOUGHTY CONSULTANCY LIMITED) – B/20/0474

At its meeting on the 15 February 2021, the Planning and Regulation Committee had considered an application made by Envirotyre UK Limited (Agent: Robert Doughty Consultancy Limited) which had sought permission to remove condition 6 of planning permission B/16/0217 so as to allow the outside storage of tyres when the site was not in operation at Reed Point, Spalding Road, Sutterton. Condition 6 stated that "*No tyres or bales shall be stored outside the building beyond the hours of operations of the site as set out in condition 10. Any tyres or bales stored outside the building shall not exceed a height of 2m (loose tyres) or 3m (baled tyres)*". The applicant had applied for permission to vary/amend condition 6 so as to remove the restriction that prevents the external storage of tyres outside of the sites operational hours. At its meeting on 15 February 2021, following consideration of the Officer's report and representations made by the applicant's agent, a local resident and the Local County Council Member, the Planning and Regulation Committee resolved to refuse the application.

It was confirmed that the Committee's cited reason for refusal was due to the impact on residential amenity and the visual character of the area and that the proposed amendment would therefore be contrary to Policies DM3 and DM6 of the Lincolnshire Minerals and Waste Local Plan. In light of the Committee's resolution, Officers had been asked to bring back a report setting out the wording for the reason for refusal based on the Committee's resolution and this form of words was outlined in the report and also below in the resolution.

On a motion by Councillor I G Fleetwood, seconded by Councillor P A Skinner, it was:-

RESOLVED (9 in favour, 3 against and 1 abstention)

**PLANNING AND REGULATION COMMITTEE
15 MARCH 2021**

That in line with the resolution of the Planning and Regulation Committee on 15 February 2021 regarding the above application, it be confirmed that planning permission be refused for the reason set out below:

'The external storage of tyres outside of the sites operating hours would have an unacceptable impact on the residential amenity of local residents due to an increase risk of fire of the tyre stockpiles and the associated pollution caused by such a fire. In addition the permanent storage of tyres outside of the building would have an unacceptable impact on the visual appearance and character of the wider area. For these reasons the proposed amendment to condition 6 would be contrary to Policies DM3 and DM6 of the Lincolnshire Minerals and Waste Local Plan'.

(Councillor M Brookes declared an interest earlier in the meeting which had been recorded. He had reported that he had attended the last meeting of the Committee as a local Councillor and as an objector to the application and therefore would not take part in any discussion of the application at this meeting)

74 FOR CHANGE OF USE OF BUILDING FROM STORAGE AND DISTRIBUTION (USE CLASS B8) TO WASTE PLASTICS/POLYMER/PVC/RUBBER RECYCLING FACILITY (SUI GENERIS USE) AT NEW MILLS, NORTH WITHAM ROAD, SOUTH WITHAM CONDOR RECYCLING LTD (AGENT HIVES ASSOCIATES LTD) - S21/0153

The Committee considered a report which sought planning permission by Condor Recycling Ltd for change of use of an existing building, from storage and distribution (Use Class B8) to a waste plastics/polymer/PVC/rubber recycling facility (Sui Generis use) at New Mills, North Witham Road, South Witham. The proposal site covered an approximate area of 0.134 hectares and comprised of an existing industrial/warehouse type building sited within a small industrial site/estate. The building sat between two similar existing warehouses/buildings which were both currently in use. Access to the site, gained via an entrance off North Witham Road, was suitable for HGV use. The applicant was proposing to use the building as a recycling facility for plastics.

The main issues to be considered in the determination of the application were whether the proposed development was acceptable in this location given its proximity to the local village of south Witham and whether it would cause detriment to residential amenity.

Officers guided members through the report and set out the main issues to be considered in the determination of the application. It was reported that the application had been considered by South Kesteven District Council on the 9th March 2021 and it had resolved that the Council had no objections to raise and had made the following comment:- *'Having regard to the existing authorised use of the building, the District Council had no objections in principle to the proposed use subject to conditions regarding hours of operation and all activity to take place within the building'*.

The applicant had requested that Condition No.5 be amended as it limited vehicles transporting materials to 20 foot curtain sided trucks only. Although reference was given to this sized vehicle in the application, materials could potentially be transported in smaller or larger vehicles (up to 40 foot curtain sided trucks). There would, however, be no change in the overall number of visits per week. The Head of Planning had recommended that Condition no.5 be amended to read as follows: *All vehicles entering and leaving the site which are carrying materials shall be covered or enclosed on all sides so as to prevent any materials dropping on the public highway.*

Mr James Hodgkin, Managing Director, Electrical Installations (Lincs) Limited had requested to speak at the meeting in objection to the application but did not attend. His property was adjacent to the site. He had previously made objections on the following grounds:- Noise, smells, rodents, extra transport to the area, the building did not have any welfare facilities as there were no drains, the building had been constructed in the wrong place and had no clear fire exit routes.

On behalf of Condor Recycling Ltd which was run by his son, David Slinger, (Director of Synergy in Trade) attended the meeting to support the application but did not speak.

The Committee was provided with the opportunity to discuss the application and information presented and some of the points raised included the following:

- Councillor B Adams reported that all concerns to the application had been addressed, apart from the consequences from any possible future expansion. He commented as a member of the Committee and not as a local Councillor that he supported the application. It was noted that should there be a future request to expand the business then a further application would require submission and it would be considered on its merits at the time of that application
- Officers confirmed that the figures in the report concerning site throughput had been calculated accurately.

On a motion by Councillor B Adams, seconded by Councillor P A Skinner, it was:-

RESOLVED (13 in favour and 1 abstention)

- 1) That conditional planning permission be granted;
- 2) That Condition no.5 be amended to read as follows: *All vehicles entering and leaving the site which are carrying materials shall be covered or enclosed on all sides so as to prevent any materials dropping on the public highway.*

The meeting closed at 11.15 am

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Open Report on behalf of Andy Gutherson, Executive Director of Place

Report to:	Planning and Regulation Committee
Date:	05 July 2021
Subject:	A153, Greylees - Proposed 30mph speed limit

Summary:

This report considers an objection to the proposed introduction of a 30mph speed limit on the A153 at Greylees.

Recommendation(s):

That the objection is overruled so that the public advertisement of this proposal as shown at Appendix B can be carried out.

Background

Having assessed the section of the A153 as shown at Appendix A, a speed limit was found to be justified against the criteria set out in the speed limit policy. Mean traffic speed was recorded at 35mph, and therefore it could be considered a borderline case for the introduction of a 30mph limit. A report was subsequently brought to this Committee last February where approval to pursue this limit was supported.

Statutory consultation on this proposal took place between 3rd March and 19th April and one objection has been received. The objector believes that the proposed limit is inappropriate given the area through which it will apply as there is little frontage development and the presence of the level crossing already promotes speed reduction. Their view is that the restriction will introduce unnecessary additional signage in the area and be unenforceable owing to its short length.

In response to the points raised it should be borne in mind that a speed limit at this location can be justified under the policy criteria on the basis of the calculated accident rate. There have been 3 reported injury collisions at this location in the last 5 years. The level of limit to be introduced is based on mean speeds and at 35mph the criteria for a borderline case has been met and pursuit of the proposal approved by this Committee.

Additional signage will be required only at the western end of the new limit, with no repeater plates permitted within the street lit area. The length of the proposed limit is approximately 300m, the minimum required to enable police enforcement.

Conclusion

The A153 is a highly trafficked route with an annual average daily flow of 9405 vehicles. The numbers of personal injury collisions here gives an accident rate of 66, well above the threshold of 35, which suggests that a reduction in speed would be of benefit at this location, and may contribute to a reduction in collisions and improve safety for all highway users.

Consultation

The following were consulted with regard to this proposal: Police, Fire & Rescue Service, EMAS, NKDC, Rauceby Parish Council, Sleaford Town Council, FTA, RHA, Confederation of Public Transport, North Eastern Area Traffic Commissioner, NFU, Centrebus and Sleafordian Coaches.

Consultation

a) Risks and Impact Analysis

None carried out

Appendices

These are listed below and attached at the back of the report	
Appendix A	Site location and existing conditions
Appendix B	Proposed 30mph speed limit

Background Papers

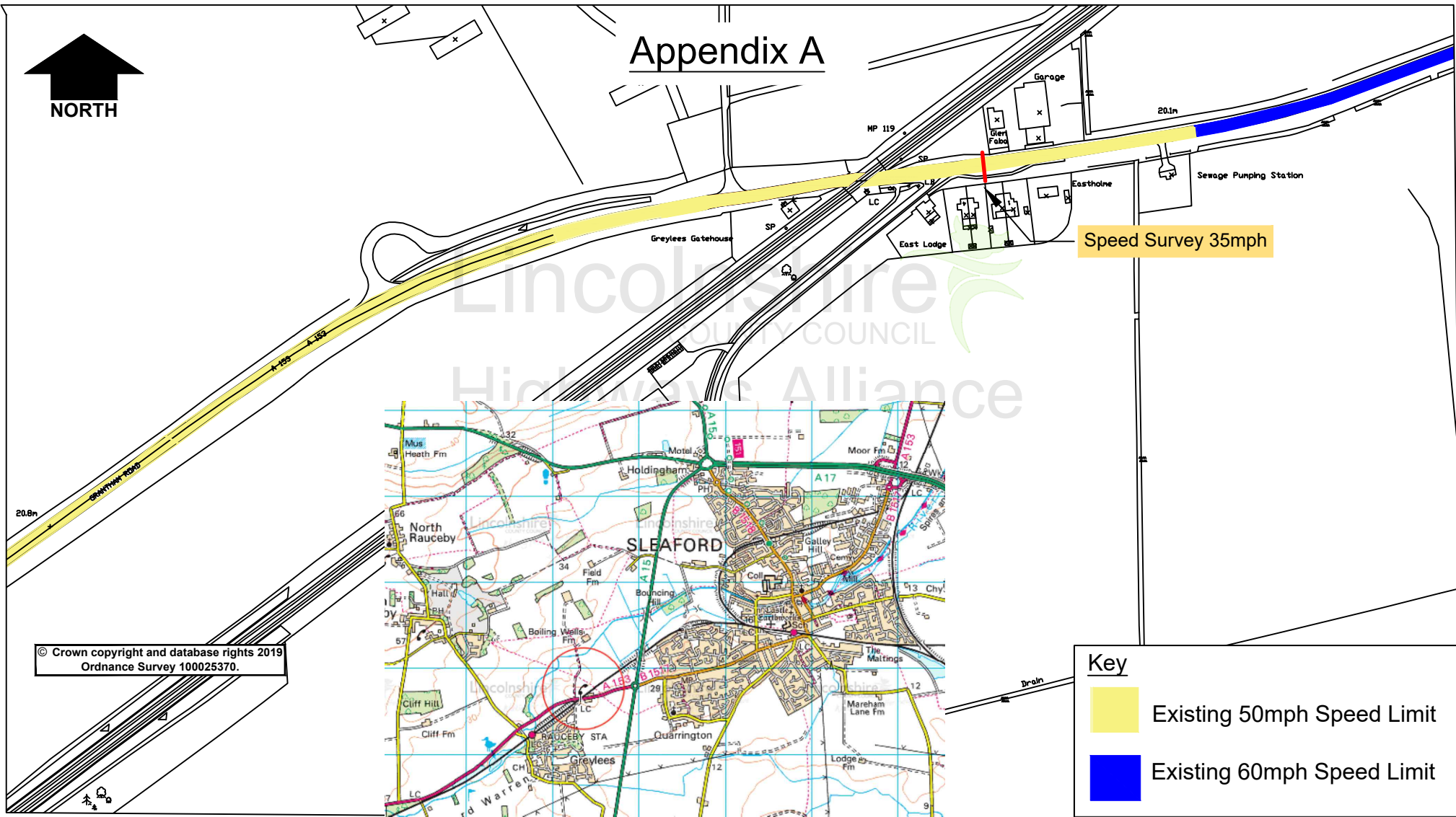
The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
None	None

This report was written by Katie Fraser, who can be contacted on 01522 782070 or katie.fraser@lincolnshire.gov.uk.

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Appendix A



Speed Survey 35mph

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Key

- Existing 50mph Speed Limit
- Existing 60mph Speed Limit

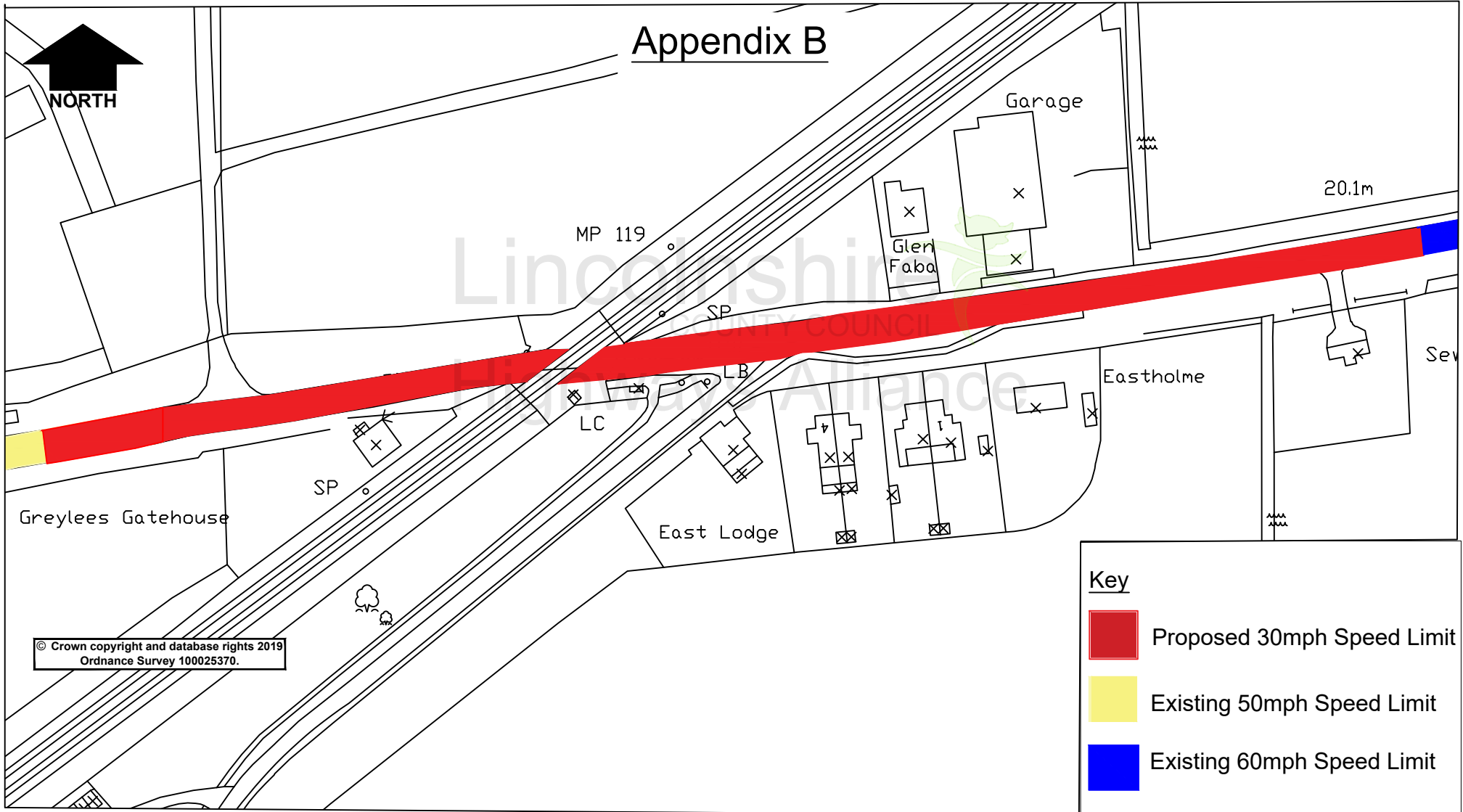
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Project: A153 Greylees
 Status: Project No. 111
 Drawing Title: Current Conditions
 Drawing No.: H/KF/111/005

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Appendix B



Key

- Proposed 30mph Speed Limit
- Existing 50mph Speed Limit
- Existing 60mph Speed Limit

Rev.	Description	Drawn	Ch'kd	Auth	Date
		KF			Nov 20
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Project		A153 Greylees	
Status	Project No.	111	
Drawing Title		Proposed 30mph Speed Limit	
Drawing No.		H/KF/111/004	

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Open Report on behalf of Andy Gutherson, Executive Director of Place

Report to:	Planning and Regulation Committee
Date:	05 July 2021
Subject:	Tattershall Thorpe, B1192 - proposed speed limit reductions

Summary:

This report considers a request for a reduction in speed limit on the B1192 Northbound through the village. Investigations indicate that two potential speed limit reductions may be considered as borderline cases as defined in the speed limit policy.

Recommendation(s):

That the Committee approves the proposed speed limits so that consultation for the speed limit order may be pursued.

Background

The County Council's Speed Limit Policy provides a means by which requests for speed limits can be assessed consistently throughout the county. The criteria by which a speed limit may be justified within a village location is based on the number of units of development along a road and the level of limit is determined by the mean speed of traffic travelling along it. Following assessment of a site however a borderline case may be identified and is defined within the policy at 4.1 and 4.2 as follows:

4.1 During the assessment process, at locations where the length and number of development units fronting the road under review is within 20% of that required, then this is classed as a Borderline Case.

4.2 At locations where the mean speed data falls within +/- 3mph of Table 3 (Mean Speeds), then this is classed as a Borderline Case.

In the case of the B1192 northbound through Tattershall Thorpe a 40mph speed limit is in place as shown at Appendix A. The national speed limit applies beyond this point. As indicated there have been two personal injury accidents at the bend in the road during the last five years. Investigations indicate that a new speed restriction can be justified beyond the existing limit on the basis of an accident rate of 52.

The mean speed of traffic has been measured at the sites indicated at Appendix A. Within the derestricted length it is 44mph, and within the existing 40mph limit it is 34.4mph. These

lie within 3mph of the mean speeds required for reductions to 40 and 30mph limits respectively, as shown in Table 3 below.

Table 3

Mean Speed	Limit
< 33 mph	30 mph
33 – 43 mph	40 mph
>43 mph	50 mph

These sites can therefore be considered as borderline cases and the Committee may approve the initiation of the speed limit order process to introduce speed limit reductions as shown at Appendix B.

Conclusion

Under the normal criteria set out in the Council's speed limit policy the B1192 would not be considered eligible for a reduction in speed limit. As borderline cases have been identified however, the Planning and Regulation Committee can approve a departure from the criteria where appropriate.

The local Member for the area is in support of these speed limit reductions.

Consultation

a) Risks and Impact Analysis

None carried out

Appendices

These are listed below and attached at the back of the report	
Appendix A	Existing conditions and speed survey results
Appendix B	Proposed speed limit reductions

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
None	None

This report was written by Tina Featherstone, who can be contacted on 01522 782070 or tina.featherstone@lincolnshire.gov.uk.

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Mean Speed
43.8mph

Mean Speed
34.4mph

Reported
Accidents

KEY

- Existing 40mph
- Existing 30mph

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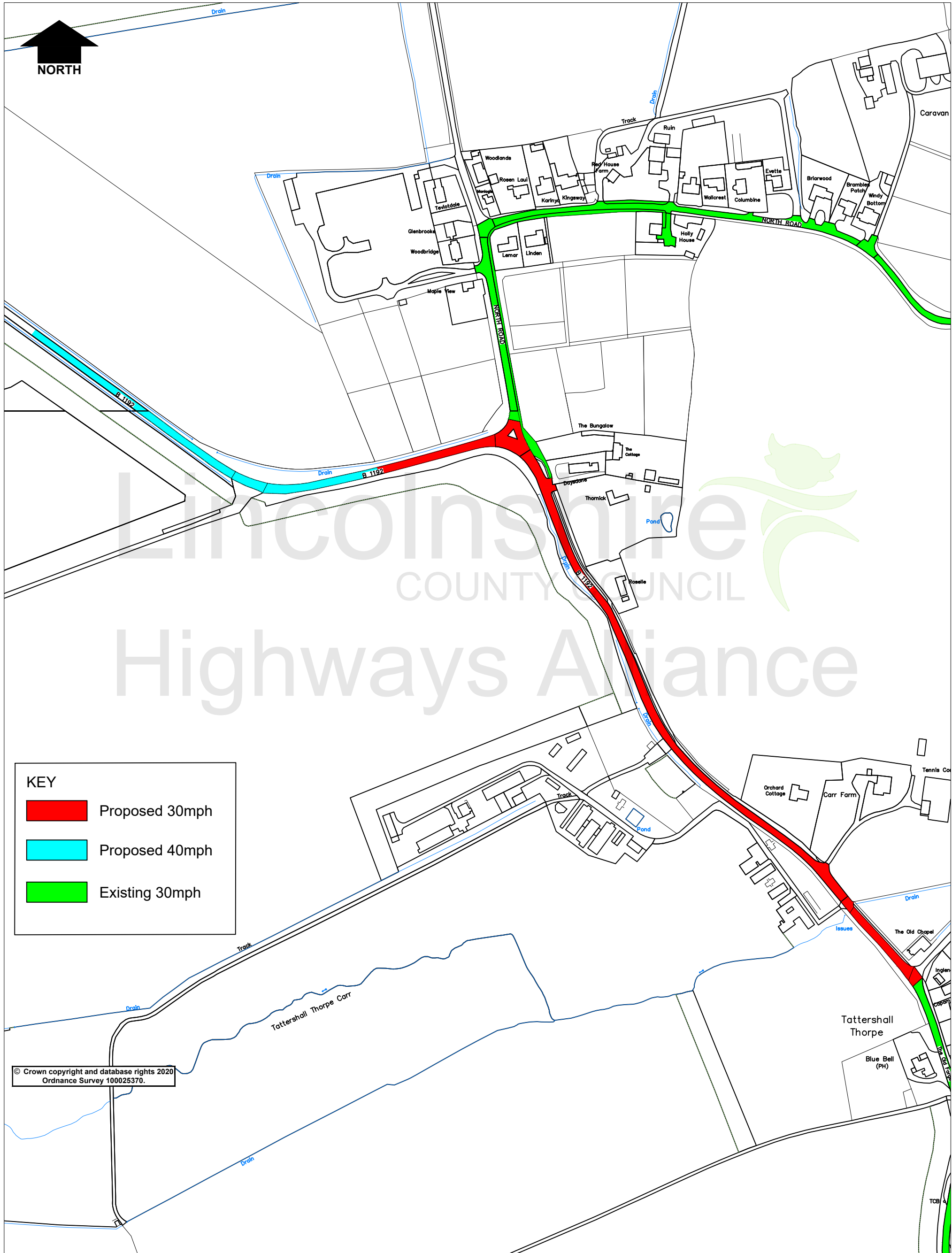
Rev.	Description	Drawn	Ch'kd	Auth	Date
		TF			May 21
		JG			May 21
0					NTS

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Project: Tattershall Thorpe - Thorpe Road
 Appendix A
 Proposed 30mph & 40mph Speed Limit
 TF/204/002

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KEY	
	Proposed 30mph
	Proposed 40mph
	Existing 30mph

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Rev.	Description	Drawn	Ch'kd	Auth	Date
		TF			May 21
		JG			May 21
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Project: Tattershall Thorpe - Thorpe Road
 Status: Appendix B
 Drawing Title: Proposed 30mph & 40mph Speed Limit
 Drawing No.: TF/204/002

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Open Report on behalf of Andy Gutherson, Executive Director of Place

Report to:	Planning and Regulation Committee
Date:	05 July 2021
Subject:	Doddington, Main Street B1190 - Proposed Puffin crossing facility

Summary:

This report considers the outcome of a pedestrian crossing survey carried out following a request for a crossing facility in the vicinity of Doddington Hall, as show at Appendix B.

Recommendation(s):

That the Committee considers the criteria set out in the Pedestrian Crossing Policy and supports the submission of a funding bid for a feasibility study, design and installation of a Puffin crossing at this location.

Background

A request for Toucan crossing facility at Main Street, Doddington was received in October 2019. The B1190 passes through the village and is a main distributor route linking the A57 to the north and A46 to the south, carrying approximately 5500 vehicles during a week day. A 30mph speed limit is in force through the village.

Doddington Hall and the various businesses on site attract large numbers of visitors throughout the year, and the presence of a sizeable overflow car park situated on the opposite side of Main Street as indicated at Appendix A, generates pedestrian footfall crossing the road at this point. A relatively high number of cyclists pass through the area visiting the nearby cycle shop and using established cycle routes.

Initial assessment of the area identified a suitable potential crossing location as indicated at Appendix B and a pedestrian crossing survey took place here on 7th October 2020.

Data on the numbers of pedestrians crossing the road, traffic flows and several other factors are applied to the PV²ASCW calculation and this produced a score of 0.47. Table 1 shown below, extracted from the Pedestrian Crossing Policy document, indicates that this falls short of the 0.5 threshold required for a pedestrian refuge.

Table 1

Crossing Type	PV ² ASCW greater than (1 X 10 ⁸)	Crossing facility not to be used if speed limit is greater than:	Crossing facility not to be used if traffic flow greater than:
Pedestrian Refuge	0.5	60 mph	Not applicable
Zebra Crossing	0.8	30 mph	500 vehicles per hour
Signal Controlled Crossing	1.2	50 mph	Not applicable

NOTE: The threshold for dual carriageways is increased by 100%

However at 3.1 in that document it is stated that if the result at a location falls within 10% of the score required then it may be subject to further consideration and approval may be sought from this Committee for the facility to be installed.

If the Committee approves the installation of a refuge on account of the survey score being within 10% of the required score then it will be necessary for this Committee to further approve the upgrading of the facility from a refuge to a Puffin Crossing. This is because there is insufficient space within the highway at this location for a refuge of adequate dimensions to be constructed, and in addition, the high traffic flow precludes the installation of a Zebra crossing.

The original request here was for a Toucan facility to be installed. This will not be possible at this location however as the approaching footways are of insufficient width to accommodate cycle facilities, so a Puffin crossing is proposed.

A Stage 1 Road Safety Audit was completed in March. No road safety concerns relating to the provision of a Puffin crossing at this location were identified, and no reported personal injury accidents have been recorded within the area surveyed over the past 3 years. The cost to install a Puffin crossing is estimated at £90,000, with an additional £10,000 required for a feasibility study and scheme design.

Conclusion

The policy enables some flexibility in terms of scheme selection and in the case of this site a three stage approval will be required from this committee in order to progress a Puffin crossing at this location:

- Approval for delivery of a pedestrian refuge based on a PV²ASCW score within 10% of the threshold required
- Approval to upgrade this facility to a Zebra Crossing on the basis of site constraints.
- Approval to upgrade from a Zebra to a Puffin facility on the basis of high traffic flows.

Consultation

The local Member has been informed of this proposal and is supportive.

a) Risks and Impact Analysis

None carried out

Appendices

These are listed below and attached at the back of the report	
Appendix A	General location plan
Appendix B	Detail location plan

Background Papers

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

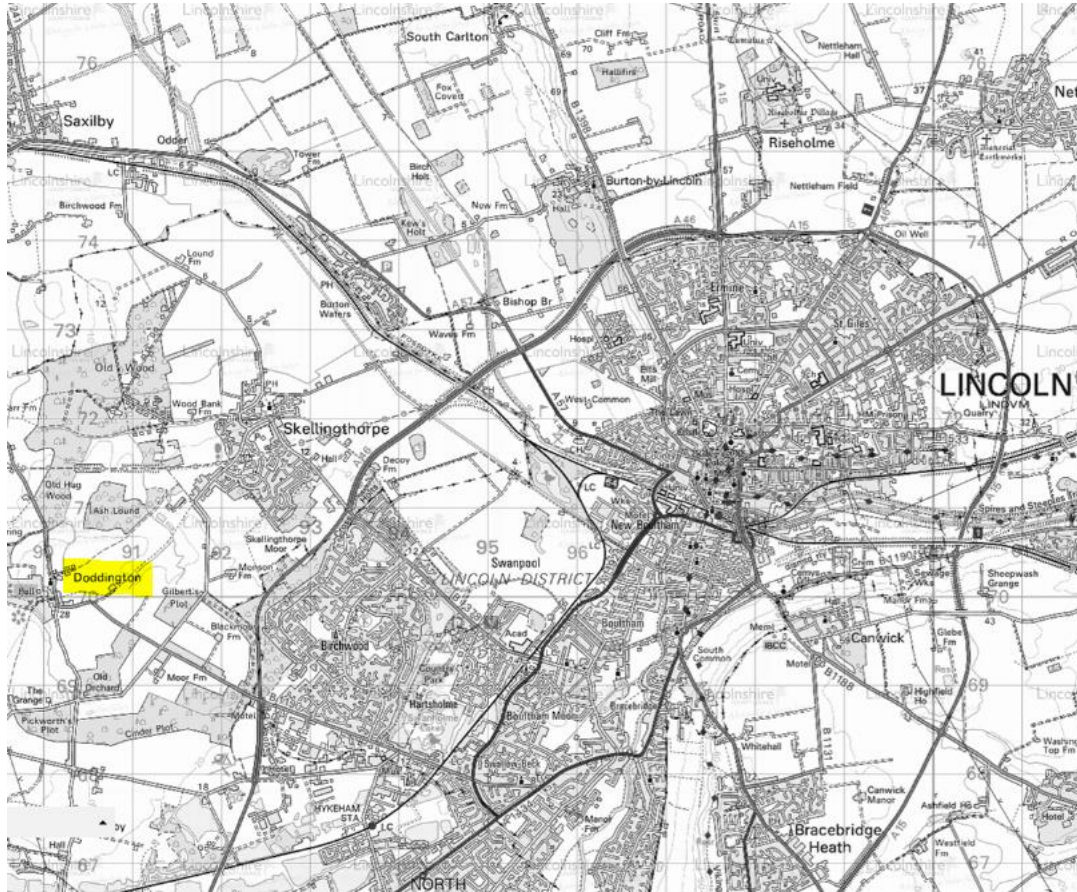
Document title	Where the document can be viewed
None	None

This report was written by Jeanne Gibson, who can be contacted on 01522 782070 or jeanne.gibson@lincolnshire.gov.uk.

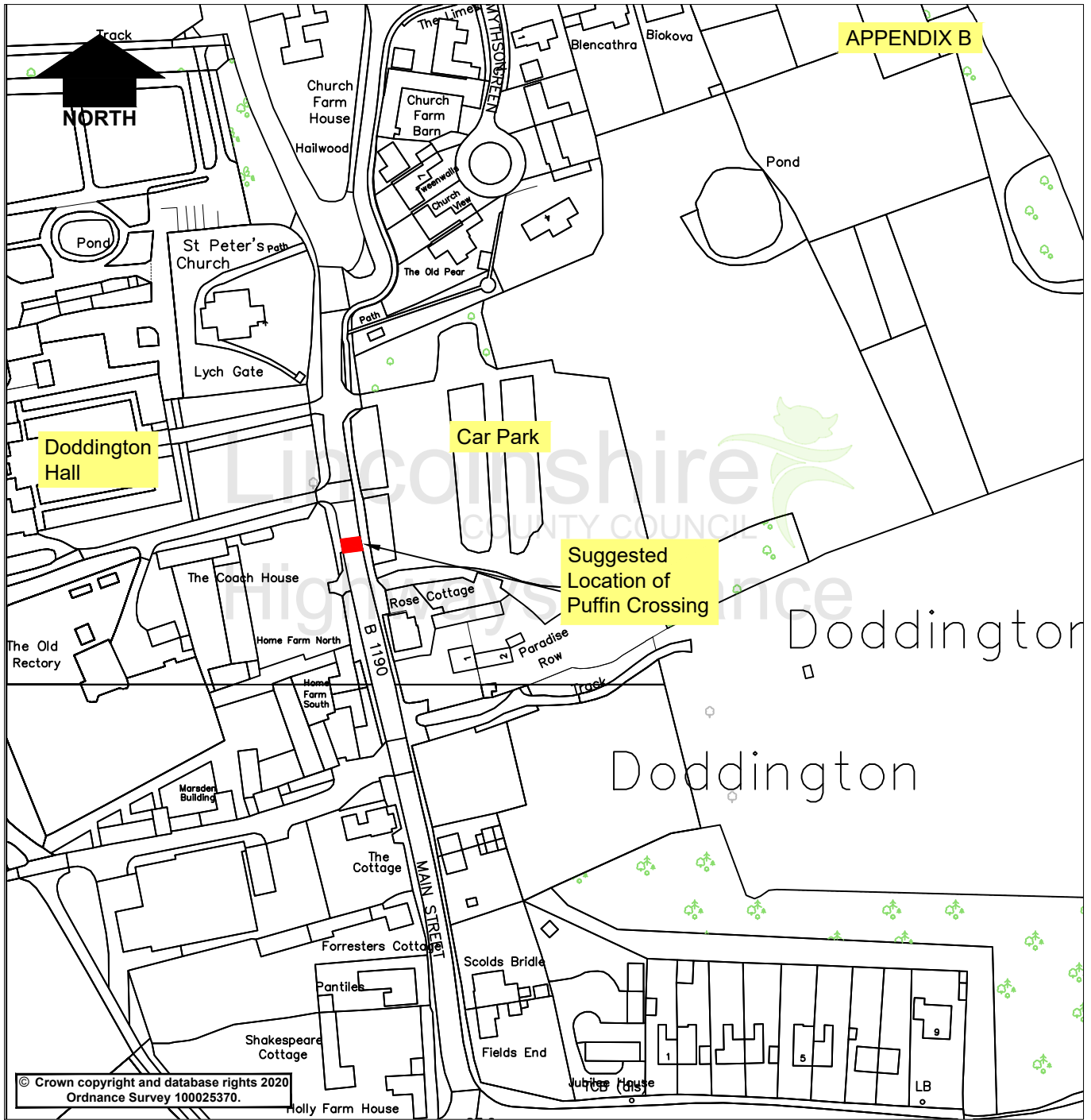
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Doddington, Main Street B1190 – proposed Puffin crossing facility

APPENDIX A



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Rev.	Description	Drawn	Ch'kd	Auth	Date
	Project B1190 Doddington Road Crossing Assessment	Drawn JE		Date 03/21	
	Status	Project No. 3055	Auth	Traced	
	Drawing Title Appendix B - Proposed Crossing Location			Scale NTS @A4	
	Drawing No. H/JE/3055/002			Rev. 0	

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Open Report on behalf of Andy Gutherson, Executive Director of Place

Report to:	Planning and Regulation Committee
Date:	05 July 2021
Subject:	Bardney, Silver Street - Proposed Waiting Restrictions

Summary:

This report considers objections to the introduction of waiting restrictions proposed at the above location as shown at Appendix B.

Recommendation(s):

That the objections are overruled so that the Order as advertised may be introduced.

Background

Following a request from Bardney Parish Council for waiting restrictions to be introduced at various locations in the village a number of site visits took place to identify issues resulting from on street parking.

Problems were not evident at the locations provided by the Parish Council. However it was apparent that parking on Silver Street near to its junction with Horncastle Rd substantially reduces the available width of usable carriageway. As a result traffic flow is disrupted and larger vehicles travelling eastwards can be delayed causing vehicles to back up onto Horncastle Road, posing danger to moving traffic and other highway users. A 24 hour restriction is therefore proposed and this was subject to statutory consultation as shown at Appendix B.

The proposals were publicly advertised from 14th October to 11th November 2020 and residents and businesses in the area were consulted during this period.

Two objections were received, one from a resident of Silver Street and the other from the proprietor of the nearby Post Office. The concern raised suggests that the restrictions will result in a reduction in available on street parking for residents and customers visiting the shop. Many of these customers are elderly or disabled and rely on being able to park close by. There is a belief that the narrowing of the carriageway by parked vehicles encourages traffic to slow down at this point and therefore parking should be retained to maintain this traffic calming effect. It is also felt that the restrictions will be ignored, particularly by delivery vehicle drivers.

Bardney Parish Council expressed its concerns about the restrictions proposed, but is in support of any measures to improve highway safety at this location.

In response to the objections raised, monitoring at this location has confirmed that on street parking close to where the road narrows on Silver Street restricts the flow of traffic as described earlier in this report and that the restrictions proposed are the minimum required to promote the safer movement of vehicles.

A small number of parked vehicles will be displaced by the restrictions. However on street parking will be available elsewhere on Silver Street and on Horncastle Road. Parking is retained in the layby on Silver Street.

Whilst it is acknowledged that the presence of parking can reduce vehicle speeds, its removal at this location is unlikely to lead to a significant increase in speed owing to the close proximity of the junction with Horncastle Rd.

Vehicles will be exempt from the restrictions for the purposes of loading/unloading, as will Blue Badge holders for up to three hours. This being the case, the proposals afford more opportunity to park for these activities as general parking will be removed.

Conclusion

The restrictions proposed serve to facilitate traffic flow on Silver Street through a narrow section of carriageway, particularly for HGVs and agricultural vehicles. There will be low impact on the availability of on street parking, with some potential benefit for delivery vehicles and Blue Badge holders.

Consultation

The following were consulted with regard to these proposals: Local County Councillor, West Lindsey District Council, Bardney Parish Council, Lincolnshire Police, Fire & Rescue, East Midlands Ambulance, Stagecoach, PC Coaches, Road Haulage Association Ltd, Freight Transport Association and National Farmers Union. All residents and businesses in the area were also consulted.

a) Risks and Impact Analysis

None carried out

Appendices

These are listed below and attached at the back of the report	
Appendix A	Site Location
Appendix B	Plan indicating extent of proposed waiting restrictions

Background Papers

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

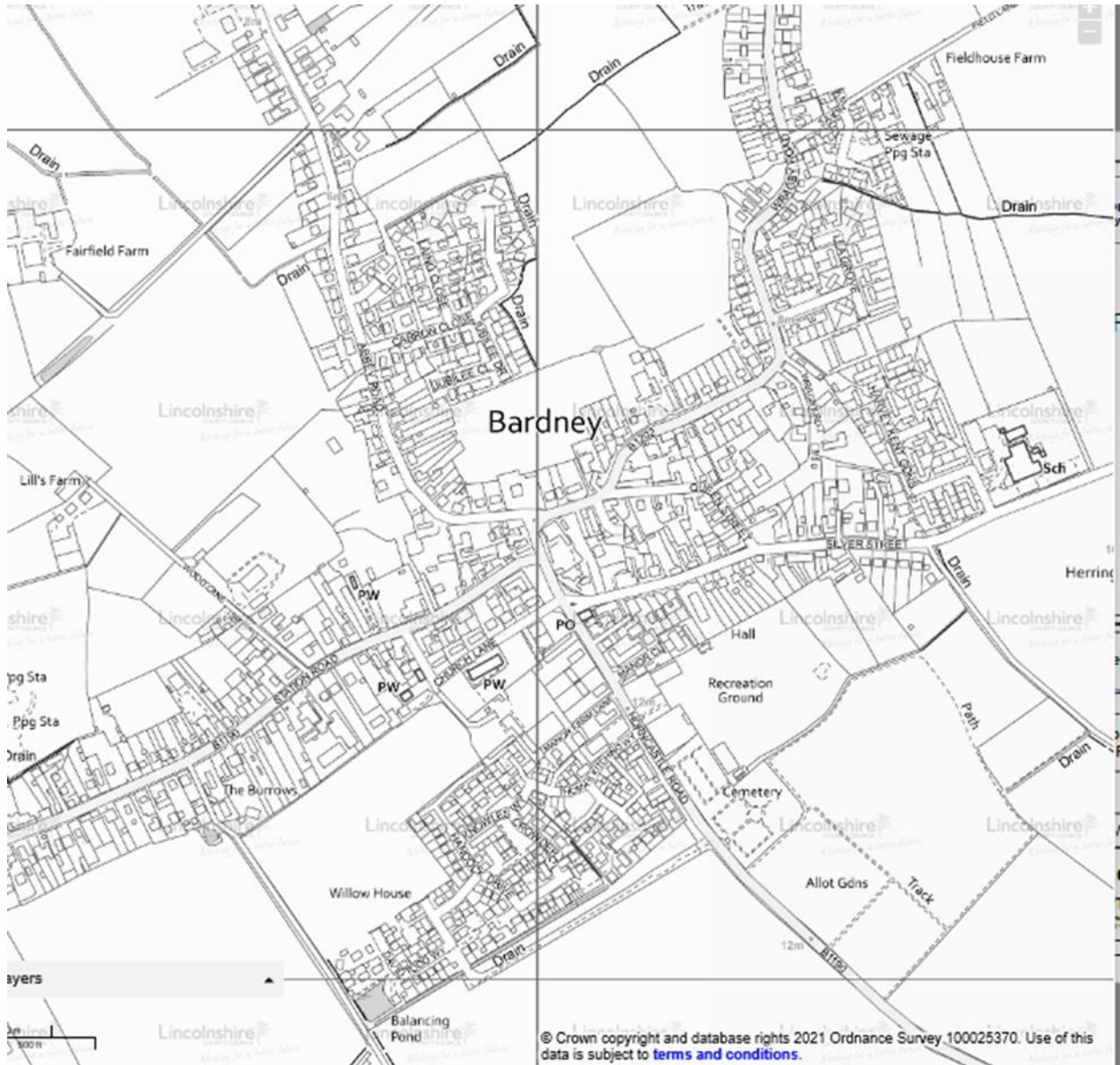
Document title	Where the document can be viewed
None	None

This report was written by Tina Featherstone, who can be contacted on 01522 553175 or tina.featherstone@lincolnshire.gov.uk.

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APPENDIX A

Site location: Bardney, Silver Street - Proposed Waiting Restrictions



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Lincolnshire

Club


War Memorial

SILVER STREET

HORNCASTLE ROAD

PO

Telex

KEY
 Proposed No Waiting at Any Time

APPENDIX B

Page 41

Rev.	Description	Drawn	Ch'kd	Auth	Date
Project Bardney - Various Roads					
Status Project No.					
Drawing Title Proposed Waiting Restrictions					
Scale NTS	Drawn	TF	Date Aug 20		
	Ch'kd	JE	Date Aug 20		
	Auth		Traced		
Drawing No. 504/TF/MW&T					Rev. 0

Lincolnshire
COUNTY COUNCIL
Highways Alliance

Lancaster House, 36 Orchard Street,
Lincoln, LN1 1XX

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Ordnance Survey 100025370.

May 11, 2021 - 2:31 pm \\popen\users\usercommon\Traffic Regulation Orders\Schema Master Folder\DO NOT CHANGE\504-1900\504 Bardney Prohibition of Waiting\CAD\CAD.dwg

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Open Report on behalf of Andy Gutherson, Executive Director of Place

Report to:	Planning and Regulation Committee
Date:	05 July 2021
Subject:	Long Bennington Main Road - Proposed Mandatory Cycle Lanes, Advisory Cycle Lanes and Waiting Restrictions

Summary:

This report considers objections received to a proposal to introduce mandatory and advisory cycle lanes and waiting restrictions along Main Road, Long Bennington as show at Appendix B.

Recommendation(s):

That the Committee overrules the objections and approves the proposal as advertised.

Background

Central Government has allocated funding to local authorities to support the introduction of schemes to increase travel choice and promote healthy living. In Lincolnshire a number of locations were assessed to see if schemes to increase connectivity through walking and cycling could be progressed. Officers were familiar with conditions in Long Bennington following a number of site surveys undertaken with regard to HGV parking to the north of the village. Given the existing cycle provision adjacent to the A1 to Newark a scheme to connect this to the village comprising both mandatory and advisory cycle lanes has been devised.

Existing Conditions

Main Road Long Bennington is subject to a 30mph speed limit northwards upto the village gateway, which lies just beyond the accesses to the sports facilities. Its remaining length is subject to the national speed limit.

The carriageway width on Main Road from its junction with Westborough Lane northwards to the A1 varies from 8.5 to 11 metres. The section north of the business park operates as a one way for southbound traffic as there is no vehicular access onto the A1 on this stretch. A short length of existing advisory cycle lane is in place on the approach to the A1 to facilitate access to the existing cycle lane.

General parking takes place mainly on the western side of the carriageway throughout the day and some parking by HGVs occurs overnight on the western side of the carriageway between the Sports Ground and the A1, and on the eastern side just north of Westborough Lane.

Proposals/Comments

A meeting took place in September 2020 between highway officers and the Parish Council, local Member and sports field representative to discuss the potential for cycle facilities in Main Road which would have the dual effect of restricting the ongoing issue of on street parking by HGVs in the area. Where the mandatory cycle lanes are proposed a 24 hour restriction on parking is put forward. However concerns regarding the negative impact of restricting parking at all times on visitors to the sports facilities were raised. To address this, where the advisory cycle lanes are proposed a restriction on parking Monday to Friday between 8am and 5pm is suggested leaving the evenings and weekends unrestricted. However in order to deter HGV parking on these lengths at any time, a restriction on parking by vehicles over 5 Tonnes in weight is proposed overnight on all days between 5pm and 8am.

These proposals are shown at Appendix B and the statutory consultation for them and their public advertisement took place concurrently from 12th February to 12th March 2021.

Eight objections were received to this scheme during its advertisement period. The points below summarise the issues raised:

- The cycle lanes are not needed as there are few cyclists using the route and therefore the scheme is a waste of money.
- Overnight parking by HGVs would be displaced into the main part of the village.
- The cycle lanes and the associated parking restrictions will cause parking and safety issues further into the village.
- The parking restrictions proposed will adversely affect the bowls club and the sports facilities which have visiting teams attending from elsewhere in the East Midlands.
- The proposed waiting restrictions prevent young families from accessing the playground and others from accessing the sports facilities.
- The provision of extra bins and public toilets would be enough to prevent HGV parking being an issue.

The following comments are made in response to the issues raised. In terms of meeting central government's aims to increase provision for walking and cycling this scheme meets that objective as it provides dedicated cycle facilities between Long Bennington village and existing provision alongside the A1. This in turn links to the B6326 west of Claypole and to further dedicated cycle facilities which extend from the Dale Way roundabout at Fernwood northwards into the centre of Newark. There is also a National Byway link to Hougham and Claypole using Westborough Lane to the east and north, and to National Cycle Route 64 to the east using Valley Lane.

The carriageway on Main Road is of sufficient width to accommodate segregated cycle lanes where the speed limit is 60mph, as for the majority of this length traffic is southbound only. A road safety audit report on the scheme has identified no safety issues and a further report will be commissioned following its introduction.

The proposals may displace some parking for visitors driving to the playground, sports facilities or bowling club and this is likely to relocate some 80 metres southwards of the entrance to the playground towards the main part of the village. However loading and

unloading can take place on the single yellow line proposed and passengers can be dropped off or picked up. Blue badge holders are permitted to park for up to three hours on single or double yellow lines where it is safe to do so.

Conclusion

In summary the proposed mandatory cycle lane would operate at all times with no loading or waiting allowed within it and the advisory cycle lane would be free of all parked vehicles from Monday to Friday between 8am to 5pm and free from HGV parking at all times. The scheme serves to provide a dedicated cycle facility linking existing cycle routes and also aims to reduce the impact of overnight HGV parking in this area of the village.

Consultation

a) Risks and Impact Analysis

None carried out

Long Bennington Parish Council; SKDC; Lincolnshire Police; EMAS, Lincolnshire Fire and Rescue; Road Haulage Association; Freight Transport Association; NFU; Highways England; Sustrans.

Appendices

These are listed below and attached at the back of the report	
Appendix A	Site location
Appendix B	Proposal details

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
None	None

This report was written by Dan O'Neill, who can be contacted on 01522 782070 or dan.oneill@lincolnshire.gov.uk.

Appendix A – Site location

Long Bennington, Main Road - Proposed mandatory and advisory cycle lanes, and waiting restrictions



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Existing shared use link to Dry Doddington and Claypole

MAIN ROAD

Winsor House

Mayden House

Jubilee House

Hopton House

Long Bennington Business Park

Wickham House

Wickham House

Richmond House

E1 Sub Sta

E1 Sub Sta

Warehouse

Tennis Court

Sports Field

Recreation Ground

Play Area

Bowling Green

Sports Court

Sports Pavilion

Off carriageway shared use section. No waiting at any time on carriageway.

Village gateway

New development

Business Park

Sluice

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- Proposed mandatory cycle lane at all times, no waiting no loading.
- Advisory cycle lanes, no waiting Monday to Friday 8am to 5pm. No waiting by vehicles over 5 tonnes on all days 5pm to 8am the following day.



Project		Long Bennington Cycle Lanes				Rev.	Description	Drawn	Ch'kd	Auth	Date
Status	Project No.					Project		Drawn	Ch'kd	Auth	Date
Drawing Title		Report Plan						DON			Jun 2021
Drawing No.		D/142101/1/A									
						Rev.	0			nts	

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

Report to:	Planning and Regulation Committee
Date:	5 July 2021
Subject:	County Matter Application - S20/1351

Summary:

Planning permission is sought by Dr Charles Daniel Lane (the Applicant) to extract and process sand and gravel and to progressively restore the site to a mixture of agricultural land, nature conservation area and an agricultural water reservoir at Land at King Street, Greatford, Lincolnshire in the parish of Greatford.

The proposed development would constitute the creation of a new sand and gravel quarry with a restoration strategy to create three separate but linked after-uses, being low level agriculture, an irrigation lagoon and wetland habitat. The proposal is subject of an Environmental Impact Assessment submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and a Planning and Environmental Statement (PES) has been submitted which assesses the potential impacts of the proposed development together with the mitigation measures proposed to avoid, reduce and, if possible remedy any significant adverse impacts. Further Information has also been submitted in support of the ES in accordance with Regulation 25 of the EIA Regulations 2017.

The 55.5 hectare site comprises a parcel of agricultural land of Grades 2, 3a and 3b. This land has approximately 3.0 million tonnes reserve of saleable sand and gravel and would be worked and restored over a period of 16 years and at a production rate of 187,500 tonnes per annum.

The key issues to be considered in this case is the need and justification for the new mineral reserves and the principle of extracting sand and gravel from this site; the potential impacts (including cumulative impacts) arising from the development on the highways and Public Rights of Way; water environment (surface and ground); historic environment and setting; Fenland Fringe landscape; amenity impacts, including arising from fugitive emissions, on surrounding land-users and residential properties; loss of best and most versatile agricultural land; the natural environment and the potential for biodiversity net gain.

It is concluded that the principle of the extraction of sand and gravel is acceptable and in line with the approach of providing an adequate supply of minerals. In relation to light, noise and dust, measures are proposed, or are recommended to be secured through

planning conditions, to ensure that any impacts are mitigated and ameliorated to ensure that there would not be harmful impacts on the amenities of local residents and land users.

It is acknowledged that the development would result in the net loss of a proportion of the best and most versatile agricultural land during and after extraction and that during extraction ground water levels would be temporarily affected through de-watering. The proposal site, currently under arable cultivation has little nature conservation value and whilst certain mitigation measures are proposed to be put in place to the periphery of the working areas, it is considered that the restoration scheme can offer biodiversity enhancements that would, following implementation of appropriate conditions, also be secured the long term management of the site through a Section 106 Planning Obligation. In relation to soil and water, management, measures are proposed or are recommended to be secured through planning conditions. These would ensure the minerals operation would not result in detrimental impacts on the surrounding area, during and after operations; and would secure a restoration scheme that would bring the land back to best and most versatile agricultural use. This proposed restoration would be supported by the creation of an agricultural irrigation lagoon and enhancement of biodiversity through the creation of a new wetland habitat. As a consequence the temporary loss of the agricultural land is considered to be justified in this case.

The minerals operations would inevitably result in varying degrees of landscape and visual impacts, however, the phased approach for the development and restoration would minimise these impacts, particularly in the longer term and it is not considered that the setting of heritage assets would be significantly harmed by the proposed development; and a comprehensive archaeological scheme of works, would provide mitigation and can be secured through planning conditions.

Consideration is given in relation to highways, in addition to carrying out improvements to the highway along King Street and subject to Section 278 Agreement (Highways Act), it is proposed that all HGVs arriving and leaving the site follow a prescribed route to avoid local villages, excepting local deliveries and this can be secured through a Section 106 Planning Obligation.

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 subject to the applicant completing a Section 106 Planning Obligation.

Background

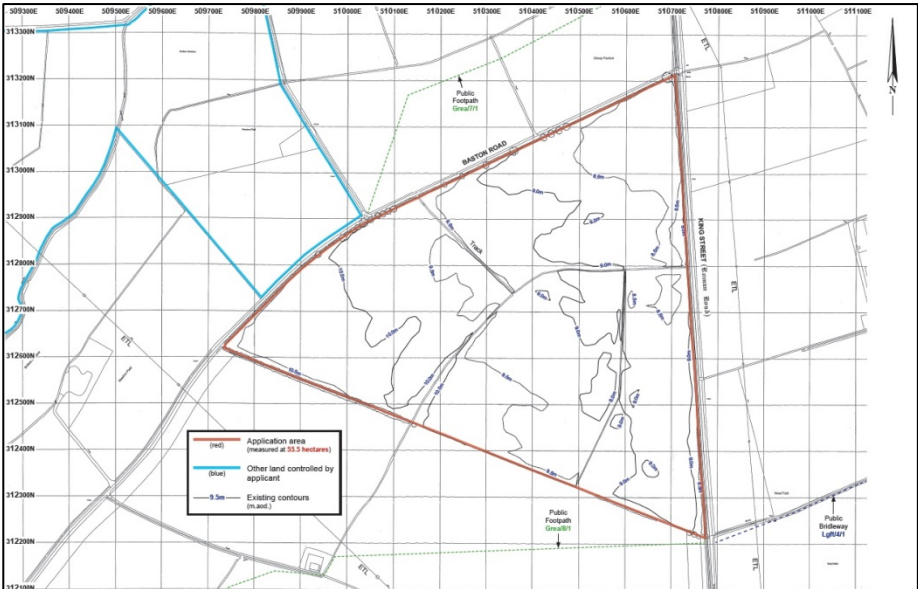
1. Lincolnshire County Council has a statutory responsibility to identify potential sites and areas suitable for minerals development within the County. The Site Locations document (adopted 2017) follows the principles set out in the Core Strategy and Development Management Policies document (adopted 2016), identifying site

specific allocations for future minerals development based on a comprehensive process of site assessment and selection. The proposal site is identified within the Site Locations document as Site MS25-SL Manor Farm, Greatford. Each allocated site is provided with a Development Brief that sets out the key site specific information relating to potential constraints, opportunities and issues which need to be addressed at the planning application stage. The information in the Development Brief should not be treated as exhaustive and was based on an assessment of the site at the time this plan was written.

2. The National Planning Policy Framework (NPPF) requires mineral planning authorities to plan for a steady and adequate supply of aggregate and consideration of any development involving extraction of sand and gravel should include the need for the provision of a landbank to meet demand based on a rolling 10 year average. Lincolnshire has three distinct production areas and this site lies within South Lincolnshire. South Lincolnshire has a permitted reserve of 7.81 years calculated and published within the Local Aggregate Assessment December 2019. At the end of 2018, Lincolnshire had sufficient permitted reserves of sand and gravel for all three Production Areas, based on average sales over the period 2009-2018, to meet the seven year minimum landbank. However, further reserves would need to be released to maintain production over the plan period, to 2031, of the CSDMP. It is calculated that South Lincolnshire would have a shortfall of 5.35mt over the plan period and the proposal site MS25-SL would contribute to making up this shortfall.
3. Prior to submitting this application the applicant sought pre-application advice from Lincolnshire County Council and in September 2019 the applicant engaged with the local community by hosting an exhibition at Greatford Village Hall.

The Application

4. Planning permission is sought by Dr C Lane (the applicant) to extract and process sand and gravel and to progressively restore the site to a mixture of agricultural land, nature conservation area and an agricultural water reservoir at land at King Street, Greatford, Lincolnshire in the parish of Greatford.



Land at King Street application site boundary

5. The proposed quarry would release approximately 3.0 million tonnes of sand and gravel from an area of approximately 55.5 hectares, lying immediately west of King Street and approximately 1.25 kilometres to the north east of Greatford village centre, approximately 875 metres to the south west of Baston village centre and approximately 1.5 kilometres to the north west of Langtoft village centre. The hamlets of Stowe to the south and Wilsthorpe to the northwest are both approximately 1 kilometre from the boundary of the site. Based on an anticipated annual production rate of 200,000 tonnes the proposal would result in the quarry extracting sand and gravel for a period of approximately 16 years. The extraction would be carried out in progressive phases using a 360° swing shovel with sand and gravel being transported to the plant site (to be located in the south of the site) for processing and stockpiling. It would then be distributed off site as processed aggregate. The site would also be restored progressively in phases and a concept restoration scheme has been submitted in support of the application which covers the entire site. The current field access to the site on Baston Road would be closed and a new access created off King Street which would cross King Street Drain.

Environmental Statement

6. The application is subject of an Environmental Impact Assessment which has been prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). An Environmental Statement (ES) has been submitted in support of the application which comprises of two volumes.
 - Volume 1 - Planning and Environmental Statement (PES) - provides an overview of the application and identifies the various development plans, policies and other material considerations in relation to the proposed development. This volume also summarises the findings of the individual technical assessments contained in Volume 2 and includes appendices containing the planning application forms and certificates, details of community consultation and 'Wintering Bird Interim Statement'.
 - Volume 2 - Consultant's technical reports – contains the individual technical assessments and reports, plans and tables which identify and assess the potential impacts arising from the development and the mitigation measures that are proposed to be implemented in order avoid, reduce and, if possible, remedy any significant adverse impacts.
 - Non-Technical Summary (NTS) - summarises the content of Volume 1 in an easily understandable and accessible format.
7. In accordance with Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulation 2017 (EIA Regulations) 'Further Information' was requested by letter on 19 October 2020 relating to three matters being—Highways, the Historic Environment and Public Rights of Way. The

Further Information, and supporting supplementary information, was provided by the Applicant in a letter dated 15 December 2020 and in some cases replaces that which was contained within the original PES. The original ES (Volumes 1, 2 and NTS) as supplemented and amended by the Further Information are considered to meet the requirements of the EIA Regulations 2017. The summary of the contents of each of these Volumes and Further Information are set out below.

Volume 1 - Planning and Environmental Statement - this is the main document and contains details of the assessments undertaken and their findings. Where necessary for clarification details contained in Volume 2, Consultant's technical reports, are included.

Chapter 1: Overview – this chapter identifies the location and current use of the site and explains that the site is allocated in the Lincolnshire Minerals & Waste Local Plan: Site Locations Document (2017) as reference MS25-SL. The site has an anticipated reserve of 3.0 million tonnes of sand and gravel which would be extracted and restored over a 16 year period and make a contribution to the local economy and maintain the supply of construction aggregate. The document also provides a biography of the applicant, who is also the owner of the site and an overview of the proposed phased development of the site, processing plant, restoration and after-use.

Chapter 2: A brief Site Description – this chapter provides details of the size of the site and describes the site as being generally flat with levels being between 10.5 and 8.5 metres above ordnance datum (AOD) that dip in a north easterly direction. The use is currently for arable monoculture, with sparse low hedgerows interspersed by mature trees to the north-west and remnant hedgerows to the south. The eastern boundary is defined by the King Street Drain. The site is bisected by a generally dry ditch with minor ditches to the southern and western boundaries. The wider landscape is addressed identifying that there are to the south some recently planted woodland blocks but in general the surrounding area comprises typical flat 'fen' land which is predominantly open but is also crossed by drainage ditches. The nearest property is identified as lying 400 metres to the east with Stowe Farm being the next nearest located 1.0 kilometres to the south with the villages of Baston, Greatford and Langtoft being between 500-600 metres distant.

Chapter 3: Application – this chapter provides details of the documentation submitted, defines the limits of the ownership of the applicant and reiterates the extent of the reserve, annual output and timescales for production and restoration.

Chapter 4: Details of the Development – this chapter summarises the proposed development outlining how phased extraction and restoration would be completed and what measures would be taken to minimise adverse impacts. Mineral would be transported via ground level field conveyors to a modern low profile processing plant located to the south of the site which would include ancillary plant and

buildings a weighbridge, wheelwash, workshop and site offices. Restoration would be progressive and provide for three distinct afteruses being low level agriculture, an agricultural irrigation lagoon and water/wetland based nature conservation.

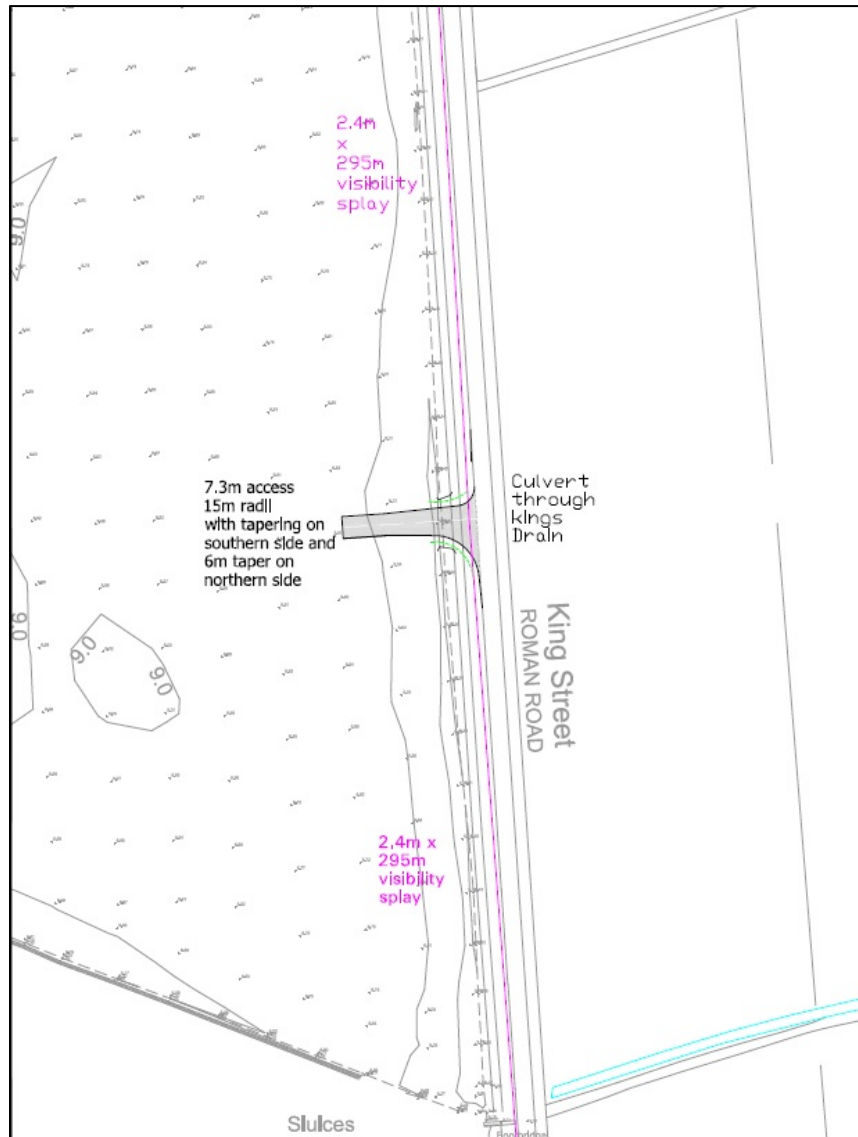
The development would be in accordance with the following Operational Programme:

- Site Development - to establish the necessary infrastructure including access; plant site and layout; internal haul road; ground conveyor; provision of water required by site operations; and silt management, together with day to day operations; progressive restoration; and de-commissioning.

Technical detail was provided as follows:

- Soil Handling – the soil report (Volume 2) recommends the removal of 0.3 metres of both top and subsoil (i.e. a total of 0.6 metres) however given that the quality of both is homogenous separate stripping of each would not be necessary. Stripping would be carried out when soils were in a friable state and all soil handling would be in accordance with the Good Practice Guide (DEFRA) using a hydraulic excavator with a toothless bucket (also required for archaeological fieldwork). Soils would be transported to the perimeter of the site and used to construct bunds or initially to a temporary storage area or latterly for direct deposition in areas under restoration. Topsoil storage bunds would not exceed 4.0 metres in height and would be lightly compacted to avoid the risk of water ponding and provide good 'run off' drainage. Where bunds are to be retained for long periods they would be sown with a grass seed mix and be maintained. Soil stripping would be carried out in phased manner to ensure that as much land as possible remains in agricultural use. The replacement of soil will follow the same handling approach with internal movements avoiding travelling over any replaced soil to avoid compaction. Where overrunning is unavoidable any compaction would be corrected by subsoiling, by moling or by excavation and re-laying.
- Access – access to the site would be gained via a new access to be constructed onto King Street. Initially a simple 'T' junction access was proposed but following consultation and the issue of a Regulation 25 Notice an asymmetrical junction has been proposed to ensure all HGV traffic approaches and leaves the site from the south. The access would require a short section of Kings Street Drain to be culverted. To carry out culverting the ditch would be temporarily dammed to allow the natural relocation of any water voles outside the dammed section. For a limited period water flow in the ditch would be managed by a temporary bypass pump. The culvert would not be constructed until an ecological assessment has been implemented to confirm the absence of vulnerable species. The length and diameter of the culvert would be subject to an agreed method statement as required by condition, permit or Section 278 Agreement. The internal access road within the site would be designed with a 'swan neck bends' to

limit/restrict direct views into the plant site. The first 150 metres would be constructed with concrete or tarmac leading and all HGV's leaving the site would do so via a wheel wash so as to reduce/eliminate any debris being carried onto King Street. Where necessary a road sweeper would be employed to keep King Street clean. The existing field gate off Baston Road would be closed for the duration of the development and would not be reinstated until completion of restoration. The King Street access would be retained following restoration of the site and give access to the proposed agricultural irrigation reservoir and the restored wetland area .



Proposed asymmetric access onto Kings Street

- Output/Traffic – the site would operate approximately 250 days per year and based on an estimated average output of 200,000 tonnes per annum (tpa) this would equate to between 35 and 40 HGVs (70-80 two-way movements) per day. Notwithstanding that the aggregate is processed wet and unlikely to give rise to dust, all vehicles leaving the site would be sheeted. As previously

stated all HGV traffic exiting the site would pass through the wheel cleaning facility.

- Plant and Equipment
 - Water Management – the as raised sand and gravel requires washing to remove silts. The sand fraction is washed out and is dewatered and stockpiled with a 8-10% water content that naturally drains to 5% moisture.
 - Grading – Gravel fractions are screened into three sizes from 5-40mm and oversize. In the case of Greatford the mineral deposit has an average of 15% oversize. Although there is a limited market for oversize these would be stockpiled separately and from time to time a mobile crusher would be brought to site to reduce the mineral to a grade less than 20mm. Crushed mineral would be blended into screened products or sold separately.
 - Stockpiles – The retained moisture within the stockpiles reduces/eliminates the risk of dust emissions.
 - Dust – due to the natural moisture content of sand and gravel, dust is not commonly a risk but where there is potential this is addressed in the Environmental Impacts section of this document.
 - Plant Site - Modern processing plants are modular in design and the plant illustrated in this document is considered capable of processing 250,000 tpa. The tallest components of the proposed plant site would be generally below 7.5 metres being the highest point of the conveyors. The Applicant states that stockpiles would be restricted to 6.0 metres. Final details of the plant and buildings could be reserved by a condition and would include details of ancillary plant such as processing plant and wheel cleaner. All plant and ancillary buildings and equipment would be removed from site to enable restoration to be completed.

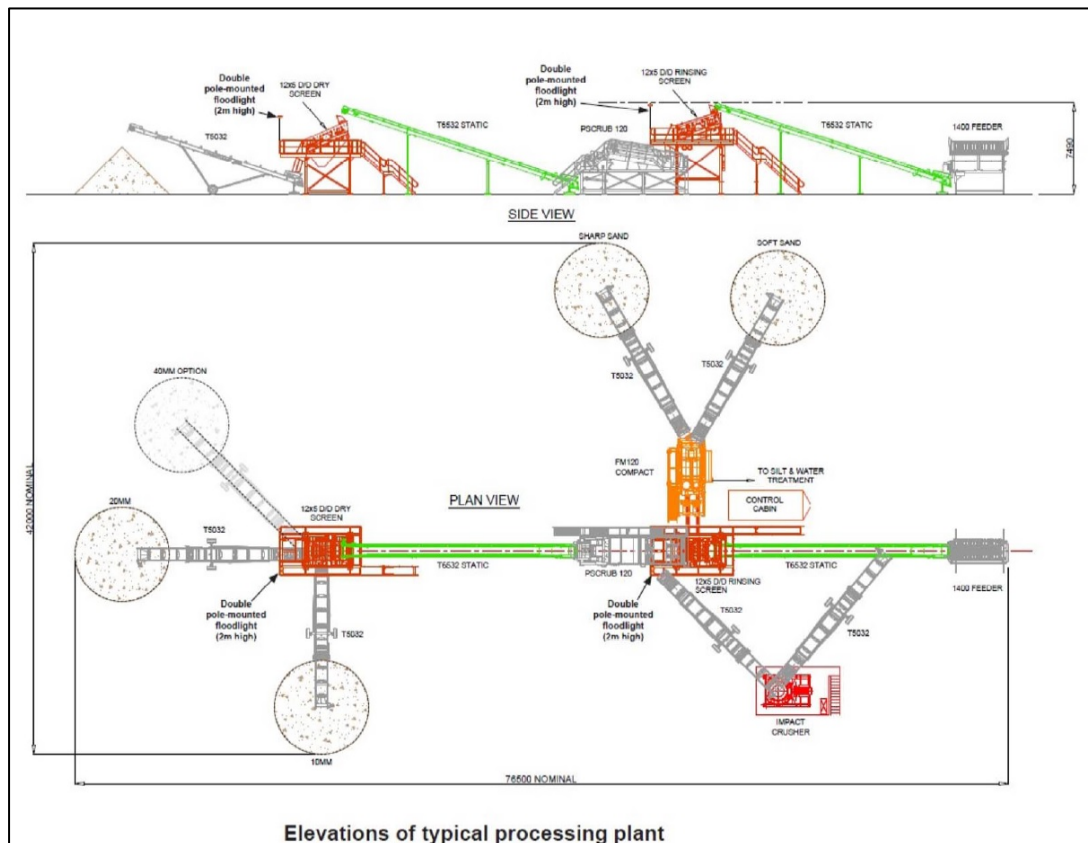


Illustration of typical processing plant layout

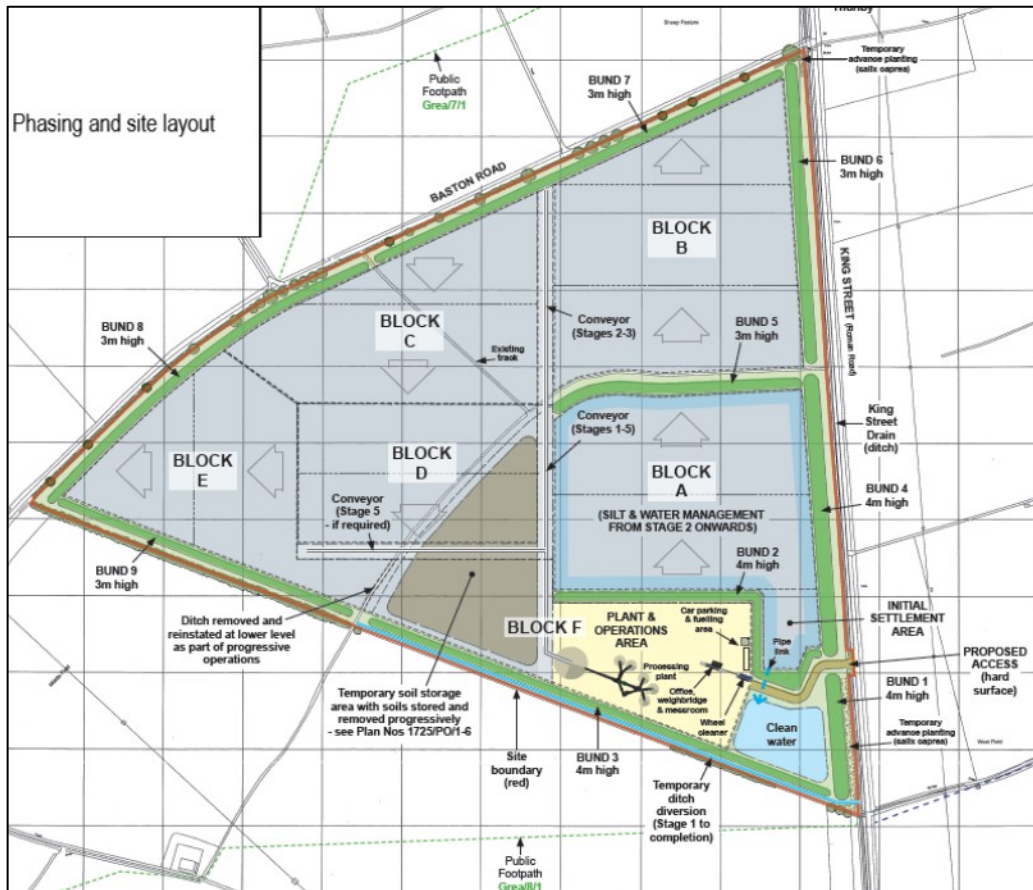
- Stockpiles– the excavated mineral stockpile conveyor could be up to approximately 12 metres in height and would provide a sufficiently large stockpile to allow continuous processing over a three day period. This would provide operational flexibility during periods when the ground conveyor is being maintained, extended or moved.
- Conditions – material would be managed and removed from stockpiles by wheeled loaders that would also load lorries. The weighbridge would be surface mounted and the site buildings would be 'container' style, single storey and painted in a colour to be agreed. The plant site would be screened from views by virtue of the bunds.

Water Management

- Processing Plant – the processing plant requires a supply of clean water. This would consist of a pond that would allow for water sourced from the shallow River Terrace aquifer. Silt laden water would be discharged to a settlement lagoon. Pumps would be operated to draw clean water and circulate through the plant site and then discharge to the settlement pond. A high level overflow pipe would be constructed to link the settlement pond to the clean water pond this would supplement the supply of process water. The settled silt lagoon would be permitted to naturally regenerate with reeds and wetland plants and shrubs, providing additional habitat/biodiversity ahead of completion of the development. The re-circulation system would ensure that there would be no discharge of processing water to ditches/drains off site,

with any excess water around the processing area being left to percolate to groundwater through natural seepage.

- Extraction – dewatering of the excavation areas would take place to enable the full reserve of mineral to be recovered. Shallow ditches excavated into the exposed basal clay will capture groundwater entering through the face of sand and gravel. These create a series of sumps that ensures that groundwater entering the site does not become discoloured by suspended silt particles prior to being pumped away to discharge off site to recharge the adjacent watercourses and where necessary overflow into the King Street Drain.
- Restored Agricultural Land – the proposal seeks to restore a proportion of the site to agricultural land at a lower level than the original ground level. To prevent groundwater egress this area would be engineered by progressively 'sealing' the face of the peripheral in-situ mineral using the underlying clay.
- Long-term Drainage – the site is bisected by a central ditch (Ref: D3) that would be removed as part of the development and a diverted 'link' route would be located to the eastern part of the southern boundary. Following extraction the central ditch would be reinstated at a lower level to manage drainage from the restored agricultural land and accumulated water would be collected at a sump area and pumped to the proposed pond/wetland. The wetland area would not be 'sealed' and the water level would self-balance with the surrounding groundwater.
- Restored Agricultural Irrigation Reservoir – the northwestern banks would be formed by the reinstated drain D3, the southwestern banks would comprise the clay-lined cut face of the quarry and the eastern banks would be constructed from clay derived from the base of the quarry void. The clay seals/banks retaining water within the reservoir will be constructed in layers in order to achieve a low permeability as required by the reservoir design. The clay seal would be to a level sufficient to permit filling when groundwater levels are high, typically winter months. 'Winter' stored water would be available for irrigation of the area restored to agricultural use and the wider Braceborough and Greatford Estate being approximately 120-160 hectares.
- Excavation/Phasing – mineral would be extracted on a phased progressive basis and would consist of five phases (Blocks A-F) that would rotate around the site in a broadly anti-clockwise direction. Operations would commence in the south-eastern corner of the site, close to the sites southern boundary and the proposed new means of access. Once excavated this area would form the Plant Site Area and operations would advance northwards along the eastern boundary (which adjoins King Street) before heading west. Each phase would produce sufficient mineral for 2-4 years production capacity.



Composite Operations Plan – showing direction of proposed phased extraction

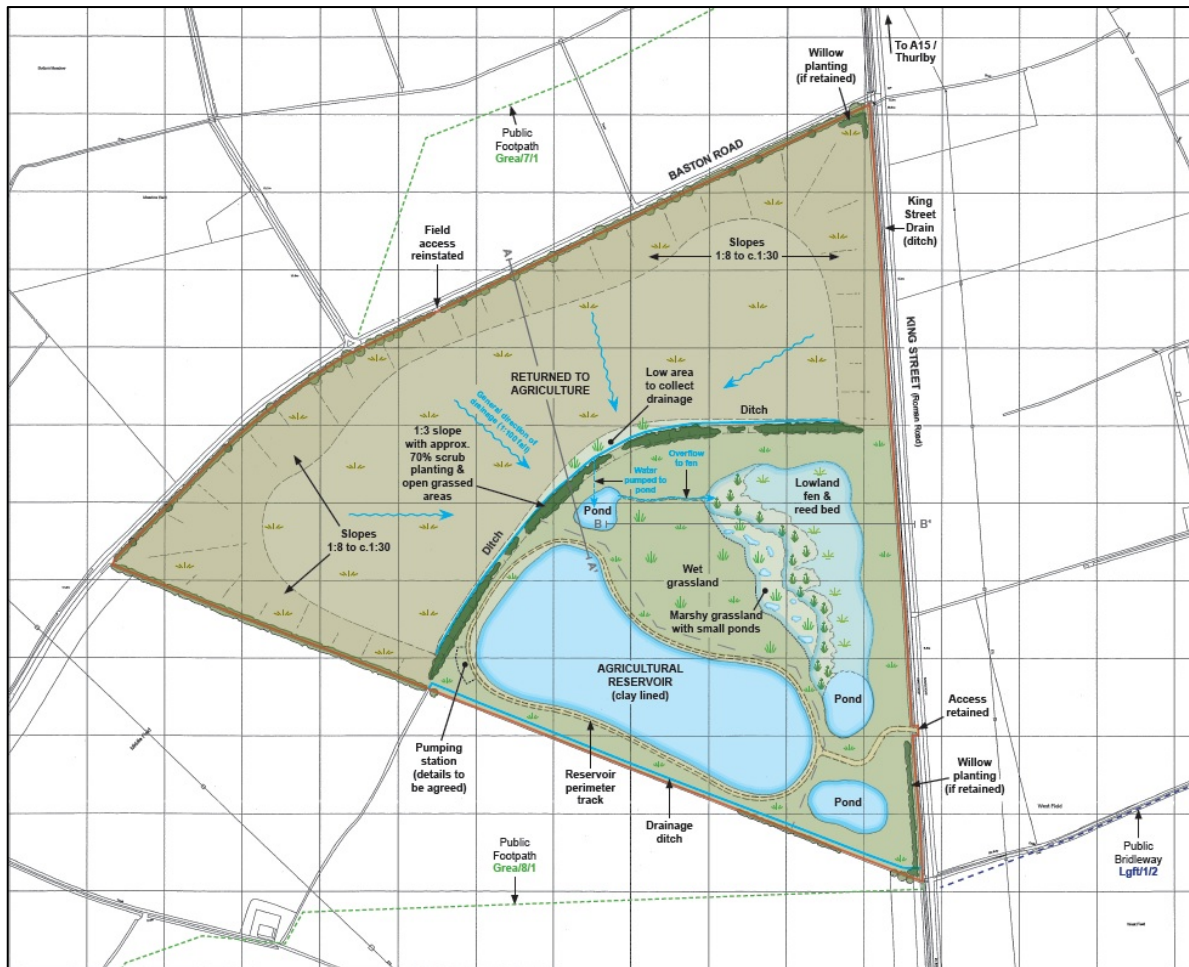
Two 300 metre lengths of conveyor would run north-south through the centre of the site and transport mineral back to the Plant Site Area from Block A and Block B. Once extraction has been completed the conveyor would retreat and then extend westwards into Blocks C & D. All mineral would be loaded onto the conveyors by a wheeled loader. With the exception of Blocks A and B, where topsoil removed would be placed to create perimeter bunds, soils stripped from subsequent phases/blocks would either be temporarily stored in a dedicated area located within the southern-central area of the site (adjacent to the Plant Site Area) or directly placed into the preceding phase/block thus ensuring progressive restoration of those areas to agriculture. Each phase/block would be engineered ('sealed') to an extent necessary to manage ingress of groundwater and to provide for natural slopes to facilitate internal drainage. Prior to final restoration the whole site would be finally shaped to segregate the three restoration areas. Block A would accommodate the silt settlement lagoon that would subsequently be restored to become a wetland habitat. Blocks B to E would be restored to low level agriculture and Block F, being the final extraction area, would be restored to the irrigation reservoir and a small balancing pond associated with the agricultural restoration.

- Restoration – the restoration concept would return 60-70% of the site back to productive farmland with approximately 10% of the site being restored to

an irrigation reservoir and balancing pond with the remaining area being restored to nature conservation uses. None of the excavated soils would be lost and would be used to enhance the restored agricultural land.

Soil Balance Sheet				
	Area (hectares)	Topsoil (cubic metres/depth metres)	Subsoil (cubic metres/depth)	Total (cubic metres/depth)
Existing	55	165,000/0.3	110,000/0.2	275,000/0.5
Restored	31	165,000/0.5	110,000/0.4	275,000/0.9

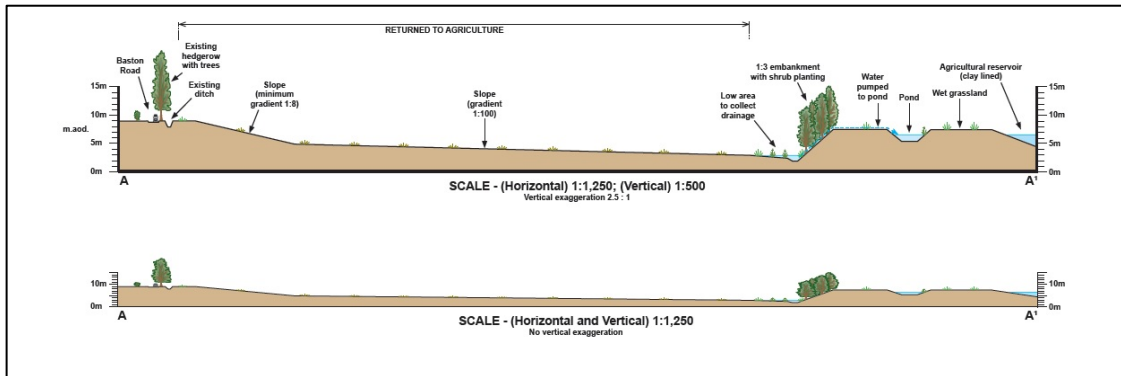
Table 1 Soil balance



Proposed Restoration Plan

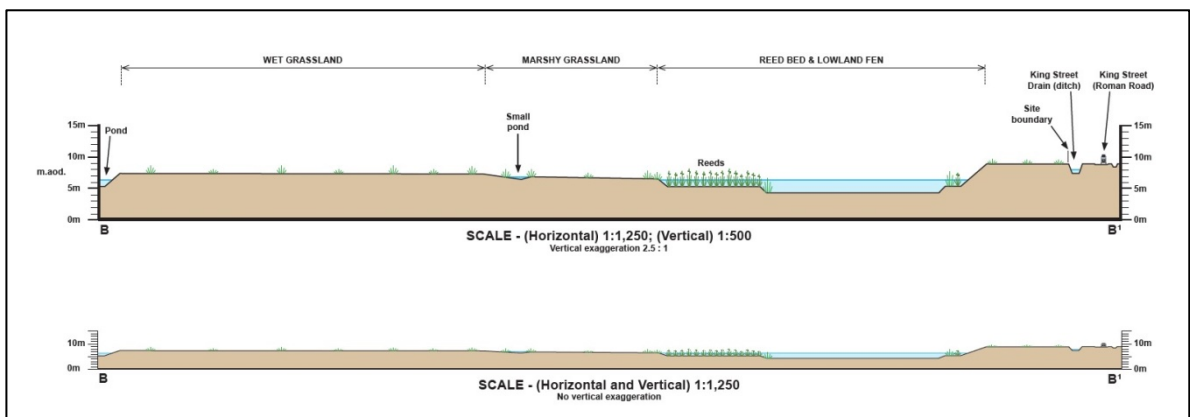
The soils would be laid to form a 'reclamation platform' of approximately 1 metre in depth with the top 0.3 metres of this platform being ripped to provide a 'loose' surface onto which the further soils would be replaced. This would give a restored soil profile depth of around 1.2 metres and provide a baseline condition to allow (through aftercare) the potential to support a diverse rotation of crops from the commercial production of wildflower seeds to root crops.

The agricultural irrigation reservoir would be engineered and sealed using basal clay and created generally in the area identified for the plant site during extraction. The design is 'non-linear' to provide a more natural appearance, with the outer sides thinly soiled and planted to a wildflower grass mix to provide additional habitat and biodiversity interest



Agricultural restoration cross sections

The restored wetland biodiversity area (located within Block A of the phased extraction programme) would be formed from the silt settlement lagoon and so the final depths will be dependent on the volumes of silt arising from the processing of the sand and gravel. This area would be deltaic in form and would be allowed to initially naturally self-colonise but where necessary pilot planting of locally sourced reeds would be carried out. To ensure a continual flow of silts the discharge pipe would be moved as needed along the southern and western bank of Block A with the intention to create a western 'dry' area. Overall it has been predicted that the depth of open water would not exceed 3.0 metres. The eastern boundary would be retained as a steep slope into the water body to provide a bankside habitat suitable for water voles to colonise.



Wetland restoration cross sections

As part of the restoration, landscaping would be dictated by how well the wetland would self-colonise and this would be monitored through an

Ecological Monitoring Plan that would ensure that unwanted invasive species are removed.

- Aftercare
 - Agriculture – upon completion of restoration the site would be subject to a 5-year aftercare scheme. The scheme would ensure that no areas become compacted and there would be a regime to rectify any issues such as soil sampling to test for nutrient levels. The first two years would be to leave the restored agricultural land as ley grass so as to help establish soil structure. Where necessary this may be grazed at appropriate stocking levels or through cutting for hay or wildflower seed production. Weed control either chemical or mechanical would be initially twice yearly. Drainage would be monitored and remedial work carried out where necessary. From Year 3 a cropping regime would be established. All regimes would be recorded, monitored and analysed, in discussion with the Mineral Planning Authority. Remedial work would be agreed by the Mineral Planning Authority and the programme would be amended as necessary.
 - Biodiversity – aftercare of this area would be based on minimal disturbance to ensure that there is a stable area for wildlife to establish. Grassland would provide habitat for ground nesting birds and as previously referenced a water body designed for water voles as compensation for any loss caused by the King Street Drain culvert. The aftercare scheme would include checks on the establishment of grassland and weed control including invasive plants. Annual records to be kept and where requested meetings with the planning authority to review the progress of works and agree management for the following year.

Chapter 5: Mitigation Measures – this chapter recognises where mineral extraction could give rise to impacts both environmental and amenity. Details of a range of mitigation measures to counter those impacts are provided:

- Landscape and Visual - mineral extraction would have a temporary adverse impact on the landscape. The site lies at the transition between the Kesteven Uplands and The Fens and forms part of a distinct Fenland Fringe character area. Further consideration was given to whether the proposal would have impacts on landscape-related designations including Scheduled Monuments, SSSI etc. To minimise visual impacts on residential and public viewpoints, a phased progressive programme of working and restoration has been proposed. Bunds would be constructed around the perimeter of the site to reduce views of the site activities and these have been designed with a 1:3 outer slope along King Street Drain and 1:2 outer slope along Baston Road. The northern and southern 'corners' of the site would be planted with willow to mask open views of the bunds. The perimeter bunds would be constructed to heights between 2-3 metres with a stand-off margin, of

between 5-10 metres, to protect the Kings Street Drain and provide a Root Protection Zone where located in proximity to existing planted hedgerows and mature trees. Further bunds would be internal to the operational areas of site and would surround the Plant Site. Internal bunds would be to a height of 4 metres. All long term bunds would be planted with grass seed and maintained in a tidy manner. Short term bunds would be erected progressively ahead of each mineral extraction phase/block and would be replaced, as part of the phased restoration, upon completion of extraction.

No lighting would be erected outside of the Plant Site Area and where floodlighting is required this would be surmounted by cowls and directed downwards. The Plant Site lights would only be used within operational hours – these being between 07:00 and 18:00 hours and/or during low light conditions.

- Ecology – the proposed excavation area is predominantly intensively farmed agricultural land and of low ecological value. The site itself is defined by hedges, trees and the King Street Drain. The previously described stand-off margins would be fenced (as required by Health and Safety) with wooden post and 3/4 strands of wire plus mesh. There was limited evidence of protected species presence and activity within the site. Prior to soil strips in each phase/block an ecological survey would be carried out to ensure no disturbance of wildlife (particularly ground nesting birds). During extraction operations, the long term bunds around the site would offer alternative habitats for any displaced species. As previously stated lighting would be confined to the Plant Site Area and only employed during working hours or in poor light conditions. As none of the existing boundary vegetation would be removed, terrestrial habitats would remain undisturbed. The water and silt area (Block A) would overtime provide a range of habitats that would become a permanent benefit for a range of wildlife.
- Archaeology – it is acknowledged that extraction of mineral would result in the permanent loss of any archaeological features. Qualified archaeological supervision would be in place during soil stripping to assess and advise on further evaluation/excavation and measures would be adopted to provide for an appropriate record of any archaeology found.
- Traffic – all site vehicles would use the proposed new access onto King Street. The location, proposed layout of the Plant Site Area and hard surfacing of the internal access road would minimise vehicles picking up mud and transporting this onto the public highway. Notwithstanding this, all laden vehicles would pass through a wheel cleaning facility prior to leaving the site and in the event that mud were to be carried onto the highway a road sweeper would be deployed.
- Air Quality/Dust - the as raised mineral would be damp in nature and the risk of dust generation would be low. A bowser and spray would be used on dry

operating areas and internal roads. During soil stripping dust can be generated and soil handling would be stopped in high wind conditions. Grassed perimeter bunds would reduce the risk of dust leaving the site. Air quality is mainly at risk from vehicle exhausts including mobile quarry plant. However, due to the rural location and limited number of movements any impacts would be negligible.

- Noise – the plant site and excavation areas would be the main sources of noise. Bunds constructed around the site would provide some noise attenuation and the choice of location for the Plant Site Area would ensure that it is well removed from the nearest properties. The plant, machinery and vehicles would be modern and maintained to manufacturer's standards and all mobile equipment would be fitted with 'white noise' warning devices. Dewatering pumps would be powered using 'super' silenced generators and any noise generated would be attenuated by the site bunds. It is acknowledged that during temporary operations such as site preparation works, bund construction and restoration works, noise levels may be higher than those generated during normal operations however these would be limited to periods of less than 8 weeks and the noise assessment carried out in support of the application concludes that noise levels arising from all operations would be well within guidance criteria.
- Water – By dewatering it is expected that draw down would result in reduced water levels in surface watercourses. This would be mitigated by ensuring that following settlement that would reduce suspended material, ditches including the Kings Street Drain would be recharged. Water used in the Plant Site would be recirculated to minimise impacts on the water regime. Groundwater, within the site, would be controlled following restoration and would have a marginal impact on increasing the level of groundwater flow external to the site. Overall the impacts are likely to be negligible.
- Flood Risk – the site is predominantly in Flood Risk Zone 1 with 10% of the site categorised as being within Flood Risk Zone 2. A Flood Risk Assessment was carried out and forms part of Volume 2. Where necessary during extraction should King Street Drain temporarily carry a high volume of water, dewatering operations would be suspended and no water would be discharged from the site. Following restoration the low level of the restored site would provide void capacity in the event of a flood and would hold water should there be a catastrophic failure of the agricultural irrigation reservoir.
- Agriculture – it is acknowledged that as a result of this development there would be a temporary loss of productive farmland. Following restoration of the site there would be an overall net loss of productive farmland from 55 hectares to 31 hectares. The loss of this area of farmland is however relatively small and would be mitigated by the construction of the agricultural irrigation reservoir that would provide a long-term benefit both to the restored land but also the surrounding agricultural holding. The irrigation

reservoir would help to support the agricultural practices in the area and help ensure increased productivity and diversity of crops of the restored land.

Chapter 6: Community Consultation – this chapter outlines the measures carried out prior to submission of the application. This includes reference to the public consultation that was carried out by Lincolnshire County Council during the preparation and publication of the Site Locations Document (within which this site is allocated) but also that the public exhibition that the Applicant carried out with the local community during September 2019 at Greatford Village Hall. Records of the exhibition are included within the application (Appendix 2) and comments received on matters including traffic, landscape/visual, noise, lighting, dust and water reviewed and taken into account.

Chapter 7: Socio-Economic – this chapter identifies the benefits for mineral extraction. At site level the quarry would employ seven full-time skilled operatives with up to two administrative jobs and where possible it would be preferable to employ locally to contribute to the rural economy. The export of mineral would also employ lorry drivers and the regular repair and maintenance of plant and equipment would employ specialist services. Mineral products are essential to service the wider construction industry and so more broadly this development would support employment in those industries and the operator would be obliged to pay business rates and aggregate tax which also adds to the wider economy.

Chapter 8: Planning Policy – this chapter provides details of the documents that form the Development Plan. These include the South Kesteven Local Plan (2020); Lincolnshire Minerals & Waste Local Plan: Core Strategy and Development Management Policy document (2016) and Site Locations document (2017) and the National Planning Policy Framework and Planning Practice Guide. All of these documents are material considerations.

Chapter 9: Environmental Impacts – this chapter catalogues and summarises the findings of the various reports contained within Volume 2 of the Environmental Statement (ES) and gives details of the credentials of the agent and specialist consultants employed in preparing the ES. The following sections reiterate the overview, baseline, methodology, analysis, conclusions and recommendations in respect of specific impacts arising from the proposed development. This chapter of the ES was supplemented by the Further Information submitted in response to the Regulation 25 Notice.

- Landscape and Visual – the submitted Landscape & Visual Assessment sets out a description of the landscape character for the locality identifying that the site lies on the edge of the Kesteven Uplands and is a transitional Fenland Fringe landscape with The Fens, National Character Areas (NAC). The report acknowledges that there would be a temporary adverse impact on the local landscape and views. Notwithstanding the detail within the Archaeological section an evaluation was made with regards to potential impacts on three Scheduled Ancient Monuments and the conservation areas of Greatford and

Langtoft villages; and identified that there was no inter-visibility with any listed buildings and thereby no impacts on their settings.

Mitigation in the form of grassed bunds is consistent with the approach of other mineral sites in the area that also screen the plant site. Impacts caused by lighting would be limited to working hours only which are proposed as follows:

07:00 to 18:00 hours Monday – Friday;
07:00 to 13:00 hours Saturday; and
No operations Sunday, Bank and Public Holidays.

Further mitigation can be achieved through strengthening the Baston Road hedgerow including planting native tree species, strengthening the hedgerow on the south western boundary and planting small blocks of willow in northern and southern corners. Although the site lies outside the 'South Lincolnshire Fenlands Project Area' the restoration proposal would contribute to this area by restoring open views that would have been enhanced through the introduction of fen/wetland habitat, wildflower grassland mix planting of the reservoir banks and maturing trees planted at the beginning of the development.

- Ecology – a Preliminary Ecological Appraisal (PEA) carried out in March 2019 identified the purpose, methodology and reporting employed in respect of surveys and assessment relating to protected species and breeding birds. The reports identified statutory and non-statutory designated sites in proximity to the proposal site the nearest Site of Special Scientific Interest (SSSI) being Langtoft Gravel Pits located 950 metres to the south of the site. A further SSSI Baston and Thurlby Fens lie 2.5 kilometres to the north. Two Local Wildlife Sites being The Greatford Road Verges North flank Baston Road to the northwest of the proposal site. The report concluded that the proposal would not have any hydrogeological or hydrological impacts on the designated sites insofar as the proposed working schemes incorporated mitigation measures.

The PEA provided an assessment of the existing habitats in and around the site. The report identified that the arable field had no habitats of significant value excepting the sections of hedgerows and ditches. The report concluded that the proposal to retain and protect existing trees to British Standards Institute (BSI) guidelines as found in 'Trees in relation to design, demolition and construction' (BSI, 2012); to carry out early planting to strengthen and gap-fill the existing hedgerows together with restoration proposals to create wetland habitat would result in a net biodiversity gain resulting in a diverse and naturalistic landscape.

Species specific surveys were as follows:

Bats – assessments including Ground Level Roost Assessment concluded that the retention of trees and hedgerows together with the stand-off bunds would provide for a root zone protection that would provide for roosts and a 20+ metre wide foraging zone along the north western and southern margins. The hours of work and management of floodlighting within the plant site would have minimal impacts on bat activity. The restoration proposals including waterbodies would increase a permanent foraging area.

Great Crested Newts (GCN) – the survey assessed that the existing site contains very limited terrestrial habitat (hedgerows) with no features suitable for breeding. The nearest suitable breeding habitat, lies approximately 200 metres outside of the site. The survey concluded that by adopting a precautionary method of work and that the margins of the site are no going to be disturbed there would be a minimal loss of terrestrial habitat. No specific mitigation would be warranted but it is noted that the proposed restoration proposal would increase both suitable terrestrial and breeding habitat.

Birds – The PEA identified that the existing hedgerows and arable field provide opportunities for breeding birds including skylarks. The Breeding Birds Survey together with the Wintering Birds Interim Summary and Survey identified up to 30 species of which one was breeding on site, four assessed as probably and three possibly. Of the winter visitors a number are considered notable species however, given the availability of similar habitat in the surrounding countryside, the retention of a stand-off area from the retained boundary hedgerows and given that the site would be restored (to a greater extent) back to agricultural after-uses the site would have a minimal long-term impact on breeding and wintering species. The introduction of wetland and water habitats as part of the proposed site restoration would provide additional beneficial habitat for wintering waterfowl and other species that utilise arable landscapes. To minimise any impacts during operations the ecology report recommends that no vegetation removal or soil stripping be undertaken during the nesting season unless an ecologist has carried an inspection to ensure no active nests are affected. It is also recommended that the strengthening of hedgerows and southern margin be carried out and that details of this can be secured by way of a planning condition.

Water Vole and Otter – the PEA recorded evidence of water voles and otters present in the area. The culverting of the drainage Drain during the construction of the new site access would impact upon the existing drainage channel and has the potential to impact on the water vole population. Pre-construction checks would be carried out prior to any works taking place and all vegetation clearance works carried out at an appropriate time of year so as to avoid breeding season. The maintenance of a stand-off area between the bunds and drain would ensure that the operations of the quarry are

minimised and the use of artificial lighting would be managed so as to prevent any significant adverse impacts of either species. Longer term the proposed restoration would create areas of wetland which would provide favourable habitat for both species.

Badgers – a survey has been carried out but in accordance with The Protection of Badgers Act 1992 (as amended 2006) details of this have not been published or made available to the general public. Any recommendations or mitigation identified as necessary has however been taken into account as part of the proposed development.

Reptiles – the PEA reported that the site have limited habitat suitable for reptiles and recommended that no specific mitigation was necessary.

Other species – the report recorded that no other protected species would be affected by the proposal. Due to the intensive farming practices the range of habitats reduces the capacity of the site for invertebrates. The restoration would include a range of habitats more suitable for invertebrates.

All ecological reports recommended further surveys prior to any engineering operations and that these be carried out by qualified ecologists and where necessary licenses should be obtained as required by the Wildlife and Countryside Act 1981; the Conservation of Habitats and Species Regulations 2017; and/or the Protection of Badgers Act 1992 (as amended 2006).

- Traffic – the application was supported by a Transport Statement which was subsequently revised and amended through the submission of Further Information. The report provides a baseline assessment of the public highway and the existing traffic flow/speeds. The traffic flow survey was carried out over a seven day period during April 2019. The table below provides a summary of the findings for all vehicles recorded during the specified peak times and over a 12 hour period. The first number displayed represents the number small vehicles/cars with the number in parentheses representing HGV movements.

	Northbound	Southbound	Total
AM Peak (0800-0900)	59 (2)	221 (2)	280 (4)
PM Peak (1700-1800)	105 (1)	89 (1)	194 (2)
12 Hour (0700-1900)	867 (16)	1288 (17)	2155 (33)

Table 3 – Average Traffic Flow Data for King Street

The Transport Statement adopts a 'worst case' scenario approach when considering traffic flows as a consequence of the proposed development. For the purposes of the assessment it is therefore assumed the site would operate 250 working days and that based on the anticipated annual production rate, would generate between 35 and 40 HGVs per day (70-80

two way movements) dependent on the size of HGV. The contribution to traffic flow on King Street overall, including employee vehicle travel would increase by 4.6% as a result of this proposal.

As part of the development the Applicant has proposed that highway improvement works be carried out along King Street. These improvements have been revised since the application was first submitted and the revised proposals formed part of the Further Information submitted in response to the Regulation 25 Notice. The improvements now proposed to be carried out, and which reflect that proposed at the pre-application advice stage, include the widening of King Street to the south of the proposed site entrance. These improvements would provide for a minimum of 5.5 metre width and would terminate at the Stowe Road junction with King Street, a distance of approximately 1 kilometre. All works within the publicly maintained highway would be implemented in accordance with a Section 278 Agreement (Highways Act). The Further Information also included revisions to the proposed site access onto King Street which is now proposed to have an asymmetrical design. This asymmetrical design would result in a bias for vehicles to access and egress the site from the south. The HGV quarry traffic route south and a restriction on the extent of local deliveries would also be reinforced via a Routing Agreement secured as part of a S106 Planning Obligation.

- Water Regime – the application was supported by a Hydrogeological Impact Assessment and Flood Risk Assessment, both surface (hydrological) and ground (hydrogeological) water have been assessed in terms of local impacts. Further assessment has been carried out in accordance with the principles of the Water Framework Directive that addresses impacts on the wider area identifying that the site as lying within the Anglian River Basin with surface water being part of the Glens operational catchment. This catchment is also designated as a Nitrate Vulnerable Zone and identifies the previously referenced SSSIs, none are considered likely to be adversely impacted as a consequence of the proposed development. Both ground and surface water assessments identified the temporary impacts of dewatering on the local water environment concluding that overall any adverse impacts could be adequately mitigated through the proposed managed water regime. The restoration would result in minor changes to ground water flow given the introduction of clay lining to the agricultural areas, the water balance of ground water levels would be balanced through the two proposed water bodies to the south east of the site that would be hydraulically connected to the King Street Drain.
- Flood Risk – the submitted Flood Risk Assessment identified that the site was predominantly Flood Zone 1 with a small area adjacent to the King Street Drain identified as Flood Zone 2 with risk of fluvial flooding both internally and externally as 'very low'. In order to ensure there is no increased risk of flooding off-site as a result of this development, it is recommended that any

discharges from the site be restricted to the same as the pre-development greenfield run-off rate (calculated as being 145 litres per second). The report concludes that the proposed working scheme for the site, being a managed system including dewatering, silt settlement and clean water lagoons and licensed abstraction and discharge would ensure the greenfield run-off rate would be maintained. Following restoration of the site to predominantly low level agriculture, internal drainage ditches would be reinstated and collected surface waters would be pumped to the nature conservation area in the east of the site to maintain water levels. It is not intended to provide a long-term discharge from the site to King Street Drain. Overall therefore no part of the proposal, be it during mineral extraction operations, as a result of site layout or following restoration, would contribute to flood risk from surface or ground water either internal to or external from the site.

- Archaeology/Cultural Heritage – initially an Archaeological Desk-Based Assessment provided a limited narrative of the historical landscape and concluded that the principal period associated with the site are the Prehistoric and later Roman. As a consequence of the desk-based assessment a geophysical survey was carried out that provided an indication of subsurface features. Further investigation was carried out by excavating 30 trenches described in the Archaeological Evaluation. The outcome of the investigations indicates linear features representing an extensive field system and a small area of occupation. A total of 54 sherds of pottery, found in a fragmentary condition, together with 7 pieces of animal bone were recovered during the trial trenching. Overall it was concluded that, given that mineral extraction requires the removal of the archaeological surface, it is recommended that further investigation proportionate to the importance of the features as agreed with the County Archaeologist be adopted.

The Heritage Settings Assessments submitted as part of the Further Information identified the location, described by the following Scheduled Monuments, as being of prehistoric to Roman date:

- A - Settlement site E of Greatford village (NHLE Ref.1004934);
- B - Site discovered by aerial photography NE of village (NHLE Ref.1005480);
- and
- C - Settlement site at Greatford (NHLE Ref.1004957).

The assessment states that the archaeological investigations of the proposed extraction site provide evidence that the site forms part of an extensive later prehistoric and Romano-British archaeological landscape to the east of the village of Greatford. The three designated areas (A, B, C) located 400 metres –1.4 kilometres to the south–west were Scheduled in recognition of the assumed and/or confirmed significance of their buried archaeological remains. It was concluded that the development site makes a small contribution in terms of setting and by being partly inter-visible with the asset 'A' and no contribution to the significance of either 'B' or 'C'.

- Noise – a Noise Assessment has been carried out which recognises that the operations are progressive and that the main sources of noise are likely to be generated by the mobile and fixed plant. A noise survey was carried out which identified the nearest noise-sensitive receptors to the site and took background noise levels at those locations to help assess the likely impacts of noise arising from the development. The assessment recognises that for normal daytime operations, the Planning Practice Guidance specifies that site noise levels should not normally exceed the prevailing background noise levels by more than 10 dB(A), subject to an upper limit of 55 dB LAeq, 1 hour . For any temporary operations, such as soil stripping or final restoration works, a higher limit of 70 dB LAeq, 1 hour may be justified.

The table below summarises the findings of the noise assessment and includes the results of the existing background noise levels taken at each of the noise sensitive receptors; the calculated noise levels attributable to operations on the site and the proposed maximum permitted noise level limit taking into account the account the PPG guidance.

Sensitive Receptor (SR) Locations	Existing background Noise Level at SR monitoring point (dBL_{A90})	Calculated Noise Levels (dB LAeq, 1 hour)	Proposed Normal Working Limit (dB LAeq, 1 hour)	Within PPG Guidance Limit
1 – Baston	43	23-30	53	Yes
2 – Wilsthorpe	36	27-32	46	Yes
3 – Greatford	36	24-30	46	Yes
4 – Stowe Farm Cottages	39	30-36	49	Yes
5 - Langtoft	44	23-31	54	Yes
6 – Truesdale Lodge	37	21-35	47	Yes

Table 2 Noise Evaluation in respect of Normal Working Limits

The above table and assessment results demonstrate that the noise levels attributable to the normal daytime operation of the quarry would remain very low at the surrounding residential receptors and substantially below the normal working limits. On this basis, the daytime operation of the quarry would be unlikely to result in any adverse noise effects upon surrounding residents. During temporary operations (i.e. soil stripping/replacement and soil bund construction) the noise levels generated from the site would be elevated above those experienced during normal operations however these would be limited in duration and would not exceed more than eight weeks per year or be at the higher limit of 70 dB LAeq, 1 hour. Outside of normal working hours it is identified that the dewatering pump would operate to a limit of 42dBL_{Aeq, 1hour} and the predicted noise levels experienced at the sensitive receptors has been calculated to 20 dBL_{Aeq, 1hour} or below.

It is therefore concluded that noise levels from the development would remain substantially below the proposed maximum permissible noise operating limits and therefore would not have an unacceptable adverse impact on any of the nearest noise sensitive receptors.

- Air Quality/Dust – the submitted Air Quality Assessment was carried out in accordance with methodology agreed with Environmental Health of South Kesteven District Council. The report identified that the site is currently in active agricultural use and under cultivation. Reference was made to an assessment of fugitive dust emissions evaluated in accordance with the 'Guidance on the Assessment of Mineral Dust Impacts for Planning', published by the Institute of Air Quality Management. This guidance notes that air quality impacts are more likely within 250 metres of the site and identified that there were no sensitive receptors closer than 400 metres. Wind direction is acknowledged as a contributing factor and the prevailing direction was identified as being from the south west. Whilst there are no Air Quality Management Areas (AQMA) closer than 28 kilometres distant, consideration was given to impacts of vehicular movement on air quality locally. However, the assessment considered that as a consequence of the operations and vehicle movements air quality would not be significantly affected.
- Land Quality – the application was supported by a report of Soil Resources and Agricultural Quality. The report stated that 73% of the 55.5 hectare site is classed as being within Agricultural Land Classification (ALC) Grades 2 & 3a and so is classed as best and most versatile farmland, with the remaining 27% being sub Grade 3b. The phased method of working would ensure that agricultural production on parts of the site could continue during the mineral extraction operations and the proposed restoration scheme would return 31 hectares back to best and most versatile agricultural land. The proposed irrigation reservoir to be created within the restored site would cover approximately 8 hectares and hold approximately 200,000 cubic metres of water. This reservoir would help support and increase productivity/yield of the restored agricultural land and enable a wider variety of crops to be grown on the land which would not currently be possible without the benefit of irrigation.
- Soil handling would be carried out in accordance with the 'Good Practice Guide for Handling Soils' produced by DEFRA, to minimise any damage and mixing of the topsoil with the subsoil. Any long term storage including screening bunds would be seeded with a wildflower grass mix to ensure stability and minimise pooling and erosion. Any temporary soil storage would include separation of top and sub-soil and restricting heights to ensure the integrity of the soil structure. Tracking over stripped soils would be kept to a minimum and where compaction occurs during replacement these areas would be ripped.

The remaining 30% of the site being restored to non-productive use as a wetland/biodiversity area would also contribute to maintaining water balance across the wider site.

- Rights of Way - although no Public Right of Way (PRoW) crosses the site, there are three in close proximity to the site. These include a Public Footpath Grea/8/1 which crosses the King Street Drain via a footbridge and runs adjacent to the south east corner of the site for a short distance before crossing an agricultural field in a south westerly direction towards Greatford village. Impacts to users of this footpath (both visual and audible) during the operations would be mitigated through the proposed site perimeter bund. To the east of King Street and opposite the Grea/8/1 footbridge there is the terminal end of Bridleway Lgt/4/1. Again views into the site from this PRoW would be mitigated by the perimeter bund. Finally, a third PRoW lies to the north of Baston Road and terminates at the junction with the road to Wilsthorpe village. Given the distance from the extraction area, together with the retained hedgerow and perimeter bund, views into the extraction area of the site would be wholly screened to external views. The Applicant does not propose to create any new or permissible footpaths within the site.
- Cumulative – there are no schemes locally that would give rise to any cumulative impacts.

Chapter 10: Conclusions – this chapter concludes that the application site is allocated within the Lincolnshire Minerals & Waste Local Plan: Site Locations document and is identified as a future sand and gravel site that would make a contribution to the aggregate landbank for Lincolnshire. The chapter reiterates who prepared the application and who owns the land and gives an overview of the proposed development, the potential impacts identified, mitigation strategy and proposed restoration.

Volume 2 Consultant's technical reports - this volume contains the plans, technical reports and data supporting the chapters in the PES above and where appropriate the content, data and conclusions have been incorporated in the relevant sections of Volume 1 to provide clarity .

Non-Technical Summary - this volume contains an overview of the main findings of the PES in an easily understandable and accessible format.

Further Information

The following Further Information supplements and updates the information contained within the original ES. The information comprises of the following:

- Highways Matters revisions to Transport Statement – the Updated Transport Statement identified, in accordance with the requirements of Lincolnshire Local Highways Authority, that the highway improvements would only be

required to the south of the site and that the roadworks and the construction of an asymmetric site entrance would be carried out in accordance with a Section 278 agreement with the Local Highway Authority. The statement also provided a proposal for the limitation of routing by way of a Section 106 Planning Obligation (to supplement Chapter 9 of the ES);

- Historic Environment and Historic England requested evidence to understand the potential impacts of the development on the significance of any heritage assets (to supplement Chapter 9 of the ES); and
- Public Rights of Way - response to a request by Lincolnshire County Council Countryside Access Officer for the provision of permissive paths linking footpath and bridleway north and south of the proposal site. Due to the nature of the proposed agricultural restoration the provision of a footpath bisecting the site could not be accommodated.

Site and Surroundings

8. The application site covers an area of 55.5 hectares and is located approximately 875 metres to the south east of Baston village centre; approximately 1.5 kilometres to the north-west of Langtoft village centre and approximately 1.25 kilometres to the north-east of Greatford village centre. The site lies immediately adjacent to King Street which runs north-south between West Deeping village (to the south) and Thetford/Baston (to the north).
9. The site is roughly triangular in shape and is currently in agricultural use with arable crops being bisected and surrounded by drainage ditches. The sites eastern boundary is separated from King Street by the presence of Kings Street Drain. The sites northern boundary runs alongside Baston Road which, like the sites western boundary, is planted with native species hedges interspersed with mature native species trees. The surrounding area comprises of predominantly flat, agricultural land with both former and currently active sand and gravel quarries located further to the south. The Greatford Road Verges (North) Local Wildlife Site abut the site along the boundary formed by Baston Road. Langtoft Gravel Pits SSSI is located approximately 875 metres to the south east. Baston Fen SAC is located approximately 4km to north east which is linked to the Baston and Thurlby Fen SSSI located 2.5km to north east of the proposal site. The nearest residential property to the site is Truesdale Lodge which is locate approximately 400 metres to the east.



View north from proposed new access identifying entrance to nearest residential property

10. The site is proposed to be accessed via a new site access constructed onto King Street approximately 2.5 kilometres south of the A15/King Street junction and 3.0 kilometres north of the A1175/King Street junction. King Street is a single carriageway flanked by verges and drainage ditches. There are four unclassified single carriageway roads off the length of King Street and four Public Rights of Way in close proximity to the site but none of these cross the site or would be directly affected by this proposal.



View of site from junction King Street and Baston Road

11. A number of Grade II Listed Buildings lie within Greatford village, the nearest being approximately 1 kilometre from the nearest boundary of the proposal site. The nearest Scheduled Monument is a Settlement site lying approximately 400 metres to the south west of the site.
12. A Western Power overhead power line lies approximately 125 metres to the south of the site at its nearest point to the site boundary.

Main Planning Considerations

Planning Policy Context

13. The National Planning Policy Framework (June 2019) sets out the Government's planning policies for England. It is a material consideration in 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 12 (Sustainable development) – presumption in favour, which identifies three overarching objectives - economic; social; and environmental;

Paragraphs 83 & 84 (Supporting a rural economy) – states that planning decisions should enable development and diversification of agricultural and other land-based rural businesses and sustainable rural tourism and leisure developments which

respect the character of the countryside. Rural sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist;

Paragraphs 108 - 110 (Promoting sustainable transport) – states that when considering development proposals it is necessary to ensure that there is safe and suitable access to the site and that any significant impact from the development on highway safety is mitigated, would not have severe residual cumulative impacts on the road network and addresses the needs of people with disabilities and reduced mobility;

Paragraph 118 & 120 (Making effective use of land) – states that decisions should encourage benefits from rural land and take opportunities to achieve net environmental gains such as new habitat creation;

Paragraph 163 & 164 (Planning and flood risk) – directs that decisions should ensure that developments do not increase flood risk and is appropriately flood resilient;

Paragraph 170 (Conserving and enhancing the natural environment) – directs that planning decisions should contribute to and enhance the natural and local environment, minimize impacts on and providing net gains for biodiversity';

Paragraph 180 (Ensuring development appropriate for its location) – taking into account the likely effects on health, living condition and the natural environment through mitigation and reduction of potential adverse impacts;

Paragraph 182 and 183 – (Ensuring that new development can be integrated effectively) - with existing businesses and community facilities and whether the proposed development is an acceptable use of land;

Paragraph 189 to 199 (Conserving and enhancing the historic environment) – sets out the requirements necessary to evaluate the historic significance of a site and the level of information necessary to determine a planning application. Local planning authorities should require developers to record and advance understanding of any heritage assets to be lost (wholly or in part);

Paragraph 203 to 205 (Facilitating the sustainable use of minerals) – Ensure sufficient supply of minerals, which can only be worked where they are found, that do not have unacceptable adverse impacts on the natural and historic environment and weigh the benefits of mineral extraction but ensure that there are no unacceptable local adverse impacts and provide for restoration and aftercare at the earliest opportunity;

Paragraph 207 (Maintaining Supply) - Minerals planning authorities should plan for a steady and adequate supply of aggregates and make provision in the form of specific sites, preferred areas and/or areas of search and locational criteria and

ensure that large landbanks bound up in very few sites do not stifle competition. Authorities should use landbanks of aggregate minerals reserves principally as an indicator of the security of aggregate minerals supply, and to indicate the additional provision that needs to be made for new aggregate extraction and maintaining landbanks of at least seven years for sand and gravel and at least 10 years for crushed rock, whilst ensuring that the capacity of operations to supply a wide range of materials is not compromised.

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 the overall requirements for minerals sites, including the need to ensure a steady supply of minerals; the need to ensure the information provided in support of an application is sufficient to enable the environmental impacts to be assessed and that sites are restored at the earliest opportunity to high environmental standards.

Lincolnshire Minerals & Waste Local Plan: Core Strategy and Development Management Policies 2016 (CSDMP) – this document was formally adopted on 1 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 M2 (Providing for an Adequate Supply of Sand and Gravel) states that the County Council will ensure a steady and adequate supply of sand and gravel for aggregate purposes. There are three Production Areas and the South Lincolnshire Production Area has a target to produce 15.66 million tonnes during the plan period of 2014 – 2031.

Policy M3 (Landbank of Sand and Gravel) states that to ensure a steady and adequate supply of sand and gravel for aggregate purposes, the County Council will seek to maintain a landbank of permitted reserves of sand and gravel of a least 7 years within each of the Production Areas.

Policy DM1 (Presumption in favour of sustainable development) states that when considering development proposals, the County Council will take a positive approach. Planning applications that accord with the policies in this Local Plan will be approved without delay, unless material considerations indicate otherwise;

Policy DM2 (Climate Change) states that proposals for minerals and waste management developments should address the following matters where applicable:

- Minerals and Waste – Locations which reduce distances travelled by HGVs in the supply of minerals and the treatment of waste; and
- Waste – Implement the Waste Hierarchy and reduce waste to landfill.
- Minerals – encourage ways of working which reduce the overall carbon footprint of a mineral site; promote new/enhanced biodiversity levels/habitats as part of the restoration proposals to provide carbon sinks and/or better

connected ecological networks, and; encourage the most efficient use of primary minerals;

Policy DM3 (Quality of Life and Amenity) states that planning permission will be granted for minerals and waste development provided that it does not generate unacceptable adverse impacts to occupants of nearby dwellings or other sensitive receptors as a result of a range of different factors/criteria (e.g. noise, dust, vibrations, visual intrusion, etc);

Policy DM4 (Historic Environment) states that proposals that have the potential to affect heritage assets including features of historic or archaeological importance should be assessed and the potential impacts of the development upon those assets and their settings taking into account and details of any mitigation measures identified. Planning permission will be granted for minerals and waste development where heritage assets, and their settings, are conserved and, where possible enhanced and where adverse impacts are identified planning permission will only be granted provided that:

- the proposals cannot reasonably be located on an alternative site to avoid harm, and;
- the harmful aspects can be satisfactorily mitigated; or
- there are exceptional overriding reasons which outweigh the need to safeguard the significance of heritage assets which would be harmed.

Policy DM6 (Impact on Landscape and Townscape) – states that planning permission will be granted provided that due regard has been given to the likely impact of the proposed development on the landscape, including landscape character, valued or distinctive landscape features and elements and important views. If necessary additional design, landscaping, planting and screening will also be required and where new planting is required it will be subject to a minimum 10 year maintenance period. Development that would result in residual, adverse landscape and visual impacts will only be approved if the impacts are acceptable when weighed against the benefits of the scheme. Where there would be significant adverse impacts on a valued landscape considered weight will be given to the conservation of that landscape.

Policy DM8 (Nationally Designated Site of Biodiversity and Geological Conservation Value) states that any harmful aspects of minerals operations can be satisfactorily mitigated so as not to adversely impact on SSSI's.

Policy DM9 (Local Sites of Nature Conservation Value) states that planning permissions should ensure any adverse effects are adequately mitigated or, as a last resort compensated for, with proposal resulting in a net-gain in biodiversity through the creation of new priority habitat in excess of that lost.

Policy DM11 (Soil) states that proposals should protect, and wherever possible, enhance soils and will only be permitted where there is an overriding need for the

development, no suitable alternative site of lower agricultural quality, the land can be restored to its previous agricultural quality or better, or other beneficial after uses consistent with other sustainability considerations.

Policy DM12 (Best and Most Versatile Agricultural Land) states that proposals that include significant areas of best and most versatile agricultural land will only be permitted where it can be demonstrated that no reasonable alternative exists and for mineral sites the site will be restored to an after-use that safeguards the long-term potential of the best and most versatile agricultural land.

Policy DM13 (Sustainable Transport Movements) – states that proposals for minerals development should seek to maximise where possible the use of the most sustainable transport option.

Policy DM14 (Transport by Road) states that planning permission will be granted for minerals and waste development involving transport by road where the highways network is of appropriate standard for use by the traffic generated by the development and arrangements for site access would not have an unacceptable impact on highway safety, free flow of traffic, residential amenity or the environment.

Policy DM15 (Flooding and Flood Risk) states that proposals for minerals and waste developments will need to demonstrate that they can be developed without increasing the risk of flooding both to the site of the proposal and the surrounding area, taking into account all potential sources of flooding and increased risks from climate change induced flooding. Minerals and waste development proposals should be designed to avoid and wherever possible reduce the risk of flooding both during and following the completion of operations. Development that is likely to create a material increase in the risk of off-site flooding will not be permitted.

Policy DM16 (Water Resources) states that planning permission will be granted for minerals and waste developments where they would not have an unacceptable impact on surface or ground waters and due regard is given to water conservation and efficiency.

Policy DM17 (Cumulative Impacts) states that planning permission will be granted for minerals and waste developments where the cumulative impact would not result in significant adverse impacts on the environment of an area or on the amenity of a local community, either in relation to the collective effect of different impacts of an individual proposal, or in relation to the effects of a number of developments occurring either concurrently or successively.

Policy R1 (Restoration and Aftercare) states the proposals must demonstrate that the restoration of mineral workings will be of high quality and carried out at the earliest opportunity and accompanied by detailed restoration and aftercare schemes.

Policy R2 (After-use) states that proposed after-uses should be designed in a way that is not detrimental to the local economy and conserves and where possible enhances the landscape character and the natural and historic environment of the area in which the site is located. After-uses should enhance and secure a net gain in biodiversity and geological conservation interests, conserve soil resources, safeguard best and most versatile agricultural land and after-uses including agriculture, nature conservation, leisure recreation/sport and woodland.

Policy R3 (Restoration of Sand and Gravel Operations within Areas of Search) refers specifically to South Lincolnshire (West Deeping/Langtoft):

- creation of wet fenland habitat or enhancement of existing wetland habitats.

Lincolnshire Minerals and Waste Local Plan: Site Locations (2017) – 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 SL1 (Mineral Site Allocations) – states that a steady and adequate supply of sand and gravel for aggregate purposes, in accordance with Policy M2 of the Core Strategy and Development Management Policies document, will be provided through the continued provision of sand and gravel from remaining permitted reserves at existing sites and also the identified allocated sites. Of relevance in this case is Site MS25-SL Manor Farm, Greatford which is the site subject of this application.

South Kesteven District Council Local Plan 2011- 2036 (2020) – 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 SP5 (Development in the Open Countryside) states development in the open countryside will be limited to that which has an essential need to be located outside of the existing built form of a settlement. In such instances, the following types of development will be supported:

- a. agriculture, forestry or equine development

Policy E8 (Other Employment Proposals) states that other employment proposals in locations not covered by the above policies will be supported, provided there is a clear demonstration that;

- a. there are no suitable or appropriate sites or buildings within allocated sites or the built up area of existing settlements;
- b. there is no significant adverse impact on the character and appearance of the area and the amenity of neighbouring uses;
- c. there is no significant impact on the local highway network;

- d. there is no significant likely adverse impact on the viability of delivering any allocated employment site.

Policy EN1 (Protection and Enhancement of the Character of the District) states that development must be appropriate to the character and significant natural, historic and cultural attributes and features of the landscape within which it is situated and features of the landscape within which it is situated, and contribute to its conservation, enhancement or restoration.

Policy EN2 (Protecting Biodiversity and Geodiversity) states that the Council working in partnership with all relevant stakeholders will facilitate the conservation, enhancement and promotion of the District's biodiversity and geological interest of the natural environment. This includes seeking to enhance ecological networks and seeking to deliver a net gain on all proposals, where possible. Proposals that are likely to have a significant impact on sites designated internationally, nationally or locally for their biodiversity and geodiversity importance, species populations and habitats identified in the Lincolnshire Biodiversity Action Plan, Geodiversity Strategy and the Natural Environment and Rural Communities (NERC) Act 2006 will only be permitted in exceptional circumstances:

- In the case of internationally designated sites (alone or in combination), where there is no alternative solution and there are overriding reasons of public interest for the development.
- In the case of National Sites (alone or in combination) where the benefits of development in that location clearly outweigh both the impact on the site and any broader impacts on the wider network of National Sites.
- In the case of Local Sites (e.g. Local Wildlife Sites) or sites which meet the designation criteria for Local Sites, the reasons for development must clearly outweigh the long term need to protect the site.

In exceptional circumstances where detrimental impacts of development cannot be avoided (through locating an alternative site) the Council will require appropriate mitigation to be undertaken by the developers or as a final resort compensation. Where none of these can be achieved then planning permission will be refused. Where any mitigation and compensation measures are required, they should be in place before development activities start that may disturb protected or important species.

Development proposals that are likely to result in a significant adverse effect, either alone or in combination, on any internationally designated site, must satisfy the requirements of the Habitats Regulations. Development requiring Appropriate Assessment will only be allowed where it can be determined, taking into account mitigation, that the proposal would not result in significant adverse effects on the site's integrity.

Policy EN3 (Green Infrastructure) states that the Council will maintain and improve the green infrastructure network in the District by enhancing, creating and managing green space within and around settlements that are well connected to each other and the wider countryside. Development proposals should ensure that existing and new green infrastructure is considered and integrated into the scheme design, taking opportunities to enrich biodiversity habitats, enable greater connectivity and provide sustainable access for all. Where adverse impacts on green infrastructure are unavoidable, development will only be permitted if suitable mitigation measures for the network are provided.

Policy EN4 (Pollution Control) states that development should seek to minimise pollution and where possible contribute to the protection and improvement of the quality of air, land and water. In achieving this:

Development should be designed from the outset to improve air, land and water quality and promote environmental benefits. Development that, on its own or cumulatively, would result in significant air, light, noise, land, water or other environmental pollution or harm to amenity, health well-being or safety will not be permitted. New development proposals should not have an adverse impact on existing operations. Development will only be permitted if the potential adverse effects can be mitigated to an acceptable level by other environmental controls, or by measures included in the proposals. Development that would lead to deterioration or may compromise the ability of a water body or underlying groundwater to meet good status standards in the Anglian River Basin Management Plan (required by the Water Framework Directive) will not be permitted.

Policy EN5 (Water Environment and Flood Risk Management) directs that development should be located in the lowest areas of flood risk, in accordance with the South Kesteven Strategic Flood Risk Assessment (SFRA). Where this is not possible the sequential approach to development will be applied. Where the requirements of the sequential test are met, the exception test will be applied, where necessary. A Flood Risk Assessment (FRA) will be required for all development in Flood Zones 2 and 3 and for sites greater than 1 hectare in Flood Zone 1, and where a development site is located in an area known to have experienced flood problems from any flood source, including critical drainage.

All development must avoid increasing flood risk elsewhere. Runoff from the site post development must not exceed pre-development rates for all storm events up to and including the 1% Annual Exceedance Probability (AEP)* storm event with an allowance for climate change. The appropriate climate change allowances should be defined using relevant Environment Agency guidance.

Surface water should be managed effectively on site through the use of Sustainable Drainage Systems (SuDs) unless it is demonstrated to be technically unfeasible. All planning applications should be accompanied by a statement of how surface water is to be managed and in particular where it is to be discharged.

On-site attenuation and infiltration will be required as part of any new development wherever possible. Opportunities must be sought to achieve multiple benefits, for example through green infrastructure provision and biodiversity enhancements in addition to their drainage function. The long-term maintenance of structures such as swales and balancing ponds must be agreed in principle prior to permission being granted. Development proposals should demonstrate that water is available to serve the development. Suitable access should be maintained for water resource and drainage infrastructure. Where development takes place in Flood Zones 2 and 3, opportunities should be sought to:

- a. Reduce flooding by considering the layout and form of the development and the appropriate application of sustainable drainage techniques;
- b. Relocate existing development to land in zones with a lower probability of flooding; and
- c. Create space for flooding to occur by restoring functional floodplains and flood flow pathways and by identifying, allocating and safeguarding open space for storage.

Policy EN6 (The Historic Environment) states that the Council will seek to protect and enhance heritage assets and their settings in keeping with the policies in the National Planning Policy Framework.

Development that is likely to cause harm to the significance of a heritage asset or its setting will only be granted permission where the public benefits of the proposal outweigh the potential harm. Proposals which would conserve or enhance the significance of the asset shall be considered favourably. Substantial harm or total loss will be resisted. Where development affecting archaeological sites is acceptable in principle, the Council will seek to ensure mitigation of impact through preservation of the remains in situ as a preferred solution. When in situ preservation is not practical, the developer will be required to make adequate provision for excavation and recording before or during development.

Policy DE1 (Promoting Good Quality Design) states that to ensure high quality design is achieved throughout the District, all development proposals will be expected to:

- a. Make a positive contribution to the local distinctiveness, vernacular and character of the area. Proposals should reinforce local identity and not have an adverse impact on the streetscene, settlement pattern or the landscape/townscape character of the surrounding area. Proposals should be of an appropriate scale, density, massing, height and material, given the context of the area;
- b. Ensure there is no adverse impact on the amenity of neighbouring users in terms of noise, light pollution, loss of privacy and loss of light and have regard to features that minimise crime and the fear of crime; and

- c. Provide sufficient private amenity space, suitable to the type and amount of development proposed.

Development proposals should seek to:

- d. Retain and incorporate important on site features, such as trees and hedgerows and incorporate, where possible, nature conservation and biodiversity enhancement into the development;
- e. Provide well designed hard and soft landscaping; and
- f. Effectively incorporate onsite infrastructure, such as flood mitigation systems or green infrastructure, as appropriate.

Results of Consultation and Publicity

14. The following summarises the views/comments received from consultees in response to the first round of consultation undertaken from 4 August 2020 and following consultation on the subsequent Further Information which commenced 30 December 2020.
 - (a) Local County Council Member, Councillor A Baxter - (elected 2021 and notified of this application 17 May 2021) – had not replied at the time this report was prepared.
 - (b) Greatford Parish Council – initially responded consultation (summarised) - the ‘associated documents’ provided with the application support our view that this scheme is not acceptable, as detailed below:
 - traffic and safety along King Street – it considered that the submitted Transport Statement does not include any meaningful assessment of road safety, capacity, policy, or accessibility. The access onto King Street should have been subject to an independent Stage 1 Road Safety Audit before the application was submitted. The Parish Council consider that a comprehensive collision study has not been completed, given that King Street has collision rate higher than the national average with multiple serious and fatal collisions. No capacity analysis of the junction of A1175 and King Street was undertaken. The Parish Council stated that they disagree with the reports' findings based on the analysis of the transport survey that King Street has "modest flows" of traffic which are "within the capacity of the road" and consider that that the report fails to take into consideration the local context. The Parish Council consider that by not committing to widening the road to 7.3m there are a number of road safety risks, as follows:
 1. Two vehicles could misjudge positions and have a head on collisions;

2. HGVs travelling too slowly (as they must slow to pass) would encourage overtaking leading to head on collisions or loss of control collisions;
3. HGVs placing a wheel in the verge leading to mud on the road and loss of control collisions for other users, especially motorcycles;
4. HGVs placing a wheel in the verge and losing control and potentially over-toppling;
5. HGVs running close to the edge accelerating the deterioration of the road leading to premature edge failure and the potential for loss of control collisions.

Notwithstanding a proposal for a 'routing strategy' it is considered that any approval must be subject to a condition that requires no HGV traffic to pass through Greatford. It would be the preference of the Parish Council that this is secured via a weight limit restricting traffic to use King Street only. Further concerns are expressed that the road surface of King Street is poor and undulating with subsiding edges. The road is not gritted in winter with deep culverts either side, no provision for pedestrians or cyclists. Particular concern has been expressed for school children who attend local schools including Baston and having to cross King Street daily.

The proposed widening will destroy the habitat of water-voles and other wildlife in the King Street Drain.

The Transport Statement does not demonstrate compliance with the NPPF or SKDC Policy ID2 and fails to address sustainable access and environmental impacts of transport.

We would request that, if this Planning Application is granted, a condition of the approval is that King Street will be widened to a minimum of 7.3m, and to include a cycle-lane, to accommodate all HGV traffic and the other road-users safely.

Greatford is in a Conservation Area with several listed buildings and concern has been expressed by residents that there would be an increase in HGVs travelling through the village day and night, together with the impacts of their emissions.

Should the gravel extraction be permitted the residents feel extremely strongly that, prior to commencement, an enforceable 7.5t weight restriction must be implemented through Greatford. In addition, funding to introduce traffic-calming through the village must be provided.

Other points

- Noise – the noise assessment did not take account of the wind direction and strength. The assessment failed to provide a full picture of the maximum noise levels under different weather conditions. The report assumes that traffic would follow the assigned route and fails to consider the realistic worst case of traffic passing through local communities. No mitigation of noise has been proposed. We request that a condition to limit noise to be in accordance with the predicted levels is imposed and that this condition requires permanent monitoring. This monitoring should then be reported monthly to the Environmental Health Office and Parish Council to check compliance. We also request that excess noise is only during daytime working hours.
- Air quality - there are potential harmful effects from particulate matter up to 1km from the source, especially for children. The nearest houses are 450m away, with two schools in Baston and one in Langtoft, all very close to the proposed development. The Air Quality report mentions mean annual exposure, but it is unclear what assumptions have been made in calculations, e.g. variable weather conditions, which will affect the binary judgement made of 'significant' or 'not significant'. There is no reference to any mitigation of air pollution; we request that this is built into the requirements of any approved plan.
- Light - we request that quarry working would be guaranteed to be restricted to daylight hours and that security lighting is low-level and not visible from Greatford.
- Agricultural land - all the land from which it is proposed to extract gravel, is classified as Grade 2. This is the second highest grade. Although the indicative restoration does show some of the land being returned to agriculture, there will be a loss of agricultural area and probably of land quality, as well.
- Habitat for farmland birds and other wildlife - the Ecology Survey carried out in February - a sub-optimal time of year - observed five BoCC Red List Species: skylark, grey partridge, corn-bunting, fieldfare and yellowhammer. These are Protected Species of birds. In addition, there were three Amber List Species observed on the application area: reed bunting, dunnoek, and meadow pipit. Water voles are confirmed as present on the site; these are a species of Principal Importance and a Protected Species. The survey, therefore, indicates that this area is a stronghold for these protected species. The proposed restoration of the site in no way compensates for the loss of this habitat, and it would be catastrophic for the ecology of this important landscape. The site is of significant value to wildlife. The Ecological Appraisal has shown numerous protected and rare species to be present and recommends

further survey requirements to establish the presence on the site of bats, breeding birds, wintering birds, water-voles, and otters. Consideration of the proposed traffic mitigation measures (road widening and visibility splay) should be considered with respect to the presence of water-voles in the King Street Drain. These traffic mitigation measures will destroy in excess of 1km of linear habitat for water-voles.

The proposal is inadequate in compensating for the loss of breeding bird habitat. The proposed biodiversity improvements merely provide screening for the gravel operations and are of very little ecological value. We ask that further surveys, as recommended in the Ecological Appraisal, are conducted by a competent authority and reported to the public before this Planning Application can be fully considered.

- Restoration - plan is only “illustrative” and therefore gives no guarantees that the landscape, and wildlife habitats will be made good again. Without such measures, there is great risk of visual disturbance, neglect, or worse, unauthorised uses such as motorcycle scrambling and fly-tipping. Existing trees and hedges on the site boundaries must be retained as they provide existing valuable wildlife habitat. We ask for a binding commitment to a well-informed and high-quality fully agreed restoration plan, managed by Lincolnshire Wildlife Trust, with an endowment to cover the cost of full restoration and of future management costs, before this Planning Application can be fully considered.
- Water – the risk of flooding varies from negligible to low; however, the effects of a quarry on the King Street Drain and the likely de-watering of the drain will affect the water table of the area including Greatford which could impact upon flood risk. Dewatering the drain will also affect the associated wildlife habitats, especially the habitat of the Water Voles resident in the King Street drain. It is also noted that road widening would likely impact upon many adjoining ditches. The proposed mitigation is likely to cause siltation and damage to valuable habitat. The report states that further consultation with the Environment Agency will be required to determine whether a flood defence consent or ordinary watercourse consent is required for the proposed work. The site restoration plan also refers to an agricultural irrigation reservoir. There is no detail as to whether an abstraction licence for such a reservoir has been applied for or granted. The area is classed as water-stressed and it is unlikely that a licence would be granted by the Environment Agency which raises questions as to the validity of the site restoration plan and the inclusion of a reservoir. The Environment Agency should be required to be consulted upon any proposals to pipe, or to relocate ditches, or to abstract water. This must be completed prior to any approvals.

- Archaeology – the archaeological survey is wholly inadequate, having been taken to a depth of only 35 cm. Being Fen Edge and in proximity to the significant site of Flag Fen, there is every likelihood of unearthing important archaeological sites from the Neolithic, Mesolithic and Roman eras. The evidence of human settlement in this locality for millennia speak of its special importance as a rural landscape and it must be conserved for future generations of people. Greatford Parish Council request a full archaeological survey before this Planning Application can be fully considered.

Following re-consultation on the Further Information the Parish Council provided the following additional comments (summarised):

- the PC maintains that King Street should be widened to 7.3 metres and that the proposed access is unsafe for cyclists and pedestrians due to lack of cycle lane or pavement. The updated transport statement does not included accident data of the junction King Street and A1175. The revised routing plan would not prevent HGV's using the junction at Stowe to take short cuts through Greatford, Barholm or Langtoft villages.
- the S106 agreement would not be adequate and request that weight limits be introduced as they are legally enforceable controls to prevent quarry traffic using the village as a shortcut.

Adjacent Parish Councils – the following Parish Councils generally concur with the representations received from Greatford Parish Council, citing, in response to the first consultation, specific concerns relating to their own areas (summarised):

- (c) Barholm and Stowe Parish Council – the junction of Stowe Road and King Street. In response to Further Information the Parish Council acknowledge the proposal for routings but do not consider it adequate and that they maintain their original objection.
- (d) Baston Parish Council – has concerns over the potential use of Greatford Road as a route to A15.
- (e) Braceborough & Wilsthorpe Parish Council – has concerns that narrow roads are unsuitable for HGVs.
- (f) Langtoft Parish Council – has expressed concerns about the potential use of Stowe Road as a route to A15. In response to further information the parish council maintain their objection to the proposal citing HGV movements impacts on King Street, road accident data, no improvements to junction Stowe Road and King Street. Road safety for cyclist and pedestrians and no reassurance that the routing agreement would be respected.

- (g) Toft with Lound & Manthorpe Parish Council – has concerns about narrow roads being unsuitable for HGVs.
- (h) West Deeping Parish Council – the junction of King Street and the A1175 and in response to further information the Parish Council maintain their objection insofar as they do not consider their concerns have been addressed.

In addition to questioning the content and accuracy of the Transport Statement, the points raised relate to the unsuitability of the wider road network to support HGV traffic identifying specific accident 'black spots'; the impacts on the fabric of the road infrastructure; inadequacy of the proposed road improvements; and impacts on highway safety including mud on road, speeding vehicles, ice, horse riders, cyclists and pedestrians. Further aspects of the proposed development would have adverse impacts on the amenity and health of the local residents due to dust, noise, light and air quality. The proposal would have adverse impacts leading to, a loss of wildlife, changes to the Fen Fringes landscape and damaging the historic environment. Finally, questioning the need for the development given the number of sand and gravel quarries operating in the area.

Following re-consultation on the Further Information submitted in support of the ES the parish councils have commented that, whilst recognising the planning commitment to routing traffic south, concerns remain that road infrastructure and the introduction of road safety measures on King Street are inadequate and that not all issues raised have been addressed.

Adjacent Parish Councils – the following parish councils submitted the following responses (summarised):

- (i) Tallington Parish Council – no observations to make.
- (j) Thurlby Parish Council - have no objections to this plan but comment that King Street would need some serious improvements in surface and width to accommodate the additional HGV traffic travelling in both directions with cars and cyclists that use this road.

Other consultees

- (k) Environment Agency (EA) – have no objection to this application but requested an informative be attached, should planning permission be granted, relating to abstraction and discharge to the Kings Street Drain, these would require an environmental permit under The Environmental Permitting (England and Wales) Regulations 2016.
- (l) Highway and Lead Local Flood Authority (Lincolnshire County Council) - following submission of the Further Information the Highways Officer requests that any permission given by the Local Planning Authority shall

include conditions relating to highway improvements, access, HGV cleaning and routing and the inclusion of an informative relating to Section 278 (Highways Act).

It is commented that whilst agreement remains to be reached on the extent of the area identified for 'local deliveries' the Highway Authority is satisfied that this detail can be resolved through the Section 106 Agreement process and this should not be cause to delay the determination of this application. Therefore having given due regard to the appropriate local and national planning policy guidance, in particular the National Planning Policy Framework document, the Highway Authority has concluded that, subject to compliance with the conditions listed below, there is no cause to withhold the grant of consent for the proposed development on highway grounds by reason that the development being expected to have an unacceptable impact upon highway safety or a severe residual cumulative impact upon the capacity of the local highway network.

- (m) Countryside Services (Lincolnshire County Council) – has commented that:
- i) it is expected that there will be no encroachment, either permanent or temporary, onto the rights of way as a result of the proposal;
 - ii) the proposed development should not pose any dangers or inconvenience to the public using the rights of way;
 - iii) care should be taken to ensure that the temporary bunding and advanced tree planting do not obscure the sight lines along King Street for path users crossing from Public Footpath 8 to Bridleway 4; and
 - iv) it would be desirable to create an additional public footpath across the restored site linking Bridleway 4 and Public Footpath 7.
- (n) Welland & Deepings Internal Drainage Board – it is advised that an Informative be attached which advises the operator any watercourses that are going to be altered as part of the works require a Consent Application Form (Extended Area) to be submitted to the Board in advance. These are subject to payment of the relevant application fee, the Board's approval and the written consent from the Riparian landowner(s).
- (o) Environmental Health Officer (EHO) (South Kesteven District Council) - following re-consultation on the Further Information the EHO has revised their earlier advice that an informative be attached relating to Environmental Permitting stating that this would not be required. However, it is recommended that a condition be attached requiring implementation of the proposed control and mitigation of noise associated with the operations and the submission of a scheme of dust management.
- (p) Ministry of Defence Safeguarding (RAF Wittering) – identified that the site is 12.2 kilometres from the centre of the main runway and therefore MOD has no safeguarding concerns.

- (q) HM Inspector of Health & Safety (Quarries) – has no adverse comments to make.

- (r) Historic England (East Midlands) – initially responded stating that it has concerns on heritage grounds as the supporting documentation does not provide for an analysis of the setting impact of the development upon Scheduled Monuments located to the south of the site - in particular as regards the loss of what appear to be contemporary archaeological remains forming the landscape setting of the Scheduled Monument. Historic England also commented that a more robust archaeological mitigation strategy should be provided than that contained in the ES as the proposed development would result in the loss of all archaeological features within the proposal site. The loss of those assets would be evidently harmful to the significance of Scheduled Monuments to the south through loss of archaeological landscape setting and association. Further Information was therefore requested in order to demonstrate compliance with the requirements of the NPPF.

Further Information was submitted in support of the ES which included information that sought to address the concerns raised by Historic England. Historic England was consulted on this Further Information and the following advice/comments have been received (summarised):

In respect of impacts on the Scheduled Monument setting, it is commented that the archaeological remains identified within the proposal site appear to comprise (being of similar date) parts of the shared archaeological landscape setting of the Scheduled Monuments and as such there would appear to be harm to the significance of the scheduled sites from the loss of those remains as a result of this development. That harm is considered to be 'less than substantial' and derives from the loss of those parts that are nearest or partially inter-visible with the Scheduled Monument. The submitted setting report tends to place emphasis upon indivisibility between archaeological sites somewhat at the expense of their overall proximity and shared landscape context, lying together west of the Roman road. Whilst Historic England note the proposal site is allocated in the Minerals & Waste Local Plan: Site Locations document, it is advised that the MPA will therefore need to balance the need for this development against the 'less than substantial harm' caused to the Scheduled Monuments (via setting) arising as a result of the development.

Overall, whilst Historic England has not formally objected to this proposal, concerns remain regarding the understanding of the character and complexity of archaeological remains within the proposal site and that if permission is to be granted a viable and proportionate scheme of mitigation would need to be secured in order for the application to meet the requirements of paragraphs 189, 190, 193, 194, 196, 197 and 199 of the National Planning Policy Framework.

- (s) Historic Places Officer (Lincolnshire County Council) – initially responded commenting that the application site contains cropmarks recorded on aerial photographs of archaeological features thought to date back to the period of Roman occupation. It is an inevitable consequence of mineral extraction that archaeological features are lost however there is no indication that the loss in this area will be of features of national importance. However, there are clearly features of archaeological significance which need to be recorded and so it is recommended that if planning permission is granted a condition should be imposed which would secure the implementation of a Written Scheme of Investigation (WSI). The WSI would provide for the monitoring of the topsoil strip, the mapping of the location of all features and the sample recording of those of significance and provide an appropriate record of the archaeological resource of this site. Whilst the submissions contained in the application do not go into a huge level of detail about the impact of the quarry on the setting of the various designated heritage assets in the vicinity, it does not appear likely that the setting would be compromised to an extent that it will cause harm to those heritage assets.

Following submission of the Further Information, and notwithstanding the comments made by Historic England, they have advised that they are content with the information generated from the archaeological work undertaken on this site and that this will contribute knowledge, which will potentially add to the significance of adjacent monuments, scheduled or not, and that an appropriate archaeological response can be managed through conditions if permission is granted.

- (t) Force Designing Out Crime Officer (Lincolnshire Police) - do not have any objections to this application and provided an informative relating to access to developers for discussion on site security.
- (u) Conservation Officer (Lincolnshire Wildlife Trust) – do not object to the development in principle but would like to suggest changes and improvements to the restoration scheme. Lincolnshire Wildlife Trust would be happy to discuss more detailed restoration plans with the developer. Believe that a restoration scheme designed solely for nature conservation would better support these species during critical times of the year when the surrounding arable areas are compromised for food, shelter and nesting. An improved scheme could complement the surrounding arable landscape, including enhanced in-depth boundary features, broken hedge and scrub, tall seed bearing composites and ruderals with occasionally mown boundary edges. It would provide biodiversity net gain, contribute to a landscape scale nature recovery network and, by allowing access to nature, would support the health and well-being of the local population. Representatives from Greatford, Baston and Langtoft Parish Councils sit on the steering group of the South Lincolnshire Fenlands Partnership. Have worked on nature conservation projects with all three parishes, including a developing

'Community Naturehood' in Baston. We would like to see the restored Greatford site included in a nature recovery network that is supported and enjoyed by local people. We suggest that all three parishes are included in discussions for restoration plans.

- (v) Natural England (NE) – has no objection and considers that the proposed development will not have significant adverse impacts on designated sites. With regard to the best and most versatile land NE is satisfied that the Soils and Agricultural Land Classification (ALC) Report constitutes a record of the pre-working ALC and recommends that any grant of planning permission should be made subject to conditions to safeguard soil resources and promote reclamation appropriate to proposed after uses.

Further advice has been provided including Defra's 'Good Practice Guide for Handling Soils' and would welcome the adoption of "Loose-handling" methods described in the Guide. A comprehensive suite of conditions has been provided, for guidance to decision makers, to require the operator to manage the soil resources, in accordance with 'Good Practice Guide for Handling Soils' and to ensure their protection and preservation during operations and to achieve a satisfactory standard of reclamation. Natural England supports the introduction of wetland habitat and has provided an 'Informative' link to a metric to quantify Biodiversity Net Gain and other standing advice relating to protected species.

The following bodies/persons were consulted on the application and again following submission of the Further Information. No response or comments had been received within the statutory consultation period or by the time this report was prepared:

County Council, Councillor P Dilks (Lincolnshire County Council Adjacent)
Public Health (Lincolnshire County Council); and
Arboricultural Officer (Lincolnshire County Council).

15. The application was originally advertised in the local press (Lincolnshire Echo on 10 August 2020) and through the display of five site notices on and at locations around the site (displayed 3 August 2020 at the existing entrance of the site; waymarkers for Public Rights of Way refs: Grea/7/1, Grea/8/1 and Lang/4/1 and the junction of Baston Road and King Street. Following receipt of the Further Information this was advertised again in the Lincolnshire Echo and by way of two site notices on 30 December 2020 (at the existing site entrance and waymarker of Public Right of Wat ref: Grea/8/1). Letters of notification were sent to the 10 nearest residents to the site.
16. A total of 179 representations have been received in response to the publicity/notifications undertaken within the statutory consultation period or by the time this report was prepared (162 which object/raise concerns; 1 which is

neutral and 16 that lend support). A summary and outline of the comments and views received are set out below:

Objections/Concerns - the responses received covered a number of issues including the following (summarised):

- Application – doubt expressed as to the credibility and partiality of the technical reports supporting the application. Seeking that the Planning Committee should commission their own reports.
- Conditions - to ensure no adverse impacts and to secure the restoration and long term management.
- Consultation - residents have not been made aware of this proposal and because of Covid unable to attend meetings.
- Traffic – the Transport Statement provided skewed results on traffic survey and accident data. Weight restriction areas required on surrounding minor roads and gritting King Street during the winter. King Street widening up to 10.5 metre. Speed limit imposed. Lorries would damage the road surface and cause subsidence. Dirt/mud on road. Lack of pavements/cycle path would mean that the development would be a hazard to horse riders, cyclists and pedestrians and runners. The updated Transport Statement does not address the concerns raised by parish councils and local residents. The whole of King Street should be widened or a private access road should be built to the A15 from King Street.
- Ecology - the ecological report did not fully consider all species that have access to the site. No did it include the pond and waterway external to the site.
- Agriculture - loss of grade 2 agricultural land for 15-20 years with no firm commitment to restore to agriculture. Soil stored in bunds results in dramatically reduced quality and fertility. Low level agriculture is not effective resulting in poor low quality yields.
- Landscape - the character of the rural area is being changed by an Industrial site in a pretty rural environment. The excavation will leave a permanent scar. It is inevitable that extraction will eventually extend toward Greatford village.
- Pollution and Amenity - to close to the villages. Noise, Vibration, Dust, Light and poor Air Quality. Harmful effects up to 1km from the site. Intolerable impacts on local residents and a danger to school children and elderly. SKDC have declared 'a climate emergency' and committed to tackling the causes and effects of climate change. Greater weight should be given to residents' wellbeing and health. Vibration from lorries, will damage property.

- Historic Environment - the archaeological survey is inadequate and an archaeological mitigation strategy has not been properly addressed. Heritage assets should be conserved for future generations. Greatford is a Conservation Area and has several listed buildings.
- Flood Risk and Groundwater - the development would increase risk of flooding. The presence of pollutants will contaminate Groundwater.
- Cumulative Impacts - over quarrying in the local area, with two quarries already on King Street.
- Community - no consultation locally before applying. No commitment to local community. No evidence that the seven jobs would be for locals. Effects on house prices.
- Stowe Residents Association – do not consider that the proposed widening is adequate. The safety of Stowe junction is still a major concern and the Association seeks a control of speed through this area.

Neutral

- the Roman Roads Association provided information on the historic context of King Street.

Support

- Application - the proposal is in keeping with the existing quarrying in the area.
- Traffic - only King Street to be used but not side roads.
- Ecology - the restoration will change an ecologically barren farmland to an aquatic nature reserve and recommend that Lincs Wildlife Trust be engaged with post-operation management.
- Agriculture - water reservoir would allow irrigation of restored agricultural land and beyond. This would enhance yields of a greater diversity of crops.
- Restoration - the development would be beneficial to the local environment.
- Landscape - the proposed restoration will improve an uninteresting landscape.
- Historic Environment - the site is devoid of significant archaeological features.
- Amenity - the site is remote nearest residence 500 yards away and only last 15 years.

- Community - the development could be included in some natural educational or leisure aspect of benefit to young people.
- Commercial - supply of sand and gravel required for construction industry.

District Council's Recommendations

17. South Kesteven District Council has no objections to raise but would like to make the following comment:

The council notes and strongly endorses the serious concerns raised by local residents and parish council regarding the potential adverse impacts of any quarrying at this site and urges the county council to ensure that, if consent is granted, all necessary conditions are imposed to address those concerns and mitigate the impact of the development on local residents and members of the public generally, including the following aspects:

- (a) noise, dust, air quality and residential amenity generally;
- (b) health;
- (c) local wildlife and ecology;
- (d) highway safety; and
- (e) archaeology.

The council would also query if the proposed quarry meets the aims and requirements of the county council's Minerals and Waste Local Plan.

Conclusions

18. Section 38(6), of the Planning & Compulsory Purchase Act 2004, states that all applications for planning permission should be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF does not change the statutory status of the development plan as the starting point for decision taking and in fact confirms that proposed developments which conflict with an up-to-date development plan should be refused unless other material considerations indicate otherwise.
19. The proposed development would constitute a new sand and gravel quarry with restoration back to a mixture of after-uses including low level agricultural land (utilising best and most versatile soils), an agricultural irrigation reservoir and wetland habitat. The proposed development is subject of an Environmental Impact Assessment submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and a Planning and Environmental Statement - Volumes 1 and 2 (PES), Non-Technical Summary (NTS) and Further Information (submitted in response to Regulation 25). The ES and Further Information assess the potential impacts of the proposed development along with the mitigation measures proposed to avoid, reduce and, if possible, remedy any significant adverse impacts.

20. The key issues to be considered in this case are:

- the need and justification for new mineral reserves and the principle of extracting sand and gravel from this site; and
- the environmental and amenity impacts associated with the development including flood risk and drainage; highways and traffic; Public Rights of Way; landscape and agricultural land; nature conservation interests; historic environment considerations; and including amenity impacts on local residents and villages, in particular traffic, noise, dust and visual impacts given the developments proximity.

Need for sand and gravel aggregate

21. The NPPF advises that Mineral Planning Authorities make provision for a landbank of at least seven years for sand and gravel and Policies M2 and M3 of the CSDMP reflect this policy by seeking to ensure that there is an adequate and steady supply of sand and gravel to meet projected demands and that a landbank of at least seven years is maintained within each of the Production Areas. Policy M2 confirms that 42.66 million tonnes (Mt) of sand and gravel is required to meet projected demands up to 2031 and that 15.66 Mt of this would be required within the South Lincolnshire Production Area. In order to meet this demand provision for the release of new sand and gravel reserves has been provided for in the Site Locations Document and this includes the allocation of three specific sites in the South Lincolnshire Production Area. Policy M4 states that sites allocated in the Site Locations Document will be granted planning permission for aggregate purposes provided that, in the case a of new quarry, it is required to replace an existing Active Mining Site that is nearing exhaustion.
22. The Lincolnshire Local Aggregates Assessment (LAA) dated December 2019 contains the most recent published data on aggregate sales and reserves within the County. The LAA shows that at the end of 2018, the amount of permitted sand and gravel reserve available within the County was around 19.67Mt which equates to a landbank of 9.55 years and so above the seven year minimum as advised by the NPPF. However, at a sub-county level, and more specifically the South Lincolnshire Production Area, the reserves available amounted to 5.81Mt which equates to a landbank of 7.81 years. This was just above that recommended by the NPPF and Policy M2.
23. There are a total of five permitted sand and gravel quarries within the South Lincolnshire Production Area. Four of these are active however one of these has around four years of production left based on current permitted reserve estimates and another is at an advanced stage of closure following the exhaustion of permitted mineral reserves. The other site is currently inactive. During 2019 planning permissions were granted for the release of new sand and gravel reserves from two sites within the South Lincolnshire Production Area – one being an extension to an existing quarry and another being as a result of the construction of

an irrigation reservoir. These permissions post-date the information and figures cited in the current LAA and so have added to the reserves/landbank figures available within the South Lincolnshire Production Area.

24. The proposal site is one of the three allocated sites within the Sites Location document and is proposed as a new replacement quarry for the South Lincolnshire Production Area. The data contained within the current LAA shows that one of the currently active sites is soon due to close and the other is nearing exhaustion so this site would act as a replacement. There is no evidence that any of the other sites allocated within this Production Area are likely to come forward in the foreseeable future and despite permissions have been granted in 2019 which would have added to the reserves/landbank available, aggregate sales have continued and increased since 2018. As a result it is highly likely that the actual reserves/landbank within the South Lincolnshire Production Area is now around or even below the seven years as required by the NPPF and Policy M3 of the CSDMP. The release of new mineral reserves from the proposal site would therefore help to make up any shortfall in productive capacity in this Production Area and ensure a suitable landbank is maintained. In principle therefore, the proposed development would meet the objectives of Policies M2, M3 and M4 of the CSDMP and ensure compliance with the strategic objectives of the NPPF.
25. Notwithstanding the benefits the development offers in terms of ensuring the provision of an adequate supply of aggregate, it is also necessary to ensure that the proposed development accords with all relevant Development Management Policies and Restoration Policies contained within the Development Plan.

Environmental and Amenity Considerations/Impacts

Landscape & Visual Impacts

26. The Landscape and Visual Impact Assessment (LVIA) acknowledged that it is inevitable that any extractive industry, that does not include importation of material to achieve restoration back to original ground levels, would permanently alter a landscape. It is therefore necessary to consider whether the proposed programme of works and restoration strategy are acceptable in terms of landscape and visual impact and would not have an unacceptable adverse impact on the amenity of local communities, adjacent land-users and the overall landscape.
27. None of the existing boundary planting would be removed as a part of this proposed development, which included details of advanced landscape planting to the north east corner and eastern boundary, south of the proposed site entrance. This planting includes infill of native hedgerows; planting of standard oaks (seven); and small areas of goat willow (*Salix caprea*). The existing hedgerows would be permitted to grow to a greater height than normally maintained for agricultural purposes and during the first phase of the development all soils and sub-soils would be progressively stripped and deployed to the perimeter of the site to create bunds up to 4 metres in height above ground level. These bunds would be

retained for the duration of the development to screen the plant site from external views, including the nearest public rights of way, and would be sown with a wildflower grass mix to help them assimilate into the wider landscape. Except in proximity to the Plant Site, internal to the operational areas, soil bunds would be formed and removed sequentially as each working phase is developed. The soils contained within these internal bunds would be used to restore the preceding phases of working at the earliest opportunity and therefore reduce the overall amount of open and active operations at any one time.

28. The plant site could, throughout the duration of the development, present a visual impact within the flat and open landscape. However, the proposed preparation of the plant site would require the removal of top and sub-soils, which would result in the overall lowering of heights of the processing equipment by approximately 1.0 metre. This would include the discharge end of the field conveyor that may reach heights up to 12 metres but would not be substantial in design nor construction. The submitted plant site layout and cross sections, albeit illustrative, identifies that the majority of the infrastructure would then be substantially screened from external views by virtue of the 4 metre grassed bunds. However it is considered prudent to require the submission of Plant Site Layout and Elevations plans, prior to construction of the plant site to ensure that there would be no visual impacts over and above that proposed through this application. Notwithstanding, the stockpiling of both as-raised mineral and segregated product could result in substantial exposure above the bunds and as a consequence if planning permission were to be granted then a condition is recommended to restrict the heights of all stockpiles to not exceed 5.0 metres in height above original ground level.
29. It is acknowledged that there would be a residual long-term effect on the landform of the site which would be predominantly restored at a lower level agricultural use. However, it is considered that the visual impacts would be localised and that the proposed mitigation landscaping, along with conditions to restrict the height of stockpiles and to ensure the progressive working and restoration proposals are delivered, would help to reduce these impacts to an acceptable level. The restoration of the site to the proposed after-uses identified, including wetland habitat creation, would represent a beneficial change and have a negligible impact on the wider landscape character.
30. Overall therefore I am satisfied that the proposed mitigation and restoration proposals are acceptable and that the development, as a whole, would not have a significant unacceptable adverse impact on visual amenity of the residents of the surrounding settlements or adjacent land users. Therefore if planning permission were to be granted then subject to conditions to secure, details of plant site layout; and to restrict the heights of the stockpiles; and to secure details of advance landscape planting and wildflower grass mixes, the proposed creation of a new sand and gravel quarry could be carried out without significant unacceptable adverse visual impacts and therefore the development meets the aims and objectives of the NPPF and Policies DM3 and DM6 of the CSDMP and would not conflict with nor compromise Policies E8, EN1 and DE1 of the SKLP.

Amenity – Dust, Noise and Light

31. The assessments contained within the supporting PES identify the operations and processes likely to cause dust, noise and light impacts and makes recommendations for mitigation measures to be adopted to minimise and control the impacts of these upon sensitive receptors.

Dust mitigation measures proposed include:

- extracting and processing the sand and gravel in a damp state;
 - transportation of mineral to the plant site using a field conveyor;
 - soil handling in a manner to minimise drop heights and suspending such operations in adverse weather conditions;
 - seeding bunds and storage mounds where retained for more than three months;
 - restrict stock pile heights;
 - maintaining an internal speed limit of 10 mph;
 - employing dust suppressions methods in dry conditions; and
 - sheeting vehicles carrying aggregates dispatched from the site.
32. In terms of noise, the assessment undertaken as part of the PES has demonstrated that the quarrying operations could be carried out without exceeding the recognised acceptable noise limits as set out within the NPPG and therefore would not have an adverse impact on noise sensitive receptors. Whilst the construction of bunds was not factored into the modelling it is acknowledged that they would contribute to the mitigation of any potential adverse impacts on the amenity of sensitive receptors.
33. South Kesteven Environmental Health Officer has not objected to the application but seeks that a Dust Management Scheme be secured by condition and submitted prior to commencement of the proposed development. In addition that noise levels should be restricted to levels identified in the submitted noise assessment.
34. In terms of lighting, the proposed development would only require lighting, in and around the plant site and offices, during periods of reduced light levels and within the proposed hours of work. The lighting sources would have cowls and directed downward and into the plant site.

The operations would be carried within time constraints as follows:

07:00 to 18:00 hours - Monday to Friday;

07:00 to 13:00 hours - Saturday; and

No operations on Sundays, Bank or Public Holidays.

35. Subject to suitable conditions being imposed, I am satisfied that the potential amenity or environmental problems that could occur as a result of dust, noise and light could be adequately controlled and mitigated against. Therefore if planning

permission were to be granted then conditions are recommended to secure dust management and lighting schemes and to limit noise levels to those proposed within the PES. Such conditions would ensure that proposed development would not have significant adverse impact in terms of dust, noise and light and therefore accord with advice contained within the NPPG and CSDMP Policy DM3 and would not conflict with nor compromise the relevant criterion of DE1 of the SKLP.

Heritage & Archaeology

36. There are no designated heritage assets (i.e. Scheduled Monuments, Listed Buildings, etc) lying within the site, which are considered likely to be adversely affected by the development. Historic England had stated initially that insufficient information had been submitted to assess the historic landscape setting of the Scheduled Monument to the south west of the proposal site. A historic landscape setting assessment was submitted as part of the Further Information submitted in response to the Regulation 25 Notice and Historic England considers that this assessment demonstrates that any harm caused by the development would be 'less than substantial'. Although Historic England has not formally objected to this application and note that the site is allocated site in the adopted Minerals & Waste Local Plan, they still have expressed concerns and advise that the MPA will need to balance the need for this development against the 'less than substantial harm' caused to the Scheduled Monuments (via setting) arising as a result of the development.
37. It is acknowledged and accepted that this proposal, involving the excavation and removal of minerals, does have the potential to affect the historic record associated with external designated heritage assets and non-designated features of archaeological interest. Assessments have been undertaken in support of the application which have identified and evaluated this potential and those assessments have been reviewed by the County Council's Historic Environment Officer and are considered acceptable and consequently no objections have been raised. None of the assessments identify features of such significance that the development should not proceed however, a planning condition is recommended to ensure that an appropriate scheme of works is adopted so that the features identified in the reports are, when encountered, appropriately recorded and where necessary preserved. Such a condition would ensure that all reasonable measures are taken to record and preserve (by record) any features.
38. In response to the comments/advice of Historic England, as already reported above, the proposal site is an allocated site that is planned as a replacement quarry for the South Lincolnshire Production Area. Based on the latest LAA data on reserves/landbank, it is clear that there is a need for new sand and gravel reserves to be released in order to maintain access to an adequate and suitable supply of minerals in this area. The concerns raised by Historic England are noted but not echoed by the county council's own Historic Environment Team.

39. I am satisfied that, on balance, the need for and public benefit of allowing the release of new reserves from this site, so as to maintain aggregate supplies would outweigh the 'less than substantial harm' that would be caused to the historic landscape setting of the Scheduled Monuments which are located some distance from the site. Conditions are recommended to ensure that any archaeological features encountered during the development are appropriately and subject to this I am satisfied that the development accords with the objectives of the NPPF and CSDMP Policy DM4 and Policy EN6 of the SKLP that seek to protect, record and enhance knowledge and understanding of heritage assets and their settings.

Ecology

40. The PES was supported by a comprehensive suite of reports and surveys as part of a Preliminary Ecological Appraisal. Physical surveys were carried out on the site and where possible adjacent habitats. It is acknowledged that some habitats external to the site were not accessible to ecologists and as a consequence assumptions were made with regards to their potential for interaction with the proposal site. The related impacts of the proposal on ecology (including species specific) were assessed and recommendations to implement mitigation measures have been designed into the working scheme and restoration programme that would ensure that any impacts are minimal. The LVIA also identified the site lies adjacent to the South Lincolnshire Fenlands Project Area.
41. Where necessary precise details of the proposed mitigation measures could be secured through appropriate conditions attached to a decision, should the application be approved. Lincolnshire Wildlife Trust (LWT) and Natural England welcomed the restoration strategy insofar as it would enhance the native ecology and create habitats that would meet national and local BAP priority habitat targets, although LWT considered that the whole site could be restored for biodiversity gain. No significant adverse effects were identified in relation to statutory or non-statutory designated sites adjacent and nearby.
42. Given that the original site is considered 'Best and Most Versatile Agricultural Land' the proposed development would ensure a substantial portion of the site would remain in agricultural use. However, the restoration proposal would also have positive impacts in terms of net gain, through the creation of new wetland, of habitat of biodiversity importance. Therefore the net biodiversity gain would meet the aims and objectives of the NPPF, emerging Draft revision to the NPPF and Policies DM2, DM9 and R3 of the CSDMP and meets the criterion set out in Policies EN2 and EN3 that seeks to ensure development that protects and enhances Biodiversity and the Districts Green Infrastructure network.

Highways & Traffic

43. A significant proportion of the objections received from local residents and parish councils relate to concerns that King Street is unsuitable for the amount of HGV traffic proposed by this development and that the road is a dangerous route with a

history of frequent incidents that have led to fatalities and road closures. The Transport Statement (TS) submitted with the application identified that the majority of accidents did not involve HGV traffic. Notwithstanding this, various suggestions have been proposed by the local communities to reduce the impacts of this development which include road widening up to 10 metres, speed limits, weight restriction on side roads, traffic calming and junction improvements.

44. It was deemed necessary, by the Local Highway Authority, that amendments be made to the original TS. The amendments requested as part of the Regulation 25 Notice included within the Further Information and included revisions to the geometry of the proposed new site access and further details of the extent and nature of the proposed highways improvements on King Street. The amended TS and Further Information also, given the level of concern from local residents about the use of side roads and villages off King Street, proposed that a HGV Routeing Agreement could be secured by way of a Section 106 Planning Obligation as part of any planning permission granted. Such an agreement would seek to restrict HGV movements via side roads off King Street to local deliveries only and that all access and egress of the site would be restricted to the stretch of King Street south of the proposed access only.
45. The Highways Officer has reviewed all the highways information submitted in support of the application and confirmed that given the revisions to the access layout and road improvements there is no cause to withhold consent on highway grounds. The proposed development is not expected to have an unacceptable impact upon highway safety or a severe residual cumulative impact upon the capacity of the local highway network subject to the development being carried out as proposed and with the highway improvements proposed. Suitable conditions are therefore recommended to secure the implementation of the proposed highway and access improvements, signage within the site directing HGV drivers to exit site in a southerly direction and facilities to ensure no deposit of detritus on the highway. In respect of the HGV Routeing Restriction, a Section 106 Planning Obligation is recommended which would further ensure HGV traffic utilises the approved routes to the site (other than for local deliveries).
46. I am therefore satisfied that, if planning permission were to be granted, then conditions and measures could be secured to ensure that the proposed new quarry would not have a significant adverse impact upon the highway network and as such would be acceptable in highways terms and in accord with the objectives of the NPPF, Policy DM14 of the CSDMP and Policy E8 of SKLP.

Public Rights of Way

47. Representations have been received raising concerns over the safety of users of the nearby bridleway and footpaths to the north and south of the site. The Countryside Access Officer has raised no objection to this proposal and no diversion (temporary or permanent) of existing routes would be required as a result of this development. Whilst users of the nearby routes would be exposed to

new mineral working any views of the site would be limited by virtue of the proposed screening bunds and landscape planting and conditions to control dust and noise would reduce any impacts to an acceptable degree. In order to seek improved connections between the existing network of definitive paths/rights of way in the area the Countryside Access Officer had requested that consideration be given to providing a permissive footpath within the restored site to link the Public Footpath Grea/7/1 (to the north) with the Bridleway Lgft/4/1(to the south). This request was noted but the applicant has declined this suggestion as they feel the proposed route would bisect the site and would be liable to conflict with the proposed agricultural restoration

48. Although the applicant has declined to provide a permissive path within the restored site I am satisfied that the proposed development is acceptable overall. There are no Public Rights of Way that cross the site and so would not be directly affected by this development and the site design and proposed screening measures and conditions to control site operation would ensure there is no unacceptable direct or indirect impacts on existing Public Rights of Way or users of those routes.

Hydrology, Hydrogeology & Flood Risk

49. The assessments undertaken as part of the PES confirm that given the proposed working schemes and the restoration strategy there would be no adverse impacts on groundwater and that surface waters would be managed during and following restoration. The active management of surface water and discharge at existing greenfield run-off rates would be maintained until such time as the restoration strategy has been fully implemented. The development would remove an existing internal drainage ditch however this would be re-instated on restoration. The Environment Agency and Welland & Deepings Internal Drainage Board have confirmed that the proposals relating to water management are acceptable but have requested that Informatives be attached should a decision for approval be issued.
50. Subject to conditions being attached to a decision to secure details of the construction of an agricultural irrigation reservoir and the implementation of the mitigation measures proposed as part of the application, the development would not have an adverse impact upon the underlying groundwater or surface water regimes or pose a risk of flooding elsewhere and therefore would not be contrary to the objectives of the NPPF and Policies DM15 and DM16 of the CSDMP and does not conflict with nor compromise Policies EN4 and EN5 of the SKLP.

Soil Management and Agriculture

51. The PES acknowledges that the development would result in a 30% loss of Best and Most Versatile Agricultural Land being Grade 2, 3a and 3b. However, overall the restoration proposal would ensure that the land restored back to agriculture would be in the optimum area of the site and that the loss of agricultural land is balanced

by the creation of a new wetland habitat and the agricultural irrigation reservoir. The reservoir would support the agricultural after-use by providing a readily available source of water that can be used to irrigate the restored land (and wider farmholding) and therefore enable a larger variety of crops to be grown on the land. Throughout the PES reference is given to the effective management of soils so as to ensure these are handled, stored and utilised at the earliest opportunity in restoration. Natural England has supported the proposed restoration regime and provided a suite of suggested conditions relating to soil management that would ensure these restoration regimes are implemented.

52. Consequently, whilst it is concluded that the development would reduce the availability of best and most versatile agricultural land, on balance, the benefits of the scheme on whole as a result of the creation of an irrigation reservoir and enhanced habitat creation, outweigh the loss. I am therefore satisfied that the development would not be contrary to the objectives of the NPPF, emerging revision to the NPPF and Policies DM11, DM12, R1 and R2 of the CSDMP and Policies SP5 and EN1 of the SKLP.

Restoration and Aftercare

53. An illustrative restoration scheme, which provides for the progressive restoration of the site to a mixture of agricultural and nature conservation after-uses has been submitted as part of the application. This proposed scheme would not only therefore recreate and replace (albeit smaller in area) the agricultural land lost but also result in the creation of a new wetland habitat which would represent a net gain in biodiversity consistent with the objectives of the adjacent South Lincolnshire Fenlands Project Area. The water bodies to be created would be formed from the accumulation of silt associated with the mineral extraction together with a small balancing pond and a large agricultural irrigation reservoir that would service the restored agricultural land and other land adjacent in the ownership of the Applicant. As previously stated Natural England (NE) and Lincolnshire Wildlife Trust (LWT) support the introduction of the wetland habitat and although LWT would have preferred that the whole site be restored to biodiversity use the restoration of part of the site back to low level agricultural use (and therefore reinstatement of best and most versatile agricultural land) is supported by which NE. Policy R3 of the CSDMP supports the restoration of quarries that contain best and most versatile soils back to agricultural uses and this can be achieved through the practices proposed as part of the development and a programme of suitable aftercare.
54. Overall I consider that the restoration proposals are acceptable and that the proposed restoration and aftercare would contribute to the objectives outlined in the NPPF and the objectives set out in Policy R3 of the CSDMP and Policies SP5 and EN1 of the SKLP that seek green infrastructure and enhancements to local nature conservation in the South Kesteven District. Conditions are recommended to ensure that full details of the proposed agricultural restoration, irrigation reservoir and wetland habitat proposed, along with details of an initial five year

aftercare programme, are secured. In addition to these conditions, it is also recommended that as part of the proposed S106 Planning Obligation, schemes be secured which would provide for an extended and longer-term period of aftercare and management plan of the wetland area (to ensure that the proposed water management regime as part of the restoration are secured and maintained after the initial five year period). The applicant has confirmed their willingness to include these provisions into a S106 Planning Obligation should planning permission be granted.

Final Conclusions

55. The proposed new quarry would release 3.0 million tonnes reserve of sand and gravel over a 16 year period. The site is identified and allocated within the Site Locations Document of the Lincolnshire Minerals & Waste Local Plan and would therefore help to ensure a continuity of supply by making new reserves available to meet demands and increase the landbank within the South Lincolnshire Production Area above the recommended minimum seven years. The release of new sand and gravel reserves from the proposed quarry would therefore be in line with the advice and policies contained within the NPPF and Policies M2, M3 and M4 of the CSDMP.
56. In terms of environmental, historic setting and amenity impacts, whilst there would be some landscape and visual impact from the creation of a new quarry, it is not considered that these would be so detrimental so as to warrant refusal of the application. Any impacts would be very localised and the proposed restoration proposals would result in recreation of best and most versatile agricultural land as well as providing net biodiversity gain through the creation of new wetland habitat. The cumulative impacts of the proposed development have also been assessed through the ES and these focus not only on the proposed operations but also consider other sand and gravel operations in the locality. The assessment concludes that the progressive restoration of the site, coupled with the separation distances between the site and other existing quarries, would mean the impacts are not considered adverse on the villages of Greatford, Baston and Langtoft; and the parish of Barholm & Stowe.
57. The potential highway impacts are also considered to be acceptable insofar as the access arrangement to the site would ensure that there would be no impact on highway safety and routeing restrictions (as secured by the current S106 Planning Obligation) would be in place. I am therefore satisfied that the proposal is in accord with the NPPF and Policy DM17 of the CSDMP.
58. Overall I am satisfied that the potential impacts of the development would largely be mitigated, minimised and reduced through the implementation of the mitigation measures proposed within the application and the proposed extension, consolidation of existing planning permissions and overall improved restoration strategy would accord with the relevant policies as cited above and identified within the Lincolnshire Minerals & Waste Local Plan and South Kesteven Local Plan.

Human Rights Implications

59. 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

- (A) The applicant entering into a S106 Planning Obligation to cover the following matters:
- to route all HGVs travelling to and from south of site access onto King Street and the A1175, except to for local deliveries;
 - to provide a Long Term Management Plan to ensure continuous aftercare of the restored wetland habitat.
- (B) Subject to the completion of the Planning Obligation referred to above, the Executive Director for Place be authorised to grant planning permission subject to the conditions set out below.
- (C) This report (including appendices) forms part of the Council's Statement pursuant to Regulation 24 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 – which requires the Council to make available for public inspection at the District Council's offices specified information regarding the decision. Pursuant to Regulation 24(1)(c) the Council must make available for public inspection a statement which contains:
- the content of the decision and any conditions attached to it;
 - the main reasons and consideration on which the decision is based,
 - including, if relevant, information about the participation of the public;
 - a description, when necessary, of the main measures to avoid, reduce and if possible offset the major adverse effects of the development;
 - information recording the right to challenge the validity of the decision and the procedures for doing so.

Informatives

Attention is drawn to:

- (i) Highways and Lead Flood Authority letter dated 12 February 2021;
- (ii) Environment Agency letter dated 08 September 2020 ref: AN/2020/130760/01-L01;
- (iii) Welland & Deepings IDB e-mail dated 11 August 2020;
- (iv) Environmental Health Services South Kesteven District Council e-mail dated 4 August 2020;
- (v) Western Power Plant Enquiry Ref Job No. 19462939 dated 22 July 2020;
- (vi) Natural England letter Ref: 338637 dated 12 February 2021;
- (vii) Lincolnshire Wildlife Trust letter dated 27 August 2020 relating to South Lincolnshire Fenlands Partnership;

- (viii) In dealing with this application the Mineral Planning Authority has worked with the applicant in a positive and proactive manner by giving pre-application advice in advance of the application and seeking Further Information to address issues identified and 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; and

- (ix) The validity of the grant of planning permission may be challenged by judicial review proceedings in the Administrative Court of the High Court. Such proceedings will be concerned with the legality of the decision rather than its merits. Proceedings may only be brought by a person with sufficient interest in the subject matter. Any proceedings shall be brought promptly and within six weeks from the date of the planning permission. What is prompt will depend on all the circumstances of the particular case but promptness may require proceedings to be brought at some time before the six weeks has expired. Whilst the time limit may be extended if there is good reason to do so, such extensions of time are exceptional. Any person considering bringing proceedings should therefore seek legal advice as soon as possible. The detailed procedural requirements are set out in the Civil Procedure Rules Part 54 and the Practice Directives for these rules.

Appendix

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

Background Papers

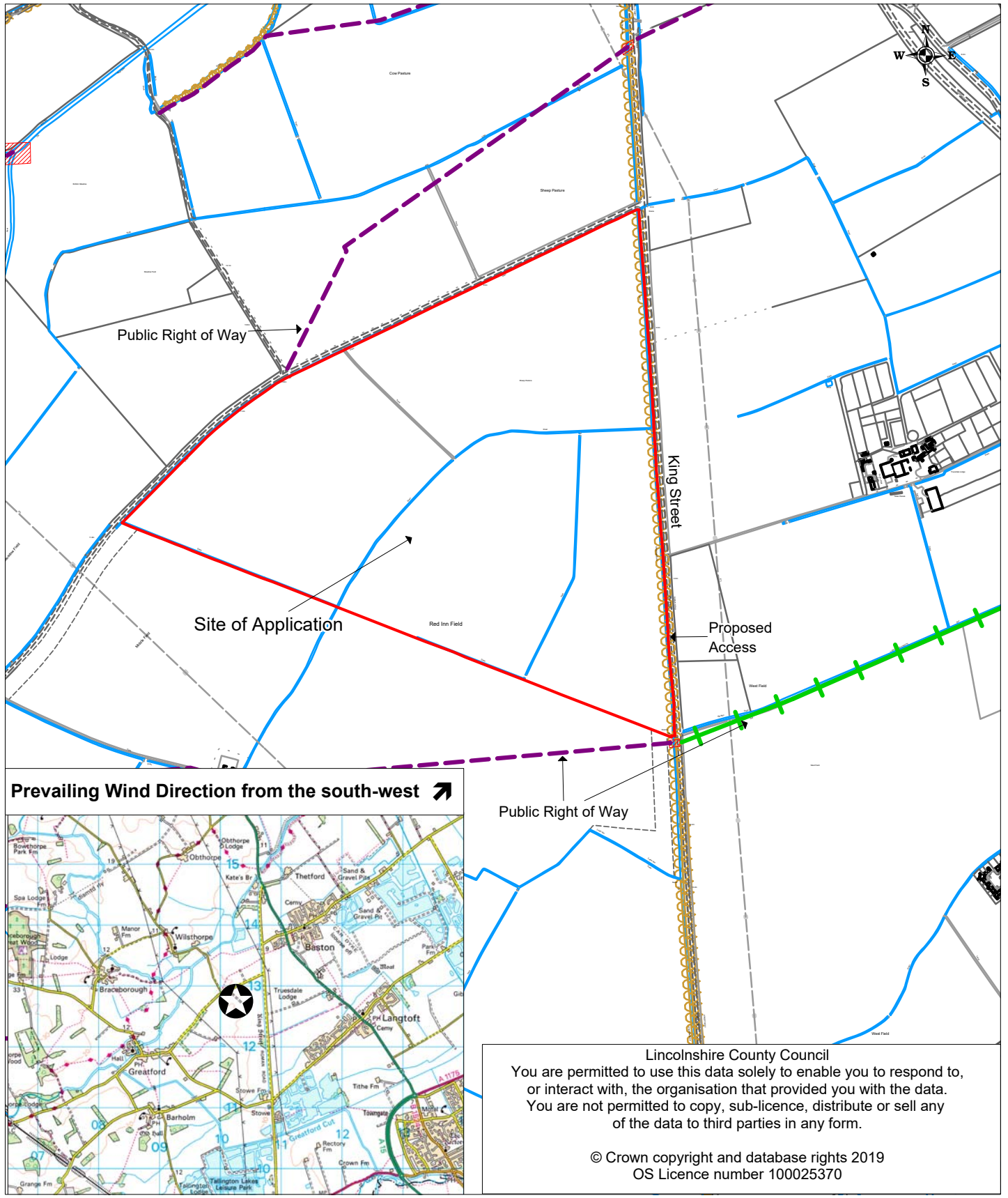
The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
Planning Application File S20/1351	Lincolnshire County Council's website https://lincolnshire.planning-register.co.uk/
National Planning Policy Framework (2012) Planning Policy Guidance (2014)	The Government's website www.gov.uk
Lincolnshire Minerals & Waste Local Plan (2016) Lincolnshire Minerals & Waste Local Plan Authority Monitoring Report (2019)	Lincolnshire County Council's website https://www.lincolnshire.gov.uk
South Kesteven Local Plan (2020)	South Kesteven District Council's website www.southkesteven.gov.uk

This report was written by Felicity Webber, who can be contacted on 01522 782070 or dev_planningsupport@lincolnshire.gov.uk

LINCOLNSHIRE COUNTY COUNCIL Appendix A

PLANNING AND REGULATION COMMITTEE 5 JULY 2021



Location:
 Land at King Street
 Greatford

Application No: S20/1351
Scale: 1:10000

Description:
 To extract and process sand and gravel and to progressively restore the site to a mixture of agricultural land, nature conservation area and an agricultural water reservoir

Appendix B Conditions

Commencement and Duration

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission. Written notification of the date of commencement shall be sent to the Mineral Planning Authority within seven days of such commencement.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The winning and working of minerals or the depositing of mineral waste must cease not later than the expiration of the period of 20 years beginning with the date of the permission.

Reason: In accordance with the requirements of Schedule 5 of the Town and Country Planning Act 1990 (as amended).

Definition and Scope

3. This permission relates to the site edged red on Drawing No.1725/A/1 v2 (hereafter referred to as 'the Site') for the progressive winning and working of sand and gravel and restoration of the Site.
4. The development and operations hereby permitted shall only be carried out in accordance with the following documents and drawings, unless otherwise modified by the conditions attached to this planning permission or details subsequently approved pursuant to those conditions:

Documents

Planning Application Form; Planning and Environmental Statement and Non-Technical Summary (both dated June 2020 - refs: 200708OY-V3 and 200708OY-V4) and the following supporting technical assessments/reports:

- Air Quality Assessment (Report Ref: 2658r1);
- Archaeological Desk-Based Assessment (Report Ref: 2205) and Archaeological Evaluation (Report Ref: GQL 19/186);
- Preliminary Ecological Appraisal (Report Ref: 7978 V4.0); Breeding Bird Survey (Report Ref: 7978 V1.0); Ground Level Roost Assessment (Report Ref: 7978 V1.0); Wintering Bird Surveys Interim Summary, and; Wintering Bird Surveys (Report Ref: 7978);
- Flood Risk Assessment (Report ref: 2720/FRA VF1);
- Hydrological and Hydrogeological Impact Assessment (Report ref: 2720/HIA VF1);
- Landscape & Visual Impact Assessment (Ref: Issue 01);

- Noise Assessment (Report ref: Greatford Noise v1.0 181119);
- Soil Resources and Agricultural Quality (Report Ref: 1532/1); and

The following information and reports which formed part of the Further Information:

- Letter from OHL Ltd (dated 15 December 2020);
- Updated Transport Statement dated 12 November 2020 (Report ref: SJT/JLA/21035-01c_Updated TS_Tracked);
- Heritage Settings Assessment dated December 2020 (Report ref: P20-3250).

Plans/Drawings

- Plan No. 1725/A/1 v2 – Application Plan;
- Plan No. 1725/CO/1 v5 – Illustrative Composite Operations Plan;
- Plan No. 1725/PO/1 v4 - Illustrative Progressive Operations Plans – Stage 1;
- Plan No. 1725/PO/2 v4 - Illustrative Progressive Operations Plans – Stage 2;
- Plan No. 1725/PO/3 v4 - Illustrative Progressive Operations Plans – Stage 3;
- Plan No. 1725/PO/4 v4 - Illustrative Progressive Operations Plans – Stage 4;
- Plan No. 1725/PO/5 v4 - Illustrative Progressive Operations Plans – Stage 5;
- Plan No. 1725/PO/6 v4 - Illustrative Progressive Operations Plans – Stage 6;
- Plan No. 1725/CS/1 v1 – Illustrative Cross Sections (showing proposed landform);
- Plan No. 1725/RS/1 v5 – Illustrative Restoration Scheme;
- Drawing No. 21035-01 Rev B – Proposed Site Access.

Reasons: To define the extent and scope of the planning permission and for the avoidance of doubt as to the nature of the development hereby permitted and to ensure development is carried out in accordance with the approved application details.

Pre-commencement Condition - Archaeology

5. (a) No development shall take place within the Site until a Written Scheme of Archaeological Investigation has been submitted to and approved in writing by the Mineral Planning Authority. This scheme should include the following:
 1. An assessment of significance and a proposed mitigation strategy (i.e. preservation by record, preservation in situ or a mix of these elements).
 2. A methodology and timetable for site investigation, recording and reporting.
 3. Provision for site analysis.
 4. Provision for publication and dissemination of analysis and records.
 5. Provision for archive deposition.
 6. Nomination of a competent person/organisation to undertake the work.

The scheme of archaeological investigation shall thereafter be carried out and implemented in accordance with the approved details.

- (b) The applicant will notify the Mineral Planning Authority of the intention to commence at least fourteen days before the start of each phase of archaeological work in order to facilitate adequate monitoring arrangements. No variation shall take place without the prior consent of the Mineral Planning Authority.
- (c) A report of the archaeologist's findings shall be submitted to the Mineral Planning Authority and the Historic Environment Record Officer at Lincolnshire County Council in accordance with the approved scheme unless otherwise agreed in writing by the Mineral Planning Authority. This part of 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: To ensure that satisfactory arrangements are made for the investigation, retrieval and recording of archaeological deposits within the site.

Pre-commencement Conditions – Site Access

- 6. No development shall take place until full construction details relating to the design and specification of the site entrance (the Site Access) as identified in Drawing No. 21035-01B – 'Proposed Site Access' (as contained within the approved Updated Transport Statement) have been submitted to and approved in writing by the Mineral Planning Authority (in consultation with the Highway Authority and Environment Agency). No other operations, except the construction of the Site Access, shall be carried out until the Site Access has been constructed in accordance with the approved details. Following construction of the Site Access it shall be retained and maintained as the only access/egress to the Site for the duration of the development.

Reason: To ensure the site access is constructed to an acceptable standard.

Pre-commencement – Advanced Landscaping

- 7. No development shall take place until full details of an advanced landscape screening, tree and hedge planting scheme have first been submitted to and approved in writing by the Mineral Planning Authority. The landscape screening, tree and hedge planting scheme shall include information on perimeter screen bund construction; species, numbers, spacing and locations of all grasses, trees, shrubs and hedgerows to be planted as part of the development. Thereafter the landscaping and planting shall be implemented in accordance with the approved details. All planting shall be maintained weed free for the duration of the development during which all losses shall be replaced in the following planting season.

Reason: To ensure that the advance screening measures proposed for the site are carried out and maintained to reduce the visual impacts for the duration of the development.

Programme of Working

8. The winning and working of mineral shall be carried out in accordance with the methodology detailed in Sections 4.2, 4.3, 4.8 and 4.9 of the 'Planning and Environmental Statement' (June 2020) and as illustrated on Plan Nos. 1725/PO/1 v4 to 1725/PO/6 v4 (inclusive).
9. Mineral extracted from each sub phase/block of the development shall be transported to the Plant Site by means of field conveyor.

Reason: To ensure development is progressively worked in accordance with the scheme of working and phasing contained within the approved application details.

Processing Plant & Stockpiles

10. No winning and working of mineral shall take place until detailed proposals for the siting, design and external appearance of all buildings, structures and plant or machinery proposed to be stationed, erected or installed within the area associated with the processing of minerals and their products (the Plant Site Area) have been submitted to and approved in writing by the Mineral Planning Authority. All buildings, structures and plant or machinery shall thereafter be implemented in accordance with the approved details.

Reason: To ensure details of the processing plant and equipment and is carried out in accordance with the approved application details.

11. No mineral stockpile shall exceed 5 metres in height above surrounding ground level.

Reason: To ensure that visual and dust impacts are minimised.

Hours of operation

12. Other than for water pumping, essential maintenance or in an emergency to maintain safe quarry working, no operations and activities authorised or required in association with this development, including the entry and egress of quarry traffic, shall take place except between the following hours:

07:00 hours to 18:00 hours Mondays to Friday;

07:00 hours to 13:00 hours Saturday; and

No such operations or activities shall be carried out on Sundays, Public or Bank Holidays.

Reason: To minimise potential impacts and disturbance from the operations on local residents and the surrounding areas.

Access and Highways

13. No winning and working of mineral shall take place until the Site Access has been constructed and the highway improvement works, comprising of the widening of King Street, have been carried out and completed to the satisfaction of the Mineral Planning Authority (in consultation with the Highway Authority). The widening and improvement works shall be constructed within the limits of the public highway between the Site Access and the King Street/Stowe Road junction south of the Site Transport Statement).

*Reason: To ensure the highway improvement works identified as necessary to support the development are carried out so as to allow quarry traffic to safely pass on the public highway. *See Informative (i) for further information.*

14. No winning and working of mineral shall take place until details relating to the design, specification and position of wheel cleaning facilities to be installed within the site have first been submitted to and approved in writing by the Mineral Planning Authority. The approved facilities shall thereafter be installed in accordance with the approved details and shall be available and in full working order at all times for the duration of the development.
15. No winning and working of mineral shall take place until details relating to the specification for the surface finish of the internal haul route between the Site Access and the wheel cleaning facilities have first been submitted to and approved in writing by the Mineral Planning Authority. The approved internal haul road shall prior thereafter be constructed in accordance with the approved details and shall be retained and maintained to the approved specification at all times for the duration of the development.
16. The surface of the Site Access and internal site roads shall be maintained in a good state of repair and kept clean and free of mud and other debris at all times for the duration of the development so as to prevent such materials being deposited on the public highway.
17. No Heavy Goods Vehicle (HGVs) or commercial vehicle shall enter King Street unless its wheels and chassis have been cleaned to prevent mud, sand and any other deleterious material being deposited on the public highway. Any deposition of mud, debris or other deleterious materials onto the public highway shall be removed immediately.
18. No HGV loaded with aggregate shall leave the site un-sheeted.
19. Upon exiting the Site all Heavy Goods Vehicles (HGVs) and commercial vehicles shall turn right onto King Street and head towards the King Street/A1175 junction

unless carrying out local deliveries. *A sign(s) advising all drivers of the route to be taken upon exiting the Site shall be erected at the Site Access and thereafter maintained for the duration of the development hereby permitted.

** The routing of quarry traffic associated with the Site is also subject of a Section 106 Planning Obligation and therefore this decision should be read in conjunction with that agreement.*

Reason: To ensure a safe access to the Site and to prevent mud or other deleterious materials derived from the development being transferred onto the public highway in the interests of highway safety and safeguarding the local amenity and the environment.

Vegetation Clearance and Breeding Birds

20. No site preparation works that involve the destruction or removal of trees, shrubs or that require vegetation clearance shall be undertaken during the bird breeding season (March to August inclusive) unless otherwise agreed in writing by the Mineral Planning Authority. If these works cannot be undertaken outside of this time, the land affected should be evaluated and checked for breeding birds by an appropriately qualified ecologist and if appropriate, an exclusion zone set up. No work shall be undertaken within the exclusion zone until birds and any dependent young have vacated the area. Where such a report has been produced that report shall be submitted to the Mineral Planning Authority before removal commences.

Reason: To ensure that the existing boundary trees are retained throughout the development so as to help minimise the visual impact of the development, to secure the ecological mitigation measures and enhancements proposed as part of the development and to avoid disturbance to birds during the breeding season in the interests of wildlife conservation.

Soil stripping, storage and replacement

21. No topsoil, subsoil or overburden shall be removed from the Site.
22. Topsoil, subsoil or soil making material shall only be stripped and handled when they are in a dry and friable condition and no movement of soils shall take place between the months October and March (inclusive) unless otherwise agreed in writing by the Mineral Planning Authority.
23. The movement and handling of soils shall be in accordance with sheets 1-4 (soils handling using excavators and dump trucks) and sheet 15 (soils replacement with bulldozers and dump trucks) of the "Good practice guide for handling soils" published by the Ministry of Agriculture Fisheries and Food in April 2000 or any subsequent amending or replacement edition or guidance thereof.

24. Before any soils are stripped from each sub phase/block of the development (as illustrated on Plan No. 1725/CO/1 v5) details of the area to be stripped of soils and the design, volumes, height and location of any soil storage mounds (where these are proposed) shall be submitted to and approved in writing by the Mineral Planning Authority. All soils stripped from each phase/block shall then be stored in the locations as set out in the approved details and where topsoil, subsoil or soil making material is to be stored for periods in excess of three months the storage mounds shall be grass seeded immediately following construction and be maintained weed free for as long as they are retained.
25. Wherever possible, soils stripped from each sub phase/block of the development shall be immediately re-spread over previous areas of working as part of the approved progressive scheme of restoration. If this immediate re-spreading is not practicable, the soils shall be stored in accordance with the approved locations agreed with the Mineral Planning Authority until their subsequent reuse.
26. The restored soil depths shall accord with the details within Sections 4.3, 4.8 and 4.9 of the 'Planning and Environmental Statement' (June 2020) and all stones and other materials in excess of 100 mm in any dimension which are likely to obstruct cultivation in the areas to be restored to an agricultural after-use shall be picked and removed from that restored area.

Reason: To protect the soil resource and ensure all soil materials are retained and appropriately handled and retained so as to ensure they are of a suitable condition to achieve the final restoration of the site and reinstate of best and most versatile agricultural land.

Noise Management

27. All vehicles, plant and machinery operated within the site shall be maintained in accordance with the manufacturer's specifications at all times and shall be fitted with and use effective silencers and white noise reversing devices.
28. Except for temporary operations noise levels at any other noise sensitive property around the site shall not exceed 55dB(A) LAeq, 1 hour free field during hours of operation.
29. For temporary operations such as soil stripping, replacement and bund formation, the noise level at any noise sensitive location identified in shall not exceed 70dB(A) LAeq, 1 hour free field. Temporary operations which exceed the normal daytime criterion (set out in the above condition) shall be limited to a total of eight weeks in any twelve month period at any individual noise sensitive property; the dates of these occurrences shall be notified in writing to the Mineral Planning Authority.
30. Any water pumping required during the night-time period (between 22:00 – 07:00 hours) should not exceed 42dB(A) LAeq, 1 hour free field, at the boundary of any noise-sensitive property.

31. In the event of a substantiated complaint being notified to the operator by the Mineral Planning Authority relating to noise arising as a result of the operations undertaken at the site, the operator shall carry out a noise survey to establish whether or not the relevant permitted noise levels are being breached. The results of the noise survey, along with details of any additional mitigation measures to be implemented to address and remedy any identified breaches, shall be submitted for the attention of the Mineral Planning Authority. Any additional measures identified as part of the survey shall be implemented and thereafter maintained for the duration of the development.

Reasons: To minimise potential impacts and disturbance from the operations on local residents and the surrounding areas as a result of noise. To reflect the recommendations as set out in the Environmental Statement and to ensure that noise levels arising from the development do not have an adverse impact upon local amenity or the surrounding environment and to reduce the impacts of dust disturbance from the site.

Dust Management

32. During periods of dry weather a bowser and spray shall be used to suppress dust emissions within operating areas and on internal roads.
33. In the event of any substantiated complaint being notified to the operator by the Mineral Planning Authority relating to dust arising as a result of the operations undertaken at the Site, the operator shall provide the Mineral Planning Authority with a dust monitoring scheme for its written approval. The dust monitoring scheme shall be carried out within one week of the written approval and the results of the survey, along with details of any additional mitigation measures identified as necessary to address the complaint received, shall be submitted to the Mineral Planning Authority within one week of the completion of the survey. Any additional mitigation measures identified shall thereafter be implemented within one week of the having received the written approval of the Mineral Planning Authority.

Reason: To ensure that local amenity is protected from fugitive dust emissions

Retention of existing trees, shrubs and hedgerows

34. The existing trees, hedgerows and shrubs around the boundary of the Site shall be retained except where provision for their removal has been made in the approved scheme of working or details are approved subject to conditions attached elsewhere to this planning permission. Where trees, hedgerows and shrubs are required to be removed as part of the development they shall only be removed prior to mineral extraction operations taking place within the sub phase of development that requires their removal. Any vegetation removed without the prior written consent of the Mineral Planning Authority or which dies, becomes severely damaged or diseased as a result of operations permitted by this

permission, shall be replaced with trees or shrubs of such size and species as may be specified by the Mineral Planning Authority in the planting season immediately following such occurrence.

35. Stand-off distance(s) shall be retained in accordance with Section 5.4 of the 'Planning and Environmental Statement' (June 2020) between the perimeter bunds areas and all boundary trees and hedgerows that are to be retained as part of the development.

Reason: To ensure that the existing boundary trees and hedgerows are retained throughout the development so as to help minimise the visual impact of the development and in the interests of amenity and wildlife conservation.

Water Management & Groundwater Protection

36. No winning and working of mineral shall take place until a full scheme of surface water management as detailed in Sections 4.2.2 and 9.5 of the 'Planning and Environmental Statement' (June 2020) has first been submitted to and approved in writing by the Mineral Planning Authority. The surface water management scheme shall include drawings and elevations detailing the construction design of the proposed clean water pond, silt lagoon and new 'link' drain between the southern drain and King Street Drain. The clean water pond, silt lagoon and 'link' drain shall be constructed in accordance with the approved details and shall be maintained and retained for the duration of the mineral extraction.

Reason: To ensure that surface water arising from the winning and working of mineral is controlled so as to prevent discharge of silt laden water to the King Street Drain.

37. No basal clay shall be exported from the site and only basal clay extracted from within the site shall be used to line those areas to be restored to an agricultural after-use.
38. Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10%. If there are multiple tanks, the compound shall be at least equivalent to the capacity of the largest tank, or the capacity of interconnected tanks, plus 10%. All filling points, vents, gauges and site glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework shall be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets shall be detailed to discharge downwards into the bund.
39. There shall be no discharge of foul or contaminated drainage from the site into either the ground water or any surface waters, whether direct or via soakaway. Prior to the installation of any buildings requiring the disposal of foul drainage,

details of the method of managing such foul water shall be first submitted to and agreed with the Mineral Planning Authority.

Reason: To prevent and minimise the risk of pollution to watercourses and groundwater.

Details of Irrigation Reservoir

40. No winning and working of mineral shall take place within Block F as illustrated in Plan No. 1725/PO/6 v5 until details for the construction and design of the agricultural irrigation reservoir have been submitted to and approved in writing by the Mineral Planning Authority. The details shall include drawings and cross-sections together with details of the means to line and seal the reservoir as illustrated on Plan No. 1725/RS1 v5 and described in Section 4.7.10 of the 'Planning and Environmental Statement' (June 2020). The agricultural irrigation reservoir shall thereafter be constructed in accordance with the approved details.

Reason: To secure details of the final design and construction of the irrigation reservoir so as to ensure this is fit for purpose.

External Lighting

41. No fixed lighting, including security lighting, shall be erected or installed until details of the location, height, design, sensors, and luminance have been submitted to and approved in writing by the Mineral Planning Authority. The details shall ensure that the lighting is designed to minimise the potential nuisance of light spillage outside of the site. The lighting shall thereafter be erected, installed and operated in accordance with the approved details.

Reason: To minimise the potential nuisance and disturbances to the local wildlife and the surrounding area.

Restoration and Aftercare

42. No winning and working of mineral shall take place until a scheme of progressive restoration for the site has first been submitted to and approved in writing by the Mineral Planning Authority. The progressive restoration scheme shall detail the steps to be taken to ensure that the land is prepared and suitable to support the habitats and/or after-uses proposed within Sections 4.2, 4.7, 4.9 and 9 of the 'Planning and Environmental Statement' (June 2020) that are to be created as part of the restoration scheme. The scheme shall include information on the species, numbers, spacing/density and locations of all grasses, trees, shrubs, hedgerows and bushes to be planted as part of the restoration proposal. Thereafter all restoration planting shall be implemented in accordance with the approved details and maintained for a period of five years, from the date of planting. Any planting which dies, becomes severely damaged or diseased within the five years of being

planted shall be replaced in the planting season immediately following such occurrence.

43. No winning and working of mineral shall take place until a detailed five year aftercare scheme has been submitted to and approved in writing by the Mineral Planning Authority. The aftercare scheme shall include details of the management and maintenance practices to be taken to ensure the successful establishment of the after-uses identified for each part of Site created as part of the approved restoration scheme. The aftercare programme, which shall cover a period of five years for each sub phase, shall commence following the final placement of soils within each sub phase. The aftercare programme shall be implemented in accordance with the approved details and a site meeting shall be held each aftercare year with a representative of the Mineral Planning Authority to review progress on site.

Reason: To ensure that the successful re-instatement of best and most versatile agricultural land and the creation of wet fenland habitat is successful and established as biodiversity gain.

Cessation

44. In the event of a premature cessation of mineral operations for period in excess of two years and prior to the achievement of the completion of the restoration of the site, a revised scheme of restoration and aftercare shall be submitted for the written approval of the Mineral Planning Authority. The restoration works shall thereafter be carried out and implemented in accordance with the revised scheme of restoration and aftercare.
45. Any building, plant, machinery, foundation, hardstanding, roadway, structure or erection in the nature of plant or machinery used in connection with the development hereby permitted shall be removed from the Site when no longer required for the purpose for which built, erected or installed and in any case shall not be retained such that it would delay or prevent the progressive restoration of the site.

Reason: To ensure that the cessation of operations of the site is managed appropriately and to secure restoration of the land.

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

Report to:	Planning and Regulation Committee
Date:	5 July 2021
Subject:	County Council Development - 2021/0375/CCC

Summary:

Planning permission is sought to construct a Special Educational Needs and Disability (SEND) school with associated external spaces works, parking and vehicular and pedestrian accesses at the Former Usher Junior School site, Skellingthorpe Road, Lincoln.

This development is one of two proposals that are associated with the existing Lincoln St. Christopher's SEND school on Hykeham Road. Lincoln St Christopher's School has experienced significant growth over the last few years and the demand for school places regularly exceeds place availability. Projected demand for special school places in the Lincoln City area indicates the need for an additional 111 places to be made available by 2023 and in order to meet this need it is proposed to expand the capacity of the school through the formation of a split school site. To achieve this it is proposed to construct a new school for primary school aged children and then redevelop the existing Lincoln St. Christopher's site.

This proposal relates to the development of a new modern, purpose built SEND school on the former Usher Junior School site. The school would provide places for a total of 130 students (aged 3 to 11) with a range of different needs including profound and multiple learning difficulties (PMLD), severe or moderate learning difficulties (SLD/MLD) and those with autistic-spectrum disorder (ASD). The school is anticipated to employ 68 staff comprising of 52 full-time equivalent staff and 16 staff who would work across both this school and the existing Lincoln St. Christopher's School site. Both staff and pupils currently attending the existing Lincoln St. Christopher's School would be relocated to this site should permission be granted.

The main issues to be taken into consideration are the location of the development and acceptability of this development given the sites allocation in the Central Lincolnshire Local Plan as well as a consideration of the potential environmental and amenity impacts of the development.

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. Lincolnshire County Council has undertaken a full review of Special Educational Needs and Disability (SEND) education across the County and worked collaboratively with all Special School Leaders and the Lincolnshire Parent Carer Forum to create the SEND strategy "*Building Communities of Specialist Provision; Together in Lincolnshire*". This strategy is supported by a capital investment programme of over £86m that aims to create a range of new and redeveloped SEND schools that will support the development of an integrated and sustainable school system where pupils can attend their nearest special school, confident that their education and health needs can be fully met.
2. This report relates to one of two proposals that are associated with the existing Lincoln St. Christopher's SEND school on Hykeham Road. Lincoln St Christopher's School has experienced significant growth over the last few years and the demand for school places regularly exceeds place availability with the school having accepted students beyond its physical capacity to ensure they can be educated locally. Projected demand for required special school places in the Lincoln City area indicates the need for an additional 111 places to be made available by 2023 and in order to meet this need it is proposed to expand the capacity of the school through the formation of a split school site. This would be achieved through the creation of a new dedicated Primary School on the former Usher Junior School site, Skellingthorpe Road and extensive redevelopment and remodelling of the existing Lincoln St. Christopher's school. Together these two developments would increase the school's overall capacity from 200 to a new capacity of 333 and provide additional teaching, therapeutic and activity space for the children already on roll and enable the school to provide more specialist places for SEND pupils.
3. This report relates to a proposal for the development of a modern, purpose built SEND Primary school on the former Usher Junior School site, Hykeham Road. A separate report relating to a concurrent application (ref: 2021/0379/CCC) for the proposed redevelopment of the existing Lincoln St. Christopher's School is also before the Committee today. Subject to planning permission being granted for both developments, it is proposed to construct the new Primary School and then relocate Primary school aged students to the new site before works begin on the redevelopment and modernisation of the existing St Christopher's school.

The Application

4. Planning permission is sought to construct a Special Educational Needs and Disability (SEND) school with associated external spaces works, parking and vehicular and pedestrian accesses at the Former Usher Junior School site, Skellingthorpe Road, Lincoln.

5. The new purpose-built school would provide places for a total of 130 students (aged 3 to 11) with a range of different needs including profound and multiple learning difficulties (PMLD), severe or moderate learning difficulties (SLD/MLD) and those with autistic-spectrum disorder (ASD). Both staff and pupils currently attending the existing Lincoln St. Christopher's School would be relocated to this site. The school is anticipated to employ between 68 staff comprising of 52 full-time equivalent staff and 16 staff (plus a cleaning team) who would work across both this school and the existing St. Christopher's School site. It is anticipated that there would be around 50 staff on site at any one time.



Revised Masterplan Drawing

Building design, scale and layout

6. The main shape of the school is a 'T' shape with a mixture of single and two storey elements. The building would house 15 classrooms, toilets, a library and main hall alongside specialist facilities including therapy, physiotherapy and hydrotherapy rooms. The east wing would be single storey and accommodate SLD and MLD classrooms in two blocks of four classrooms lined along the south and north elevations with a central corridor. The north and west wings would be single

storey and house four of the PMLD classrooms with associated accommodation between them and the three ASD classrooms. The central part of the school would be the highest part of the building (being approximately 7.8m from finished ground floor level to the top of its parapet) and accommodate the therapy spaces (i.e. sensory and soft play, large hall/studio, hydrotherapy pool, physiotherapy and medical rooms) as well as toilet, kitchen and office and library spaces. Due to the nature of these spaces this block is double height so as to accommodate the hall and studio and there would also be spaces on the first floor for use by staff including a staff room, offices and meeting/training rooms and storage. The plant and equipment to support the hydrotherapy pool would be located on the roof top (above the hydrotherapy pool) and be visually screened by a full height feature screen that forms part of the front elevation of the building. Every classroom will have direct access to an external teaching area (shared with one other classroom) some of which also have canopies to provide shelter.



General Arrangement Plan

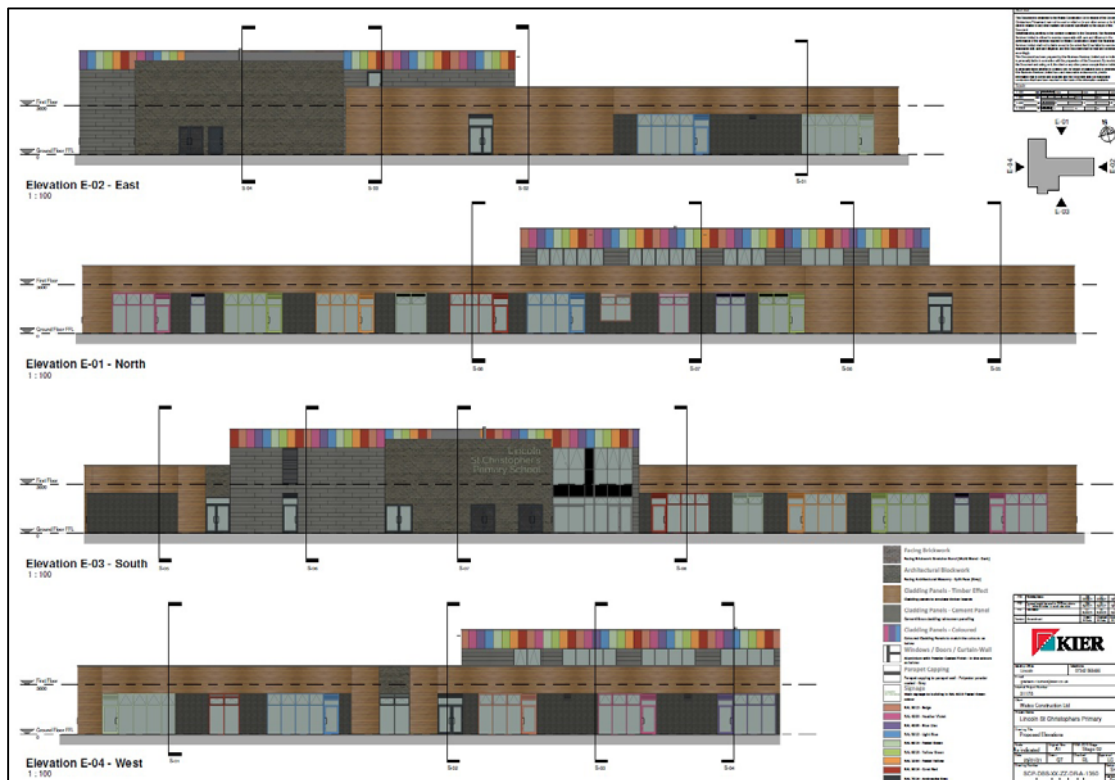
7. The school car park would be located towards the front of school site in order to be close to the existing pedestrian and vehicular accesses on Skellingthorpe Road. A 27,500 litre sprinkler water tank and pump housing would be sited in the north-west corner of the car park and be enclosed by a close board timber fence. A Multi-use Games Area (MUGA) would be created along the eastern side of the school and a 6m easement strip is to be retained along the eastern boundary between the school and that of the properties along St Helen's Avenue. The schools playing fields will be located to the west with the southern half of this area

being marked out for formal use whilst the remaining northern half would be retained for informal uses.

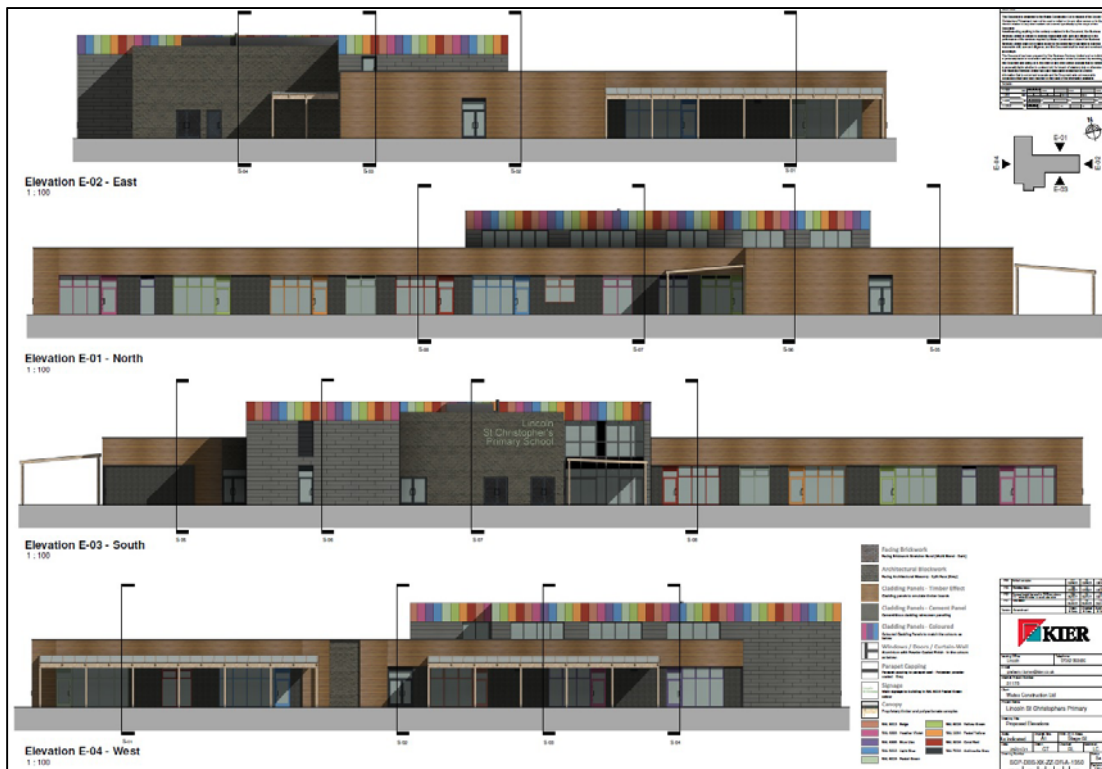
Appearance & Materials

8. A palette of different materials and colours are proposed to be used throughout the building. The main façade of each classroom will predominantly comprise of dark multi blend brickwork with a mix of colours to offer interest to a plain wall. These will be interspersed with aluminum windows and doors which will be a multitude of different colours – eight bright colours to reflect the school’s colours and each of their values on which they have a strong vision developed upon, plus a standard grey. The canopies around the building will be proprietary timber canopies with a polycarbonate clear roof. A band of softer materials above the 3m high classroom window height would be used which would comprise of wood effect cladding that will closely emulate timber boarding.

9. The Hydrotherapy block (which is located at the front of the school on the main approach to the school’s entrance) will be clad in a split faced architectural masonry which will add another texture to the external finish of the building. This block will also hold the main school signage. The Main Hall and first floor areas will be clad in a cementitious panel system with a horizontal textured effect, although this will be similar in colours to the other materials and offer another texture of interest to help break up the mass of the large south block.



Proposed Elevations



Proposed Elevations with Canopies

Access and Parking

10. Pedestrian and vehicular access to the school would be gained from accesses onto Skellingthorpe Road. The school will operate a one way system with access being gained via a western entrance and egress via an eastern entrance. This arrangement will allow segregation of movement between cars, service vehicles, taxis, cyclists and pedestrians entering the site. During the construction phase access/egress would be gained via the eastern entrance only. An existing guard railing located on Skellingthorpe Road would need to be removed to accommodate HGV movements. Both access points would need to be upgraded before the school becomes operational (e.g. widened, drop kerb and tactile paving installed, etc) and suitable radiuses created to comply with current highways guidelines and regulations.



School frontage on Skellingthorpe Road



Existing western access (to be upgraded)



Existing eastern access (to be upgraded)

11. The school would have a dedicated car park to minimise any issues of on-street parking. All parking would be located towards the front of the site within a secure zone with access-controlled gates. The car park would provide a total of 51 parking bays four of which would be supported by electric car charging points. Of the 51 bays to be create 48 would be designated for use by staff/visitors, three would be accessible car parking bays and four (including another accessible bay) would be designated for the schools own mini-buses. The informal MUGA area created as part of the school would provide an additional 12 mini-bus spaces for use during pick up and drop off times. Cycle shelters would also be provided within the site.



Access and Circulation Plan

Landscaping & Fencing

12. The site has a number of existing trees along the frontage to Skellingthorpe Road, along the western boundary and a few others dotted around the site. The vast majority of these existing trees are to be retained as part of this proposal with only a limited number of trees identified for removal as part of the development. The trees to be removed have all been assessed as being of low to moderate quality and value and would need to be removed to accommodate the proposed building and other built elements or to achieve suitable site access. As part of the development new tree and landscape planting would however be carried out to compensate for the trees lost and to support local biodiversity.
13. The boundaries of the school site are already defined by existing palisade fencing however this is to be replaced with 2.4m high weldmesh fencing along the shared boundaries with residential properties along St. Helens Avenue and Skellingthorpe Road and the site entrances (which would also have similar double leaf gates at the vehicular entrances/exit points). Within the school site a mixture of fencing types and heights would be used including up to 3m high close boarded timber fencing around the sprinkler tank and pump housing; 3m high rebound weldmesh fencing around the MUGA; 1.1m post and rail fencing and 1.1m and 1.5m high timber palisade fencing around external play spaces and circulation areas, and a 1.5m high 'living' fence along the northern boundary of the school (where the site is adjacent to the properties on Westbrook Place).

Flood Risk and Drainage

14. The proposal site lies within Flood Zone 1 and is assessed as being of low risk of flooding all sources (i.e. tidal/fluviol/surface and groundwaters and sewers) however the site is in an area designated as being medium-high risk in terms groundwater vulnerability which means groundwater sources have limited natural protection and so are at risk of groundwater pollution if not carefully managed.
15. In respect of drainage, due to the groundwater vulnerability, and following infiltration tests carried out as part of the site investigation works, the drainage of surface waters via soakways/natural filtration has been discounted. Surface water run-off from roof areas of the building are therefore to be drained via siphonic drainage and waters from external hardstanding areas would be collected by a combination of linear drains, filter drains and gullies. Surface water run-off from the main parking area would be collected by a grassed swale and attenuation provided by a combination of a detention basin/pond and cellular storage crates. Surface waters are proposed to ultimately then be discharged from the site into the existing Anglian Water surface water sewer network at greenfield run-off rate.
16. Foul water from the development is proposed to be discharged via the former foul water outfall from the school site which connects into the Anglian Water foul water sewer network in Skellingthorpe Road.

Supporting Documentation

17. A number of reports and technical assessments have been submitted in support of the application. These include the following:

- Planning Statement and Design & Access Statement
- Air Quality Assessment
- Archeological Desk-based Assessment
- Construction Method Statement
- Preliminary Ecological Appraisal
- Flood Risk Assessment
- Noise Survey
- Phase I Desk Study Report & Phase II Geo-environment Assessment
- Statement of Community Involvement
- Transport Assessment
- Travel Plan
- Tree Report

Site and Surroundings

18. The proposal site is located to the north of Skellingthorpe Road, to the south west of Lincoln City Centre. The site is approximately 2.83ha and forms part of a wider area of land that was formerly the site of the Usher Junior School which was demolished in 2012. The land is allocated for residential development under Policy LP49 of the Central Lincolnshire Local Plan (site ref: CL4652 - Land at and North of Usher Junior School) which identifies the site as being suitable 'primarily residential use' and is indicatively to provide for 81 dwellings. Two planning permissions have been granted and implemented for development within the northern part of this wider site. These are for the construction of 29 dwellings with vehicular access from Westbrooke Road (ref: 2018/0244/FUL) and for 23 dwellings and vehicular access from Westbrook Place (ref: 2018/0458/FUL).
19. The land subject of this application is vacant brownfield land which primarily comprises overgrown grassland, vegetation and scrub. Trees are located primarily to the site boundaries and an area of hardstanding is situated to the centre of the site. The site is bound to the north by the newly constructed residential dwellings and further residential properties border the site to the east, beyond which is Holy Cross Church, Moorland Methodist Church and St Peter and St Paul Voluntary Academy. To the south, opposite the school frontage, are further residential properties and to the west lies Tritton Road beyond which is a funeral home, an active railway line, further dwellings and The Priory Lincoln Academy.



Existing site



Existing northern boundary with properties along Westbrook Place

Main Planning Considerations

Planning Policy Context

20. The National Planning Policy Framework (June 2019) sets out the Government's planning policies for England. It is a material consideration in 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) - states 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.

For decision-making this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application area out-of-date, granting planning permission unless:

- the application of policies in the NPPF that protect assets of particular importance provides a clear reason for refusing the development; or
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF when taken as a whole.

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 2, 47 & 48 (Determining applications) - states 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 54 to 57 (Use of planning conditions and obligations) – states 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 reasonably related in scale and kind to the development.

Paragraphs 91 to 94 (Promoting healthy and safe communities) states 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.

Paragraphs 96 & 97 (Open space and recreation) states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

a) an assessment has been undertaken which has clearly shown the open spaces buildings or land to be surplus to requirements; or b) the loss resulting from proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or c) the development is for alternative sports or recreational provisions, the benefits of which clearly outweigh the loss of the current or former use.

Paragraphs 102 and 105 (Promoting sustainable travel) states 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 108 & 109 (Transport) states 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 127 to 1332 (Achieving well-designed places) states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. 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 148 to 153 and 155 to 165 (Climate change and flood risk) states 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.

Paragraphs 170 to 177 (Conserving and enhancing the natural environment) states that planning decisions should contribute to and enhance the natural and local environment. This includes minimising impacts on and providing net gain in biodiversity and preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.

Central Lincolnshire Local Plan (2017) - the following policies are of relevance in this case:

Policy LP1: A Presumption in Favour of Sustainable Development
Policy LP2: Spatial Strategy & Settlement Hierarchy
Policy LP9: Health & Wellbeing
Policy LP12: Infrastructure to Support Growth
Policy LP13: Accessibility and Transport
Policy LP14: Managing Water Resources and Flood Risk
Policy LP15: Community Facilities
Policy LP16: Development of Contaminated Land
Policy LP18: Climate Change and Low Carbon Living
Policy LP21: Biodiversity & Geodiversity
Policy LP26: Design and Amenity
Policy LP49: Residential Allocations - Lincoln

National Planning Practice Guidance (NPPG) - the Government has published a series of Planning Policy Guidance notes which provide further advice which supports the policies contained within the NPPF. Where these are relevant in this case these are referenced in the report.

Results of Consultation and Publicity

21. (a) Local County Council Member, Councillor K Clarke – has confirmed he is fully supportive of this application.
- (b) Environment Agency – do not wish to make any comments as this type of development does not match any of their consultation criteria.
- (c) Highway and Lead Local Flood Authority (inc. comments from Transport Planning Team) (Lincolnshire County Council) - has commented that whilst the Travel Plan submitted as part of the application is very detailed and contains all the key areas required a number of minor observations/recommendations are however provided which it is

recommended be adopted to achieve a more user friendly version. It is therefore recommended that a condition be imposed which would require a revised Travel Plan to be submitted for approval within 12 months of the school being occupied.

In respect of drainage, as Lead Local Flood Authority the application proposes attenuation via swales and crates with a discharge at greenfield run off rate. Therefore the Lead Local Flood Authority does not consider that this proposal would increase flood risk in the immediate vicinity of the site.

Finally, in respect of highway matters a number of Informatives are recommended with regard to the proposed access improvement works and need to obtain separate approval under the Highways Act and to give notice of such works.

- (d) Lincolnshire Police – has no objection and has commended the attention and consideration given by the developers and architects towards the safety and security elements of this design and ultimate build. It is evident that the developers have taken seriously issues such as crime prevention to that end it is recommended that the developers consider applying for a Secure by Design award for this development which recognises the time and effort that has been given to the security and safety of the new school.
- (e) Environmental Protection (City of Lincoln Council) – has no objection in principle but has recommended that conditions be imposed on any permission granted to secure the following:
- Further details relating to the installation of at least four electric vehicle charging points as part of the development;
 - That the dust control and mitigation measures (as set out in the application) be implemented during the construction phase;
 - That the working hours for the construction phase be restricted so operations do not commence until 08:00 hours rather than 07:00 hours as proposed within the application;
 - That the noise levels from mobile plant and equipment be required to comply with the sound level criteria as identified within the applications supporting noise survey;
 - Further details relating to external lighting within the development so as to ensure any impacts off-site are minimised.

In respect of contaminated land, whilst the submitted ground investigation reports (e.g. Phase I Environmental Desktop Study & Phase II Geo-environmental Assessment) are noted a number of points are identified which it is recommended be investigated further and so planning conditions are recommended to address this.

- (f) Sport England – has no objection to this application as it is noted that much of the former playing field land within the western part of the site would be retained as playing field to serve the new school. It was however suggested that a proposed landscape bund to be constructed in the corner of this retained field be repositioned to follow the boundary adjacent to the residential properties to the east so as to increase the area of playing field space available. This suggested revision was subsequently made by the applicant and revised plans submitted showing this revised positioning/form.

Sport England has also recommended that a Use Agreement be secured as part of any planning decision which would allow access and use of the specialist facilities such as the hydrotherapy pool outside of the school hours.

- (g) Anglian Water – has recommended that planning conditions be imposed to secure further details relating to the proposed foul and surface water drainage arrangements.

The following were consulted/notified of the application but no response had been received within the statutory consultation period or by the time this report was prepared:

Lincolnshire Wildlife Trust
Lincolnshire Fire & Rescue
Historic Environment (Lincolnshire County Council)
Aboricultural Officer (Lincolnshire County Council)
Public Health (Lincolnshire County Council).

22. The application has been publicised by notices posted at the site (on 5 May 2021) and in the local press (Lincolnshire Echo on 6 May 2021). Letters of notification were sent to the 79 nearest neighbouring residents and two representations have been received as a result of this publicity/notification.
23. Three representations have been received as a result of this publicity/notification none of which have objected to the proposal but which have made comments or suggestions regarding the development. These comments/views are summarised as follows:
- In favour of the site resuming its education function and look forward to the new school being built. It is however requested that a memorial erected within the site marking the tragic death of a teacher of the former School be maintained in some way (even if this requires it to be relocated within the site).
 - One representation sought more details regarding public access, fencing and the height of the building.
 - One representation has requested that a stronger tree line be considered for those properties that share the northern boundary of the school site and that the current landscape and quantity of greenery on the site be retained as

there some beautiful and well-established trees on the site currently and it would be a shame to remove so many without retaining or replacing them appropriately.

24. In response to these representations the applicant has confirmed that the memorial lies in an area close to the eastward gate of the site and is to be retained as part of this proposal. Officers also provided further information and details relating to access, fencing and the building heights to the other commentator but not further comments or response were received. The comments regarding landscaping are addressed later in this report (see Landscaping section in Conclusions).

District Council's Observations

25. City of Lincoln Council has confirmed it has no objections to this proposal.

Conclusions

26. The main issues to be taken into consideration are the location of the development and acceptability of this development given the sites allocation in the Central Lincolnshire Local Plan as well as a consideration of the potential environmental and amenity impacts arising from the proposed operation of the school in particular on neighbouring residential properties and in terms of traffic and highway safety.

Location and Impacts on Housing Allocation

27. The proposal site was a former school site and lies within the settlement boundary of the City and in a largely residential area. This is therefore a good location and fit in terms of compliance with Policies LP1 & LP2 of the CLLP.
28. The site itself forms part of a wider area that is identified as land to be developed 'primarily for residential use' and the wording of Policy LP49 does suggest that other uses may be acceptable (if demonstrated to be compliant with other policies in the Plan). A total of 81 residential units have been identified for this site allocation and planning permission has been granted for 52 units to date. The CLLP indicates 5.44 years of deliverable housing land is currently available and so the non-development of the remaining 29 units is not likely to cause a significant issue with the Plan as a whole. The forthcoming review of the CLLP will review all housing allocation sites and look to not only allocate new sites but also de-allocate those which are not considered feasible/deliverable. The new CLLP may also look to allocate smaller sites of 10 units so there is scope for any shortfall arising as a result of this development to be addressed. I am therefore satisfied that if all other Development Plan policies are met this proposal would not represent a 'departure' to the Plan or conflict with Policy LP49 and so the proposed development of this site to create a new school is acceptable.

Building design and orientation, scale, layout and materials

29. The building is of a contemporary design which comprises of a mixture of single and two storey elements. A choice of different external materials, colours and finishes have been proposed which reflect the modern design and create an attractive building that will make a positive contribution to the overall built environment.
30. The layout of school has also been carefully thought out to ensure the building is set back within the site and that the taller elements are more centrally located. Despite this the layout does still mean that the school would lie close to the new residential properties located to the north with a separation distance being around 30m (building to building). This distance is considered acceptable and would not overshadow or dominate adjacent dwellings however in order to provide further visual screening and to limit views into and out of the site, a landscaped bund with tree planting is to be constructed within the grounds of the school along this northern boundary. This bund would supplement the existing close boarded fencing that forms the rear boundary of the adjacent residential properties and help reduce the opportunities for views into and out of the site by both residents and students alike. Although details provided as part of the application confirmed tree planting is proposed on this bund a representation has been received which requests that this be strengthened so as to increase the visual screening that would be afforded by the trees as they mature. This request is considered to be reasonable and could be addressed by way of imposing a condition requiring further planting and details in the location of the site to be submitted for approval.
31. Elsewhere within the site existing trees and landscaping is to be retained, as far as is practicably possible, however, there will be a need to be remove a small number of existing trees along Skellingthorpe Road in order to reinstate improved sight lines and visibility for vehicular and pedestrian movements. Similarly, trees located towards the centre of the site and within the footprint of the proposed building will need to be removed along with a few trees that are not suitable to be retained in an SEND educational environment as they may cause harm to the students. However, as indicated above, an extensive landscaping scheme is proposed as part of the development with new areas of planting proposed within and around the buildings comprising of landscaped garden areas, greenspaces for pupils to utilise a pond and planters with amenity planting adjacent to a canopied areas, pathways and hedges. This landscaping would compensate for those few trees unfortunately lost as a consequence of this proposal but none of those trees lost are considered of high value or worthy of specific protection and so on balance this proposal is considered acceptable.
32. In respect of crime prevention and security, a number of different elements have been included within the design and layout of the site which include the creation of a single principal entrance to the site; use of boundary fencing; creation of defined unobstructed pedestrian walkways; use of landscape planting to define routes and to permit/deter access as well as appropriate lighting and potential CCTV around

the site/building. Lincolnshire Police has commended the attention and consideration given towards safety and security and as such has recommended that the applicant considers applying for a Secure by Design award for this development. This advice/recommendation can be forwarded onto the applicant by way of an Informative should planning permission be granted. In respect of lighting, although a plan has been submitted as part of the application that gives indicative details of the types of lighting to be used within the site, the EHO has recommended that further information be secured by way of a condition. It is therefore recommended that a condition be imposed to secure further details as requested by the EHO and this would ensure that any lighting and CCTV installed is suitable and that potential adverse impacts on nearby residents is minimised.

33. Overall, taking into account all of the above, I am satisfied that the design, size, scale and positioning of the school building within the site is appropriate and that with suitable landscaping (as proposed and as expanded by virtue of a condition) the development would not have an adverse effect on the character and appearance of the locality or cause material harm to residential amenity. Therefore the development is considered to accord with Policy LP26 of the CLLP.

Impacts during construction

34. During the construction phase, there would be an increased degree of disturbance, traffic and noise associated with these works. Such impacts would, however, be limited in terms of their overall duration and measures and operational procedures are proposed to be adopted to minimise any impacts. A Construction Method Statement has been provided as part of the application which contains details and examples of the measures to be adopted. These include ensuring all plant and equipment and materials required during the construction phase can be stored and accommodated within the site; carrying out temporary works to the existing vehicular access onto Skellingthorpe Road to ensure HGVs can turn safely into the site; routing all HGVs to and from the site via the A46; ensuring measures to minimise dust emissions are implemented; limiting construction hours of working, etc.
35. No objections have been received from local residents or from the Environmental Health Officer however they have recommended that conditions be imposed to ensure the dust and noise mitigation measures and practices proposed as part of the application are adopted. It is also recommended that further details relating to lighting be submitted for approval and that the hours of working during the construction phase be limited so as to not start before 08:00 hours given the close proximity of residential properties. The applicant had proposed an earlier start time of 07:00 hours however given the proximity of residential properties and potential for increased disturbance a later time is considered reasonable and can be secured by way of a condition.

36. Subject to suitable conditions, I am satisfied that out any impacts arising from the construction of the development would be restricted in terms of their duration and/or capable of being appropriately managed so as to ensure that the development would not be significant nor have a detrimental impact on the surrounding area.

Landscaping and Ecology

37. A Preliminary Ecological Appraisal (PEA) of the site has been carried out and submitted in support of the application. The purpose of the PEA was to record and map habitats, and assess the potential for the site to support (or contain) species, which are protected under UK and/or European legislation.
38. The PEA identified two statutory designated sites within 2 km of site, however these are not directly connected to the site with the closest being 1km away. Given the distances from the site and the scale of the proposals, it is considered that there will be no impact upon designated sites or the habitats/species that they support.
39. In respect of individual species, the Extended Phase 1 Survey highlighted the potential for badger, commuting and foraging bats, as well as birds and hedgehogs at a local level. In relation to badgers (which are a protected species) there was evidence of tracks and snuffle holes across the site and further detailed inspection located an outlier sett. As this is an outlier sett (as opposed to a main sett) it is proposed that this be permanently closed and a licence will therefore need to be sought from Natural England prior to any operations or activities taking place that directly affect or could impact on this sett. This is a separate process and requirement to that however in order to ensure that this sett and any badgers within it are suitably protected until or unless a licence is obtained, a condition is recommended to ensure that works do not take place within close proximity to this sett.
40. With regard to bats, no buildings are present on site and no roosts were identified as being present with the trees inspected. The site itself is however considered to be of moderate value for foraging and commuting bats due to its connection with surrounding green spaces. In order to provide net biodiversity gain, roosting opportunities in the form of bat boxes are therefore recommended and are proposed to be installed as part of the landscaping scheme carried out as part of the development. A sensitive lighting plan is also recommended to maintain the light levels to allow for continued use of the site for commuting and foraging bats.
41. With regard to birds and hedgehogs, it is recommended that vegetation removal and clearance works be undertaken outside breeding bird season and that deep excavations have suitable escape ramps and any hedgehogs found be removed from working areas. In order to provide net biodiversity again bird boxes are also to be provided within the site which are shown within the proposed landscaping scheme/works.

42. Finally, the majority of the existing trees on site will be retained to provide screening and complement a landscape scheme. Trees to be retained will be protected during the construction works and to mitigate for those lost to accommodate the development, an in order to provide net biodiversity gain, additional tree planting and landscaping is proposed with the site.
43. Subject to suitable conditions to ensure the biodiversity gains proposed as part of the landscaping scheme are implemented and that an appropriate stand-off distance is maintained from the outlier badger sett until this is closed (in accordance with a Natural England Licence) I am satisfied that the development would accord with the NPPF and Policy LP21 of the CLLP.

Highway Issues and Parking

44. The proposal site was once occupied by a Primary School and is located within an existing and expanding residential area. The development of new school on this site would therefore reintroduce this former educational use and not only create a new School with enhanced facilities to enable a continuation of existing provision to serve the existing 102 pupils of Primary School age that currently attend the St. Christopher's School but also to enable the school to offer a further 28 pupil places to meet an identified shortfall in provision.
45. Whilst the establishment of a school would result in increased vehicle movements to and from the site, the problems of on-street parking and congestion during drop off and pick up times common with that of mainstream schools is less pronounced with SEND schools. This is because children typically arrive to school in mini-buses/taxis and so arrive in larger numbers but in fewer vehicles. Staff at the school also typically arrive before the start of the school day with other healthcare specialists arriving throughout the day. This helps to avoid overlap and congestion. In order to further reduce any issues with parking and traffic, the school would operate a one way system for vehicles entering the site and parking has been provided sufficient to meet project demands and needs. This includes dedicated spaces for use by mini-buses as well as 48 spaces for use by staff/visitors as well as three dedicated accessible spaces. Whilst staff numbers may fluctuate throughout the day it is anticipated that around 50 staff would be on site at any one time and so this level of provision is considered acceptable and would help to ensure that staff and visitors do not need to park on the local residential streets and therefore minimise any disruption and disturbance to those living nearby. A Travel Plan has also been submitted in support of the application and sets out the measures that would be taken to try and encourage and reduce car travel and cycle storage facilities are also proposed with the site.
46. No objection has been raised by the Highways and Lead Local Flood Authority (inc. Transport Planning Team) although it is recommended that a condition be imposed to secure a revised Travel Plan and that a series of Informatives be imposed with respect to the need to obtain separate approval for the proposed access works

under the Highways Act and which require contact to be made before any such works take place. Such advice and be included on any permission granted.

47. Overall, taking into account the level of parking proposed, proposed improvements to be made to the site access and given the lack of any objection from the Highway Authority, subject to suitable conditions, I am satisfied that development accords with Policies LP12, LP13 and LP26 of the CLLP.

Contaminated Land

48. A Phase I Geo-Environmental Desk Study and Phase II Geo-Environmental Assessment have been prepared and submitted in support of the application which have assessed the site in terms of potential contaminated land issues. The EHO has reviewed the findings of these reports and whilst these are largely satisfactory it is recommended that further assessment and information be provided. It is therefore recommended that planning conditions be imposed which would address this and such conditions would ensure that the risks of contaminated land and any necessary remediation or mitigation are secured and carried out. This will ensure the risks from any contaminated land to the future users of the site, neighbouring land and controlled waters are minimised and so ensure that the development accord within the principle s of the NPPF and CLLP Policy LP16.

Flood Risk & Drainage

49. The NPPF and Policy LP14 of the CLLP 4 seek to reduce the risk of flooding both on and off site as a result of new development. The application site lies within Flood Zone 1 which is land classified as being at the lowest probability of flood risk. Notwithstanding this, given the size of the development a Flood Risk Assessment (FRA) has been submitted with this application.
50. The FRA confirms that educational establishments such as this are classified by the National Planning Practice Guidance (NPPG) 'Flood Risk' as being a 'more vulnerable' use of land in terms of their flood risk vulnerability. As land within Flood Zone 1 is at the lowest risk of flooding this development is therefore acceptable and a compatible use and so can be supported.
51. In respect of drainage, indicative plans and proposals for the management of both foul and surface waters have been provided within the application. For surface waters, as infiltration is not considered practicable, it is proposed that surface waters would be collected and attenuated using a combination of swales and crates with final discharge via connection to the existing sewer/drainage network. Discharge rates would be restricted to a greenfield run-off rate and so this would minimise any impacts on existing capacity. For foul waters these would be managed by connecting to the existing sewer system in the same way as the former Primary School that occupied the site.

52. The Environment Agency has offered no comment on the proposals and no objection has been received from the Highway and Lead Local Flood Authority in respect of drainage issues. Although Anglian Water has requested planning conditions be imposed to secure further details of the foul and surface drainage schemes this is not considered necessary. Anglian Water had requested the conditions as further information was sought on the proposed pumping rates for foul waters into their sewer system and in order to demonstrate that the disposal of surface waters by sewer, rather than via another means (i.e. natural soakaway/infiltration) was the only viable option. Further information on the pumping rates and the results of infiltration tests on the site (which showed this was not practicable) were subsequently received and forwarded onto Anglian Water. I am therefore satisfied that the information provided does demonstrate that drainage via another means is not practicable and that therefore the proposals presented in the application are reasonable and only viable option in this case. The proposed means of drainage (for both foul and surface waters) is therefore acceptable from a land-use planning perspective and would ensure both foul and surface waters are managed in a controlled way so as to not cause pollution or flood risk off-site. Therefore the proposal does accord with the objectives of the NPPF, NPPG and Policy LP14 of the CLLP.

Historic Environment

53. The proposal site is a previously developed, brownfield plot of land that was once the site of a Primary School. Notwithstanding the sites former use a desk based assessment has been undertaken to determine the archaeological implications of the proposed development on this site. This assessment concludes that the site overall has a relatively low archaeological potential. Although no formal comment or response has been received from the Historic Environment Team (HET) in response to consultation on this application, at pre-applications stage the HET did confirm that it had no concerns or specific requirements regarding this development. In the absence of any further information or comments to counter this view I am therefore satisfied that the potential implications of the development on the historic environment have been appropriately considered and that the development is acceptable. Therefore this proposal accords with Policy LP26 of the CLLP.

Wider Community Benefits and Use Agreement

54. Sport England has raised no objection to this proposal but has recommended that a Use Agreement be secured as part of any permission granted. A Use Agreement would give extended access to the specialist indoor facilities (e.g. hydrotherapy pool, sensory and physiotherapy rooms) for use by healthcare providers/services and extend the benefits of these specialist facilities offer to a wider section of the local community. Such an Agreement was secured as part of the permission granted for a new SEND Primary School at Kitwood Road, Boston (ref: B19/0381) and so consistent with that decision, and to reflect the advice of Sport England, it is recommended that a condition be imposed to secure a Use Agreement for this

development and is reflective of the aims and objectives of Policy LP15 of the CLLP which recognises that community facilities are an integral component in achieving and maintaining sustainable, well integrated and inclusive development.

Climate Change and Sustainability

55. The application states that a fabric first approach has been adopted in the design of the development which focuses on making the building inherently energy efficient, thus reducing energy usage involved in maintaining thermal comfort, air quality and other building uses. LED lighting is to be used throughout the building and would incorporate daylight dimming to areas benefitting from natural daylight, allowing artificial lighting levels to be reduced. A mechanical ventilation unit with a low energy fan that is automatically controlled based on temperature and CO² levels of the space would be used which, facilitated by natural ventilation openings when outdoor noise levels and/or temperatures allow, would help reduce the need and usage of heat generating plant. As part of the development it is also proposed to install four electric vehicle charging points although no exact details of the specification or type of units to be provided have been provided at this stage. The EHO has therefore requested that a condition be imposed to secure further details of this and so a condition is recommended should permission be granted.
56. Overall it is stated that the building has been designed to fully comply with existing Building Regulations but also to take into account and comply with future carbon emission factors that are due to be incorporated as updates to existing Building Regulations. This ensures that the development is sustainable and so accords with the objectives of the NPPF and Policy LP18 of the CLLP.

Human Rights Implications

57. 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.

Final Conclusions

58. Having taken into account the comments through consultation and having assessed the application against local development policies contained within the adopted Central Lincolnshire Local Plan, subject to suitable planning conditions, I am satisfied that from the County Planning Authorities perspective, the development could be undertaken in a manner where the level of impact would be

acceptable and would not significantly conflict with the wider objectives or development control policies contained within the Development Plan.

RECOMMENDATIONS

That planning permission be granted subject to the following conditions:

Commencement

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.

Approved Documents and Plans

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. The approved documents and plans are as follows:

Documents

Planning application form (received 14 April 2021);
Planning Statement (received 12 April 2021);
Air Quality Assessment; Construction Method Statement; Design & Access Statement; Preliminary Ecological Appraisal; Noise Survey Report; Framework Travel Plan; Tree Survey Report (all received 26 March 2021);
Flood Risk Assessment (received 6 April 2021);

Drawing/Plan Nos

SCP-ALA-XX-XX-DR-L-9004 Rev.P01 - Location Plan
SCP-DBS-XX-ZZ-DR-A-1201 Rev.P01 - General Arrangement
SCP-DBS-XX-ZZ-DR-A-1350 Rev.P03 - Proposed Elevations
SCP-DBS-XX-ZZ-DR-A-1350 Rev.P04 - Proposed Elevations with canopies
SCP-DBS-XX-ZZ-DR-A-1210 Rev.P01 - Proposed Roof Plan
SCP-ALA-XX-XX-DR-L-9001 Rev.P04 - Landscape Illustrative Plan
SCP-ALA-XX-XX-DR-L-9002 Rev.P04 - Landscape General Arrangement
SCP-ALA-XX-XX-DR-L-9003 Rev.P08 - Fencing Arrangement
SCP-ALA-XX-XX-DR-L-9012 - Tree Retention and Removal Plan
SCP-ALA-XX-XX-DR-L-9013 Rev.P01 - Planting Plan
SCP-HSP-XX-XX-DR-C-1004 Rev.P07 - Drainage Layout 1
SCP-HSP-XX-XX-DR-C-1005 Rev.P07 - Drainage Layout 2

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

Contaminated Land

3. No development shall take place until an investigation and risk assessment has been completed to assess the nature and extent of any contamination on the site and a written report of the findings submitted to and approved in writing by the County Planning Authority. The investigation and risk assessment must be undertaken by competent persons and include:
 - i. a survey of the extent, scale and nature of contamination;
 - ii. an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archaeological sites and ancient monuments.
 - iii. an appraisal of remedial options, and proposal of the preferred option(s).

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors

4. No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been prepared, submitted to and been approved in writing by the County Planning Authority.

The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination to the future users of the and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be

carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

5. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the County Planning Authority. The County Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, submitted and approved in writing by the County Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

6. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the County Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition 3 and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 4 which is to be submitted to and be approved in writing by the County Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with Condition 5. Where no unexpected contamination is found written confirmation of this must be provided to the County Planning Authority prior to any occupation of the site.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out.

Highways and Access

7. Prior to any construction traffic entering the site the eastern vehicular access to the site shall be temporarily upgraded in accordance with a specification agreed by the Highway Authority and be available for use.*
8. Prior to the occupation of the school hereby permitted both the eastern and western vehicular accesses to the site as shown on Drawing Nos. SCP-HSP-XX-XX-

DR-C-213 to SCP-HSP-XX-XX-DR-C-215 (inclusive) (contained within Appendix E of the approved Transport Assessment) shall be upgraded and constructed in accordance with a specification agreed by the Highway Authority and be available for use.*

**See Informative for more information*

Reasons: To ensure that construction traffic and that associated with the school have suitable and safe access and egress from the site in the interests of highway safety.

Construction Phase hours of working, dust and noise controls

9. With the exception of internal building works such as plastering, decorating, floor covering, fitting of plumbing and electrics and the installation of internal fixtures and fittings, unless minor variations are otherwise agreed in writing with the County Planning Authority, all vehicle movements and the operation of plant and machinery during the construction/building phase shall only be carried out between 08:00 and 18:00 hours Monday to Friday and between 08:00 and 13:00 hours Saturdays. No such operations or activities shall take place on Sunday, Bank or Public Holidays
10. The dust mitigation measures detailed in the approved air quality impact assessment report (ref: AQA-22154B-20-304, IDOM, dated September 2020) shall be implemented at all times during the construction phase of the development.
11. External stationary mechanical plant and equipment shall only be installed at the development in a manner that complies with the sound level criteria contained within Table 4 of the approved noise survey report (SBE ref. 04-20-82920 AC 2v1, Stroma Built Environment, dated 11/09/2020).

Reason: To protect the amenities of local residents and to safeguard the surrounding environment.

Landscaping & Lighting

12. In the first available planting season following the completion of the construction of the development hereby permitted, soft landscape planting and fencing shall be carried in accordance with the details as shown on Drawing Nos. SCP-ALA-XX-XX-DR-L-9013 Rev.P01 - Planting Plan and SCP-ALA-XX-XX-DR-L-9003 Rev.P08 – Fencing Arrangement.
13. Notwithstanding the requirements of Condition 12 above, prior to the school hereby permitted being brought into use a scheme for the provision of additional tree planting on or around the landscape bund constructed between the school and the residential properties along Westbrook Place shall be submitted to and be approved in writing by the County Planning Authority. The scheme shall include

details of the species, size, number, spacing and positions of the additional trees along with details of the measures to be adopted for their future maintenance and five year aftercare. The additional planting shall thereafter be carried out and implemented in accordance with the approved details in the first available planting season following that written approval of the County Planning Authority of such a scheme.

14. All trees and shrubs not scheduled for removal and which are to be retained as part of the development (as shown on Drawing No. SCP-ALA-XX-XX-DR-L-9012 Rev.P01 – Tree Retention and Removal Plan) shall be protected during the construction works in accordance with the recommendations of BS5387 'Trees in relation to design, demolition and construction – recommendations'. All protection fencing, barriers and measures implemented to protect trees and shrubs shall be maintained during the course of the construction works on site and be removed following their completion.
15. Notwithstanding the details shown on Drawing No. SCP-CPW-ZZ-XX-DR-E-9001 Rev.P03 – Proposed External Lighting and Security Layout, prior to the school hereby permitted being brought into use full details of the security lighting and CCTV to be installed within the site shall be submitted to and approved in writing by the County Planning Authority. The lighting and CCTV shall thereafter be implemented in accordance with the approved details.

Reasons: To minimise the impact of the development on the local landscape in the interests of visual amenity.

Ecology

16. No soil stripping or vegetation clearance works shall be undertaken between March and September inclusive unless otherwise agreed 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 an appropriately qualified ecologist and if appropriate, an exclusion zone set up. No work shall be undertaken within the exclusion zone until birds and any dependent young have vacated the area.
17. Prior to any vegetation clearance, groundworks or site preparation works taking place within 30m of the outlier badger sett affected by this development, the sett shall be closed in accordance with the terms of a Natural England Licence.
18. Prior to the school hereby permitted being first brought into use details of the design and proposed locations for compensatory bird and bat boxes to be erected within the site shall be submitted and be approved in writing by the County Planning Authority. The bird and bat boxes shall be installed in accordance with the approved details within 12 months of receipt of the written approval of the County Planning Authority and thereafter maintained.

Reasons: In the interests of safeguarding nesting birds and any badgers that may be present within the outlier sett until appropriate Licence to close the sett has been secured and to secure net biodiversity gains as part of the development.

Retention of Memorial

19. The existing memorial plaque located within the school site shall be retained in its current position unless otherwise agreed in writing by the County Planning Authority.

Reason: To ensure the existing memorial associated with the sites former school use is retained as part of this redevelopment.

Community Use Agreement

20. Prior to the school hereby permitted being first brought into use, a Use Agreement which would extend access and use of the specialist indoor facilities (e.g. hydrotherapy pool, sensory and physiotherapy rooms) shall be submitted for the approval of the County Planning Authority). The agreement shall include details of the hours of use; means of access to the facilities and car park by non-school users; pricing policy; management responsibilities; and a mechanism for review of the Use Agreement. Following the written approval of the County Planning Authority the Use Agreement shall thereafter be implemented in full unless varied by the parties to the agreement.

Reason: To secure access and wider beneficial use of the specialist therapy and treatment facilities to other healthcare providers, specialists and charities as requested by Sport England.

Electric Vehicle Charge Points and Travel Plan

21. Prior to the occupation of the school hereby permitted details of a scheme for the provision of a minimum of four electric vehicle recharge points shall be submitted to and approved in writing by the County Planning Authority. The approved scheme shall be implemented and maintained thereafter.
22. Notwithstanding the details contained in the Framework Travel Plan (reference: C3276) within 12 months of the school hereby permitted being occupied an updated and revised Travel Plan shall be submitted for the written approval of the County Planning Authority*. Thereafter an annual review of the approved Travel Plan shall be undertaken and the results of this review shall be made available to the County Planning Authority upon request. The school shall ensure that the objectives and initiatives to promote and support sustainable travel are fulfilled in accordance with the Travel Plan.

** See Informative for more information*

Reasons: To secure further details of the electric vehicle charging points proposed as part of the development and to support and ensure that appropriate measures are taken so as to encourage staff and pupils to use more sustainable modes of transport.

Informatives

Attention is drawn to:

- i) Pre-commencement: Contaminated Land – refer to the response from Lincoln City Council's Scientific Officer (dated 21 June 2021) for more information. The site investigation and risk assessment must be conducted in accordance with the Environment Agency's 'Land Contamination Risk Management (LCRM)' guidance (available on www.gov.uk).
- ii) Access Improvements – the permitted development requires the formation of new/amended vehicular accesses. Both accesses need to be upgraded and widened to reflect the specification and design described within the Transport Assessment (paragraph 4.6.9) or as otherwise agreed by the Highway Authority. These works will require approval from the Highway Authority in accordance with Section 184 of the Highways Act. The works should be constructed in accordance with the Authority's specification that is current at the time of construction. Relocation of existing apparatus, underground services or street furniture will be the responsibility of the applicant, prior to application. For application guidance, approval and specification details, please visit <https://www.lincolnshire.gov.uk/licences-permits/apply-dropped-kerb> or contact vehiclecrossings@lincolnshire.gov.uk

In accordance with Section 59 of the Highways Act 1980, please be considerate of causing damage to the existing highway during construction and implement mitigation measures as necessary. Should extraordinary expenses be incurred by the Highway Authority in maintaining the highway by reason of damage caused by construction traffic, the Highway Authority may seek to recover these expenses from the developer.

Please contact the Lincolnshire County Council Streetworks and Permitting Team on 01522 782070 to discuss any proposed statutory utility connections and any other works which will be required within the public highway in association with the development permitted under this Consent. This will enable Lincolnshire County Council to assist in the coordination and timings of these works.

- iii) Travel Plan – refer to the response from Lincolnshire County Council's Transport Planning Team dated 17 May 2021 for further advice and recommendations regarding the revisions to be made to the Travel Plan.

- iv) 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 secure enhancements to the proposal and by processing 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

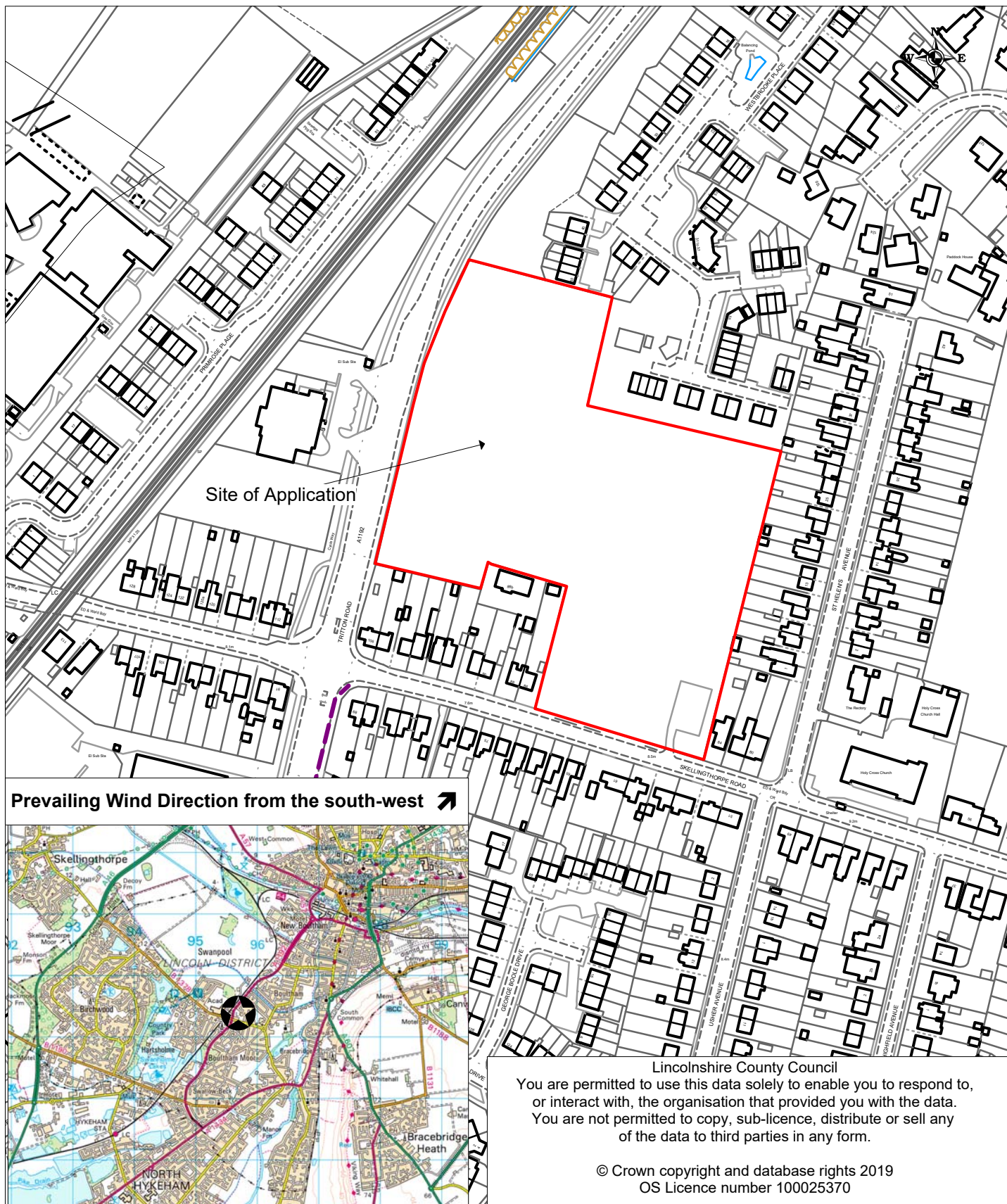
The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
Planning Application File 2021/0375/CCC	Lincolnshire County Council's website https://lincolnshire.planning-register.co.uk/
National Planning Policy Framework (2019)	The Government's website www.gov.uk
Central Lincolnshire Local Plan (2017)	City of Lincoln Council's website www.lincoln.gov.uk

This report was written by Marc Willis, who can be contacted on 01522 782070 or dev_planningsupport@lincolnshire.gov.uk

LINCOLNSHIRE COUNTY COUNCIL Appendix A

PLANNING AND REGULATION COMMITTEE 5 JULY 2021



Location:

Former Usher Junior School site
 Skellingthorpe Road
 Lincoln

Application No: 2021/0375/CCC

Scale: 1:2500

Description:

To construct a Special Educational Needs and Disability (SEND) school with associated external spaces works, parking and vehicular and pedestrian accesses

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

Report to:	Planning and Regulation Committee
Date:	5 July 2021
Subject:	County Council Development - 2021/0379/CCC

Summary:

Planning permission is sought for the demolition of an existing building, the sports hall, and mobile classrooms of the existing school and to construct a new block comprising; eight new classrooms, sports hall, food tech, office, admin and staff spaces at St Christopher's School, Hykeham Road, Lincoln.

This development is one of two proposals that are associated with the existing Lincoln St Christopher's SEND school on Hykeham Road. Lincoln St Christopher's School has experienced significant growth over the last few years and the demand for school places regularly exceeds place availability. Projected demand for special school places in the Lincoln City area indicates the need for an additional 111 places to be made available by 2023 and in order to meet this need it is proposed to expand the capacity of the school through the formation of a split school site. To achieve this it is proposed to construct a new school for primary school aged children and then redevelop the existing Lincoln St Christopher's site.

The report relates to a proposal to redevelop and refurbish the existing Lincoln St Christopher's School in order to modernise the facilities available and increase the number of pupil places it can currently offer to Secondary school aged children.

The main issues to be taken into consideration are the location of the development and acceptability of this development given the sites allocation in the Central Lincolnshire Local Plan as well as a consideration of the potential environmental and amenity impacts of the development.

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. Lincolnshire County Council has undertaken a full review of Special Educational Needs and Disability (SEND) education across the County and worked collaboratively with all Special School Leaders and the Lincolnshire Parent Carer Forum to create the SEND strategy "*Building Communities of Specialist Provision; Together in Lincolnshire*". This strategy is supported by a capital investment programme of over £86m that aims to create a range of both new and redeveloped SEND schools that will support the development of an integrated and sustainable school system where pupils can attend their nearest special school, confident that their education and health needs can be fully met.
2. This report relates to one of two proposals that are associated with the existing Lincoln St. Christopher's SEND school on Hykeham Road. Lincoln St Christopher's School has experienced significant growth over the last few years and the demand for school places regularly exceeds place availability with the school having accepted students beyond its physical capacity to ensure they can be educated locally. Projected demand for required special school places in the Lincoln City area indicates the need for an additional 111 places to be made available by 2023 and in order to meet this need it is proposed to expand the capacity of the school through the formation of a split school site. This involves the creation of a new dedicated Primary School on the former Usher Junior School site, Skellingthorpe Road and extensive redevelopment and remodelling of the existing Lincoln St. Christopher's school. Together these two developments would increase the school's overall capacity from 200 to a new capacity of 333 and provide additional teaching, therapeutic and activity space for the children already on roll and enable the school to provide more specialist places for SEND pupils.
3. The report relates to a proposal to redevelop and refurbish the existing Lincoln St. Christopher's School in order to modernise the facilities available and increase the number of pupil places it can currently offer to Secondary school aged children. A separate report relating to a concurrent application (ref: 2021/0375/CCC) for the development of a new SEND Primary School at the former Usher Junior School site, Skellingthorpe Road is also before the Committee today. Subject to planning permission being granted for both developments, it is proposed that Primary school aged children from St. Christopher's would be transferred to this new school after which the works proposed as part of this development would be carried out.

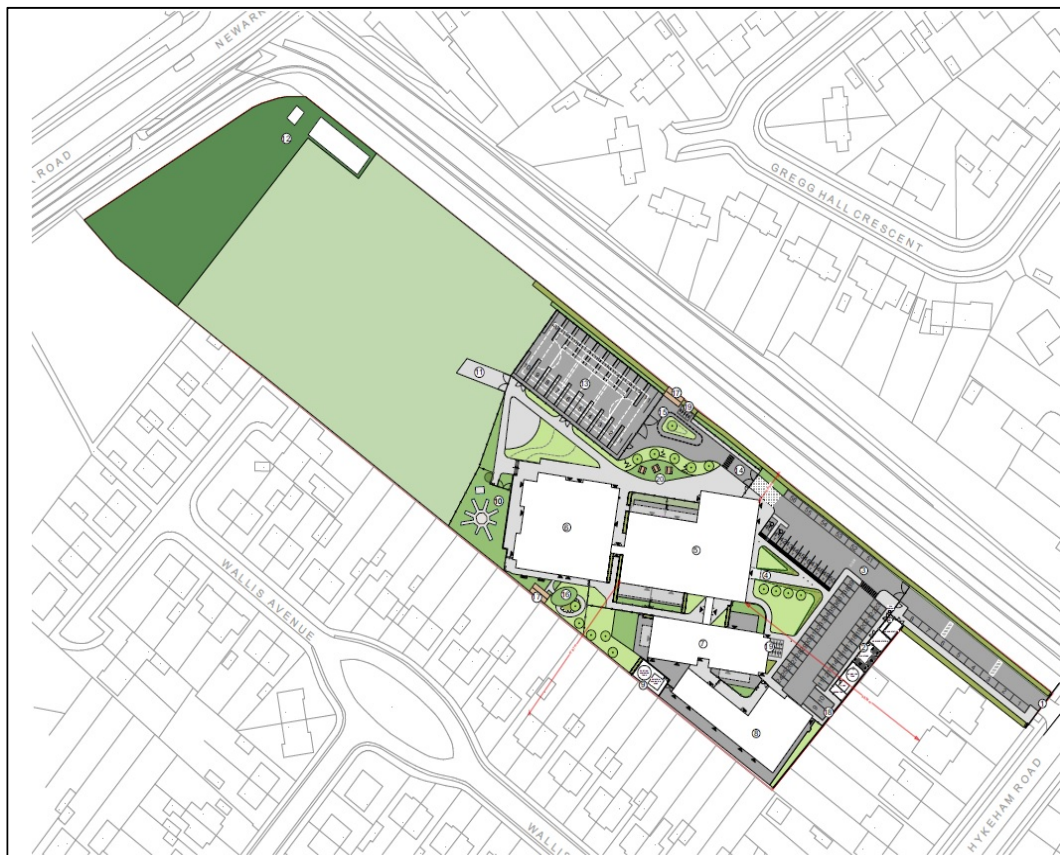
The Application

4. Planning permission is sought for the demolition of an existing building, the sports hall, and mobile classrooms of the existing school and to construct a new block comprising; eight new classrooms, sports hall, food tech, office, admin and staff spaces at St. Christopher's School, Hykeham Road, Lincoln.

5. St. Christopher's School currently caters for students between 3 – 19 years of age and offers places for 228 pupils supported by around 90 staff. In conjunction with this proposal it is proposed to build a new primary school at the former Usher Junior School site, Hykeham Road and, subject to planning permission being granted for both developments, it is proposed that Primary school aged children from St. Christopher's would be transferred to this new school after which the works proposed as part of this development would be carried out.
6. The proposed works would transform the school to a Secondary school catering for students with a range of different needs including profound and multiple learning difficulties (PMLD), severe or moderate learning difficulties (SLD/MLD) and those with autistic-spectrum disorder (ASD). The redeveloped school would offer 203 student places supported by 68 staff and so whilst this represents an actual reduction in both staff and pupils currently on the site it would result in an overall increase in specialist secondary school places available in the City of Lincoln area.

Building design, scale and site layout

7. The proposal involves the demolition of an existing building, sports hall and mobile units to facilitate construction of a new two storey block and Multi-use Games Area (MUGA). Works also include the refurbishment and redevelopment of the retained buildings and revisions to landscaping and parking areas.



Revised Illustrative Masterplan

8. The new block would be constructed within the footprint of existing Blocks 2 & 3 which would be demolished. The new block would be two storey (approx. 8.8m high, other than the small rooftop stairwell block which would be 10.3m high) and constructed in the centre of the school containing classrooms, toilet and changing facilities for both staff and pupils, an office, kitchen and various other amenities at ground floor level. The first floor would provide a plant area, a staffroom, staff meeting and training rooms and various other staff facilities.



Block 2 & 3 to be demolished

9. The existing mobile classroom units and sports hall would also be demolished with the proposed MUGA and external dining/seating area created towards the north-western corner of the site. All other existing buildings/teaching blocks would be retained with some internal remodeling works being carried out to provide two suitable sized classrooms and a physiotherapy space.



Mobile units to be demolished



Sports Hall to be demolished

10. The school would remain operational and in use throughout the construction phase.
11. The site will also be enhanced to provide adequate staff parking and secure pick up and drop off facilities for all school transport.

Appearance & Materials

12. A palette of different materials and colours are proposed to be used on the new building. These include the use of natural colours for the facing brickwork and coloured window reveals to enhance and focus on the school's identity. Smooth and textured facing brickwork would be used where connectivity is provided to existing buildings which will sympathise and help assimilate the new building into the site. As a secondary school the use of colour is more subtle than that proposed

for the Primary School at the Former Usher Junior School site however a similar approach is proposed to help link the two school sites.



Revised Proposed Elevation of New Block

Landscaping and Fencing

13. The site already contains soft landscaping which will be enhanced through the implementation of a comprehensive landscaping scheme. Under the proposals a number of poor quality trees on site would be lost however new tree and hedge planting is proposed to strengthen the site boundaries and to increase screening from the adjacent uses as well as to the interior of the site to create an attractive environment. Picnic benches will be located throughout the site and raised horticulture beds are proposed both to create new amenity areas.
14. In respect of individual species, the Extended Phase 1 Survey highlighted the potential for the site to support commuting and foraging bats, as well as birds and hedgehogs at a local level. With regard to bats, the buildings that are to be demolished are flat roofed annex buildings with negligible roosting potential and no roosts were identified as being present within the trees inspected. The site itself is however considered to be of moderate value for foraging and commuting bats due to its connection with surrounding green spaces. In order to provide net biodiversity gain, roosting opportunities in the form of bat boxes are therefore

recommended and are proposed to be installed as part of the landscaping scheme carried out as part of the development. A sensitive lighting plan is also recommended to maintain the light levels to allow for continued use of the site for commuting and foraging bats.

15. With regard to birds and hedgehogs, it is recommended that vegetation removal and clearance works be undertaken outside breeding bird season and that deep excavations have suitable escape ramps and any hedgehogs found be removed from working areas. In order to provide net biodiversity again bird boxes are also to be provided along the western site boundary.

Access and Parking

16. The main vehicular, cycle and pedestrian access onto the school site is from Hykeham Road on the southern boundary. This access is to be retained and would continue to serve the site for all vehicles and pedestrians once the construction works have been completed.
17. During the construction phase, it is proposed to segregate construction traffic and staff/student vehicular traffic (i.e. school mini-buses) by creating a temporary access into the school site off Wallis Avenue/Southland Drive. A temporary car park would be created on the schools playing field and this, along with the MUGA, would provide parking for use by staff and mini-buses. Pedestrian access would continue to be gained via the existing segregated access off Hykeham Road. Once the construction works have been completed the temporary access off Wallis Avenue/Southland Drive and the car park area would be made good and be reinstated to their for uses.

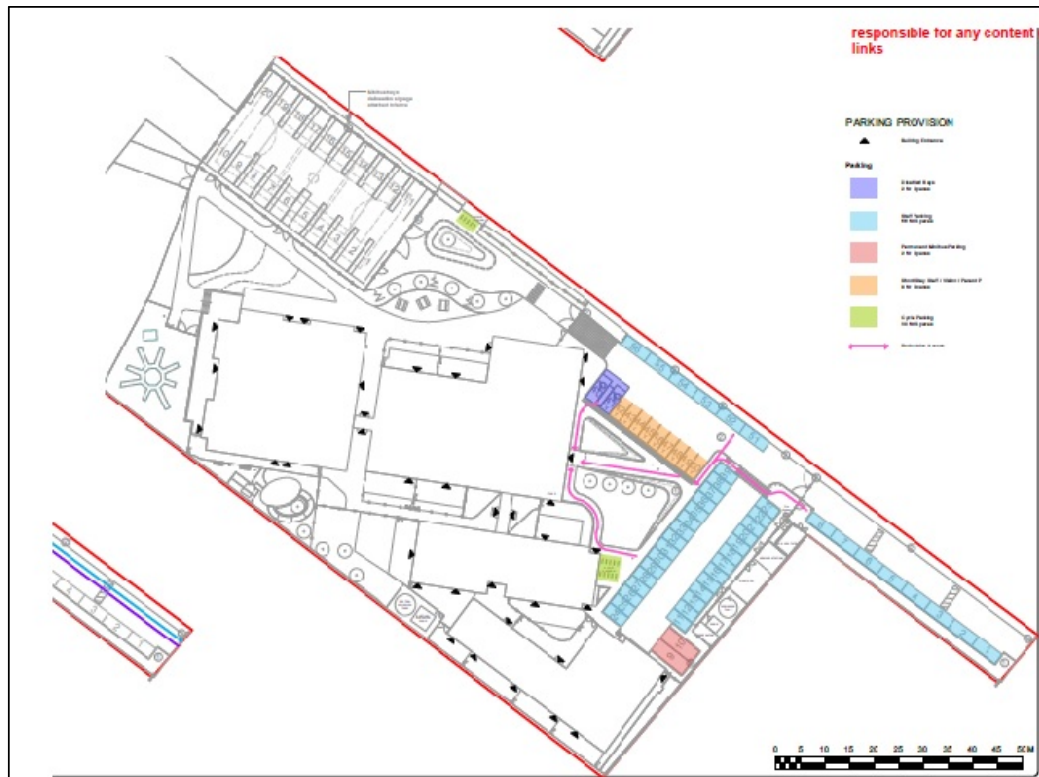


Temporary staff/student access off Wallis Avenue/Southland Drive



Location of temporary car park during construction phase

18. The external areas will be reconfigured to create a total of 56 permanent parking spaces within the school site. Of these 45 will be suitable for cars including two spaces which would be designated as accessible spaces. A further nine spaces would be designated as short stay spaces for use by staff/visitors along with two larger car/minibus spaces for use by the School's own minibuses. The MUGA will have a dual use and provide 20 pick-up and drop off spaces for use by school transport minibuses. Electric car charging points for four vehicles are also proposed to be installed within the site along with 30 cycle storage spaces.



Extract from Access and Circulation Plan

Flood Risk and Drainage

19. The proposal site lies within Flood Zone 1 and is assessed as being of low risk of flooding all sources (i.e. tidal/fluviol/surface and groundwaters and sewers) however the site is in an area designated as being medium-high risk in terms groundwater vulnerability which means groundwater sources have limited natural protection and so are at risk of groundwater pollution if not carefully managed.
20. In respect of drainage, surface water run-off from new roof areas are to be drained siphonically with waters from external hardstanding areas (i.e. paths, car park and hard play areas) being collected via linear filter drains. Surface waters would be attenuated using geo-cellular storage crates with waters ultimately be discharged at a controlled rate into the watercourse located to the north of the site.
21. Foul water is to continue to be discharged via connections to the existing Anglian Water sewer network - the same as the current situation.

Supporting Documentation

22. A number of reports and technical assessments have been submitted in support of the application. These include the following:

- Planning Statement and Design & Access Statement
- Air Quality Assessment
- Archeological Desk-based Assessment
- Construction Method Statement
- Preliminary Ecological Appraisal
- Flood Risk Assessment
- Indicative Drainage Strategy
- Noise Survey
- Phase I Desk Study Report & Phase II Geo-environment Assessment
- Statement of Community Involvement
- Transport Assessment
- Travel Plan
- Tree Survey Report

Site and Surroundings

23. The proposal site is located to the west of Hykeham Road to the south west of Lincoln City Centre. The site is approximately 2ha and comprises of the existing St Christopher's SEND school buildings, playing field and parking.
24. The site is bound to the north and north-west by a watercourse with residential properties immediately adjacent to the schools other boundaries - these being properties located along Wallis Avenue and Hykeham Road. The neighbouring housing is nearly all of two storey height with the closest neighbouring properties

being those along Wallis Avenue. Wallis Avenue splits midway down which pushes the houses towards the schools boundary slightly at this point. The gardens to these properties face towards the site with the houses set back approximately 20m away from the site boundary edge at the nearest point. The eaves heights of these properties are roughly 4.5m with roof ridge heights of about 8.2m from ground level. The properties along Hykeham Road on the eastern boundary face towards Hykeham Road with their rear gardens facing the school boundary. These properties are roughly 23m away from the school boundary with the closest being No.190 which is sited closest to the schools access road and is roughly 3m away from the school's boundary at this point. This house is a bungalow with the gardens containing a large hedgerow which act as a screen between the residential property and the schools access road.

- 25. Pedestrian and vehicular access to the site is gained via an existing entrance off Hykeham Road. Parking is provided alongside the internal roadway leading to the school and car park which lie to the east of the main school buildings.



Existing entrance onto Hykeham Road



Existing Parking

Main Planning Considerations

Planning Policy Context

26. The National Planning Policy Framework (June 2019) sets out the Government's planning policies for England. It is a material consideration in 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) - states 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.

For decision-making this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application area out-of-date, granting planning permission unless:

- the application of policies in the NPPF that protect assets of particular importance provides a clear reason for refusing the development; or
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF when taken as a whole.

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 2, 47 & 48 (Determining applications) - states 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 54 to 57 (Use of planning conditions and obligations) – states 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 91 to 94 (Promoting healthy and safe communities) states 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.

Paragraphs 96 & 97 (Open space and recreation) states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

a) an assessment has been undertaken which has clearly shown the open spaces buildings or land to be surplus to requirements; or b) the loss resulting from proposed development would be replaced by equivalent of better provision in terms of quantity and quality in a suitable location; or c) the development is for alternative sports or recreational provisions, the benefits of which clearly outweigh the loss of the current or former use.

Paragraphs 102 and 105 (Promoting sustainable travel) states 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 108 & 109 (Transport) states 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 127 to 1332 (Achieving well-designed places) states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. 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 148 to 153 and 155 to 165 (Climate change and flood risk) states 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.

Paragraphs 170 to 177 (Conserving and enhancing the natural environment) states that planning decisions should contribute to and enhance the natural and local environment. This includes minimising impacts on and providing net gain in biodiversity and preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.

Central Lincolnshire Local Plan (2017) - the following policies are of relevance in this case:

Policy LP1: A Presumption in Favour of Sustainable Development;
Policy LP2: Spatial Strategy & Settlement Hierarchy
Policy LP9: Health & Wellbeing
Policy LP13: Accessibility and Transport
Policy LP14: Managing Water Resources and Flood Risk
Policy LP15: Community Facilities
Policy LP18: Climate Change and Low Carbon Living
Policy LP21: Biodiversity & Geodiversity
Policy LP26: Design and Amenity

Results of Consultation and Publicity

27. (a) Local County Council Member, Councillor H Spratt – was notified of the application on 29 April 2021 but no comments or response had been received by the time this report was prepared.
- (b) Environment Agency - do not wish to make any comments as this type of development does not match any of their consultation criteria.
- (c) Environmental Health Officer (City of Lincoln Council) - has no objection in principle but has recommended that conditions be imposed on any permission granted to secure the following:

- Further details relating to the installation of at least four electric vehicle charging points as part of the development;
- That the dust control and mitigation measures (as set out in the application) be implemented during the construction phase;
- That the working hours for the construction phase be restricted so operations do not commence until 08:00 hours rather than 07:00 hours as proposed within the application;
- That the noise levels from mobile plant and equipment be required to comply with the sound level criteria as identified within the applications supporting noise survey;
- Further details relating to external lighting within the development so as to ensure any impacts off-site are minimised.

In respect of contaminated land, it is commented that investigations carried out and submitted as part of the application have not identified the presence of soil or gaseous contaminants at levels that would require the implementation of risk reduction mitigation measures. No objection is therefore raised but it is recommended a condition be imposed which would require further investigation, a remediation strategy and verification report to be submitted in the event of any previously unidentified contamination being found during construction works.

- (d) Highway and Lead Local Flood Authority (inc. Transport Planning Team) (Lincolnshire County Council) - has no objection to the proposals from a highway safety perspective or as lead local flood authority. It is however recommended that conditions be imposed to secure final details of the proposed surface water arrangements and the closure of the temporary access off Wallis Avenue/Southland Drive once the works have been completed. It is also recommended that a condition be imposed which would require a revised Travel Plan to be submitted for approval within 12 months of the school being occupied.

Finally, in respect of highway matters a number of Informatives are also recommended with regard to the proposed temporary access and need to obtain separate approval under the Highways Act and to give notice of such works.

- (e) Lincolnshire Police - has no objection and has commented that a sensible and practical level of security has been considered that achieves a good balance allowing for the effective and safe operation of the school.
- (f) Sport England - has no objection to the proposal. It is commented that the proposal will see a new sports hall being provided as part of the new block and a hard court area which will be marked out for netball and short tennis, thus improving the outdoor provision for sport and physical activity. The playing field is to be retained (following construction of the development) with improved access through the addition of a new ramp.

It is recommended that a condition be imposed requiring the restoration of the playing field following construction of the development and that a Community Use Agreement be secured to provide wider access to the specialist and improved facilities within the school.

The following persons/bodies were consulted on the application but no response/comments had been received within the statutory consultation period or by the time this report was prepared:

Lincolnshire Fire & Rescue
Lincolnshire Wildlife Trust
Historic Places (Lincolnshire County Council)
Public Health (Lincolnshire County Council)

28. The application has been publicised by notices posted at the site (on 4 May 2021) and in the local press (Lincolnshire Echo on 6 May 2021). Letters of notification were also sent to 162 of the nearest neighbouring residents to the site.
29. A total of six representations have been received as a result of this notification/publicity [one individual has submitted multiple letters/emails however these count as one representation]. Of these five contain objections and/or concerns about the development and one lends its support. The comments received are summarised and outlined as follows:

Objections/Concerns

- Object due to the loss of privacy that the proposed second storey building would cause. The properties that adjoin the school benefit from large and private gardens which residents have a right to enjoy without being observed by staff/students at the school.
- Adverse impact on the privacy of residents due to location of windows on the first floor of new block which would give access to views into living spaces and bedrooms.
- Houses directly behind the school would suffer a reduction in available light due to the height of the new building.
- The project is of a higher density than that which is currently there. Better options are available than building a two storey school building that is out of keeping with a residential area and its surroundings.
- Inadequate boundary fencing and supervision of pupils has resulted in items being thrown over the fences into residents gardens. Concern that existing boundary fencing is therefore inadequate for secondary school aged children and incidents could increase and result in children scaling fencing and/or damage to property.
- Design, appearance and materials of proposed new building are not in-keeping with the existing area and would impact on residents quality of life.

- Concern regarding likelihood of after school clubs, summer schools and extra-curricular activities resulting in increased activity, noise and impacts on residents privacy.
- The proposal would generate a 30% increase in pupils and therefore an equivalent increase in traffic. This would impact negatively on local roads and result in increased levels of pollution and affect air quality as well as increased problem parking on Hykeham Road and Wallis Avenue. The implementation of a Traffic Regulation Order and yellow line markings has only made the situation worse.
- Adequate parking is required given the proposed increase in pupil and staff numbers.
- Increased risk of crime and/or damage to property due to the more expensive equipment that would be provided within the school.
- There is an abundance of wildlife in the surrounding area that would be negatively impacted upon by both the construction of the school and its operation.
- Pupils of secondary school age require greater not less supervision resulting in greater staff numbers. This has not been catered for either in parking places or the impact on local roads.
- Concerns about the height of trees that proposed to be planted along the boundaries of residential properties.
- There is an abundance of wildlife in the surrounding area that would be negatively impacted.

In addition to the individual representations a petition has also been received which has 12 signatories (from seven households) which object to the development for reasons that reflect or are the same as those summarised above.

Support

- The proposals are welcomed and look forward to views of a modern structure, housing the new St Christopher's SEND Secondary School. The new school will be an asset to the City of Lincoln enabling more children with various learning disabilities in the local area to attend and achieve their full potential.
- Pleased to by the proposed increased parking within the new school site and wish the School every success now and in the future.

District Council's Observations

29. City of Lincoln Council has confirmed it has no objection.

Conclusions

30. The main issues to be taken into consideration are the location of the development as well as a consideration of the potential environmental and amenity impacts

arising from the proposed operation of the school in particular on neighbouring residential properties and in terms of traffic and highway safety.

Design and orientation, scale, layout and materials

31. The proposed new building, MUGA and other works would all take place within the existing boundaries of the school site and so not result in a lateral expansion of the school boundaries or permanent loss of any playing field space/area. The proposed new building would be constructed within a similar footprint to the existing block that is to be demolished whilst the MUGA would be constructed on land that is currently occupied by the sports hall and mobile classroom units (both to be demolished/removed). The proposed new building would be two storey in height and taller than the existing building and those present within the site however its position means that it would be set back from the adjoining residential properties on Wallis Avenue. The building would be set back approximately 20m from the site boundary edge with the nearest residential property and around 47.5m (building to building). Additional tree and hedge planting is proposed as part of the development which would help to strengthen screening along this shared boundary and further details of this, along with other landscaping proposed as part of the development, can be secured by way of a planning condition. Whilst objections have been received which object on the grounds of the loss of light and impacts on privacy, I am satisfied that the separation distance is considered acceptable and, with the additional landscaping proposed along this boundary, this proposal would not result in overshadowing or dominance to such a degree that the development would have an unacceptable impact on the amenity of local residents or the rights of individuals to enjoy their own private homes and gardens.
32. In terms of the building itself, it is modern in its appearance and design and a range of different external materials, colours and finishes have been proposed to create an attractive building whilst being sympathetic to the existing buildings that are to remain. Minor elevation changes to the doors and windows on one of the other blocks (Block 7) is also proposed as part of this development and having considered these in context, whilst objections to the design, appearance and scale of the new building are noted, I am satisfied that this would make a positive contribution to the overall built environment.
33. Finally, in respect of crime prevention and security, the proposals have been designed to maximise natural surveillance as far as possible however a number of different elements have also been included such as use of appropriate fencing, lighting and potential CCTV around the site/building. Although a plan has been submitted as part of the application that gives indicative details of the types of lighting to be used within the site, the EHO has recommended that further information be secured by way of a condition. It is therefore recommended that a condition be imposed to secure further details as requested by the EHO and this would ensure that any lighting and CCTV installed is suitable and that potential adverse impacts on nearby residents is minimised.

34. Overall, taking into account all of the above, I am satisfied that the design, size, scale and positioning of the school building within the site is appropriate and that with suitable landscaping (as proposed and as expanded by virtue of a condition) the development would not have an adverse effect on the character and appearance of the locality or cause material harm to residential amenity. Therefore the development is considered to accord with Policy LP26 of the CLLP.

Impacts during construction

35. During the construction phase, there would be an increased degree of disturbance, traffic and noise associated with the proposed new build and redevelopment works. Whilst objections have been received from local residents about such impacts, these would be limited in their overall duration and measures and operational procedures are proposed to be adopted to minimise any impacts. A Construction Method Statement has been provided as part of the application which contains details and examples of the measures to be adopted. These include ensuring all plant and equipment and materials required during the construction phase can be stored and accommodated within the site; ensuring measures to minimise dust emissions are implemented and limiting construction hours of working, and; constructing a temporary secondary access and parking area for staff and mini-buses so as to separate this traffic from construction traffic using the site.
36. The Environmental Health Officer has reviewed the information provided within the application and recommended that conditions be imposed to ensure the dust and noise mitigation measures and practices proposed as part of the application are adopted. It is also recommended that further details relating to lighting be submitted for approval and that the hours of working during the construction phase be limited so as to not start before 08:00 hours given the close proximity of residential properties. The applicant had proposed an earlier start time of 07:00 hours however given the proximity of residential properties and potential for increased disturbance a later time is considered reasonable and can be secured by way of a condition.
37. Subject to suitable conditions, I am satisfied that out any impacts arising from the construction of the development would be restricted in terms of their duration and/or capable of being appropriately managed so as to ensure that the development would not be significant nor have a detrimental impact on the surrounding area.

Landscaping and Ecology

38. A Preliminary Ecological Appraisal (PEA) of the site has been carried out and submitted in support of the application. The purpose of the PEA was to record and map habitats, and assess the potential for the site to support (or contain) species, which are protected under UK and/or European legislation.

39. The PEA identified two statutory designated sites within 2km of the site, however these are not directly connected to the site with the closest being 1km away. Given the distances from the site and the scale of the proposals, it is considered that there will be no impact upon designated sites or the habitats/species that they support
40. With regard to individual species, the site has been assessed as having potential to support foraging and commuting bats, birds and hedgehogs however there is no evidence of bats being present within the site or areas of proposed work. Vegetation removal and clearance works would be undertaken outside breeding bird season and measures adopted to ensure any deep excavations have suitable escape ramps and hedgehogs found removed from working areas. The majority of existing trees on site will be retained and protected during the construction works and to mitigate for those lost additional tree planting and landscaping is proposed with the site. Bird and bat boxes are also proposed to be installed around the site as part of this landscaping which would provide a net biodiversity gain.
41. Subject to suitable conditions to ensure the biodiversity gains proposed as part of the landscaping scheme are implemented I am satisfied that the development would accord with the NPPF and Policy LP21 of the CLLP.

Highway Issues and Parking

42. This is an existing school and the proposed works would transform the school from one that caters for both primary and secondary school aged children to one that only caters for secondary school aged children. The school currently has 228 students on roll and 90 staff on site whereas the redeveloped school would offer 203 student places supported by 68 staff. As a result, whilst this proposal would result in a net increase in overall places available for secondary school aged children within the City, it would represent an actual reduction in both staff and pupils currently on the site compared to the current situation.
43. During the construction phase the school would remain operational and as a result careful consideration has been given to separating out construction traffic from that associated with staff and student mini-buses. In order to avoid any conflicts it is therefore proposed to create a temporary access and car park towards the rear of the school site which would be accessed off Wallis Avenue/Southland Drive. In the short term this arrangement would result in increased traffic movements along Wallis Avenue/Southland Drive and could have a negative impact of those residents however any impacts would be limited to short periods at the start and end of the school day and would be limited in duration. The configuration of Wallis Avenue (which splits halfway along its route) creates an informal one-way system which would help facilitate traffic flow and the provision of the temporary car parking area would ensure staff can still access and park within the school site during the construction works and so avoid the need or impact of on-street parking on local residents.

44. Post construction the school would operate with access being gained via the existing entrance on Hykeham Road. As part of this proposal external areas will be reconfigured to create a total of 56 permanent parking spaces within the school site. Of these 45 will be suitable for cars including two spaces which would be designated as accessible spaces. A further nine spaces would be designated as short stay spaces for use by staff/visitors along with two larger car/minibus spaces for use by the School's own minibuses. The MUGA will have a dual use and provide 20 pick-up and drop off spaces for use by school transport minibuses. Electric car charging points for four vehicles are also proposed to be installed within the site along with 30 cycle storage spaces.
45. Objections have been received from local residents about this proposal and in particular in respect of the level of parking proposed and concerns about existing and potential continued problems of parking in the area. These comments are noted and whilst it is accepted that the parking provided as part of this scheme does not offer a one 1:1 ratio of spaces for staff, the level of provision proposed is considered acceptable. A Travel Plan has also been submitted in support of the application and sets out the measures that would be taken to try and encourage and reduce car travel and cycle storage facilities are also proposed with the site. No objection has been raised by the Highways and Lead Local Flood Authority (inc. Transport Planning Team) although it is recommended that a condition be imposed to secure a revised Travel Plan and that a series of Informatives be imposed with respect to the need to obtain separate approval for the proposed temporary access works under the Highways Act and which require contact to be made before any such works take place. Such advice and be included on any permission granted.
46. Overall, taking into account the above, subject to suitable conditions, I am satisfied that development accords with Policies LP12, LP13 and LP26 of the CLLP.

Contaminated Land

47. A Phase I Geo-Environmental Desk Study and Phase II Geo-Environmental Assessment have been prepared and submitted in support of the application. These have been reviewed by the Environmental Health Officer and no objections raised as the findings of these assessment did not identify the need for any specific remediation works. Notwithstanding this it is recommended a condition be imposed which would require further investigation, a remediation strategy and verification report to be submitted in the event of any previously unidentified contamination being found during construction works. Such a condition would ensure that any contamination found would be appropriately managed minimise risks to future users of the site, neighbouring land and controlled waters and ensure that the development accords within the principles of the NPPF and CLLP Policy LP16.

Flood Risk & Drainage

48. The NPPF and Policy LP14 of the CLLP 4 seek to reduce the risk of flooding both on and off site as a result of new development. The application site lies within Flood Zone 1 which is land classified as being at the lowest probability of flood risk. Notwithstanding this, given the size of the development a Flood Risk Assessment (FRA) has been submitted with this application.
49. The FRA confirms that educational establishments such as this are classified by the National Planning Practice Guidance (NPPG) 'Flood Risk' as being a 'more vulnerable' use of land in terms of their flood risk vulnerability. As land within Flood Zone 1 is at the lowest risk of flooding this development is therefore acceptable and a compatible use and so can be supported.
50. In respect of drainage, indicative plans and proposals for the management of both foul and surface waters have been provided within the application. For surface waters, it is proposed that these would be collected and attenuated using geo-cellular storage crates with waters ultimately be discharged at a controlled rate into the watercourse located to the north of the site. For foul waters these would continue to be managed by connecting to the existing foul sewer system.
51. No objections or adverse comments have been received from the Environment Agency or Highway and Lead Local Flood Authority (HLLFA). The HLLFA has however recommended that a condition be imposed on any permission granted to secure final details of the proposed drainage arrangements. Such a condition is therefore recommended and subject to this I am satisfied that the development would not cause pollution or increase flood risk off-site and so accords with the NPPF, NPPG and Policy LP14 of the CLLP.

Historic Environment

52. The proposed new building and additional works that form part of this development all lie within the existing developed footprint of the school site. Given this, whilst no comments have been received from the Historic Environment Team (HET) in response to consultation on this application, at pre-application stage the HET did confirm that it had no concerns or specific requirements regarding this development. In the absence of any further information or comments to counter this view I am therefore satisfied that the potential implications of the development on the historic environment are minimal and that the development accords with Policy LP26 of the CLLP.

Wider Community Benefits and Use Agreement

53. The school will not offer any activities to its pupils out of school hours, however, some of the proposed facilities (e.g. sports hall, school field and hydrotherapy pool) would be available for hire by local community groups after school (post 4pm). Sport England has raised no objection to this proposal and recommends

that a Use Agreement be secured as part of any permission granted. Objections have however been received from local residents about the potential for after school uses/activities. Whilst these objections are noted it is not uncommon for schools, being community facilities, to extend and offer their facilities for use by the wider community. Use Agreements such as that recommended by Sport England are common and have been secured at other schools in the County including the new SEND Primary School at Kitwood Road, Boston as well as being recommended in respect of the concurrent proposal for the Primary School on the Former Usher Junior School site, Hykeham Road (also before the Committee today). Whilst the concerns of local residents are therefore noted, other than the potential use of the schools playing field, the other facilities that would be made available are indoor and so any disturbance or noise arising from their use would be minimal. The use of facilities such as the hydrotherapy pool, sensory and physiotherapy rooms would also only be made available for use by healthcare providers/services and not the wider general public.

54. I am therefore satisfied that the benefits to the wider community in respect of access to, and use of, facilities within the school (in particular the more specialist facilities) outweighs any potential minor impact that may arise from their use and so, in line with the advice of Sport England, it is recommended that a condition be imposed to secure a Use Agreement for this development and that the development does accord with Policy LP15 of the CLLP which recognises that community facilities are an integral component in achieving and maintaining sustainable, well integrated and inclusive development.

Climate Change and Sustainability

55. The application states that a fabric first approach has been adopted in the design of the new building which focuses on making the building inherently energy efficient, thus reducing energy usage involved in maintaining thermal comfort, air quality and other building uses. LED lighting is to be used throughout the building and would incorporate daylight dimming to areas benefitting from natural daylight, allowing artificial lighting levels to be reduced. A mechanical ventilation unit with a low energy fan that is automatically controlled based on temperature and CO² levels of the space would be used which, facilitated by natural ventilation openings when outdoor noise levels and/or temperatures allow, would help reduce the need and usage of heat generating plant. As part of the development it is also proposed to install four electric vehicle charging points although no exact details of the specification or type of units to be provided have been provided at this stage. The EHO has therefore requested that a condition be imposed to secure further details of this and so a condition is recommended should permission be granted.
56. Overall it is stated that the building has been designed to fully comply with existing Building Regulations but also to take into account and comply with future carbon emission factors that are due to be incorporated as updates to existing Building Regulations. This ensures that the development is sustainable and so accords with the objectives of the NPPF and Policy LP18 of the CLLP.

Human Rights Implications

57. 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.

Final Conclusions

58. Having taken into account the comments through consultation and having assessed the application against local development policies contained within the adopted Central Lincolnshire Local Plan, subject to suitable planning conditions, I am satisfied that from the County Planning Authorities perspective, the development could be undertaken in a manner where the level of impact would be acceptable and would not significantly conflict with the wider objectives or development control policies contained within the Development Plan.

RECOMMENDATIONS

That planning permission be granted subject to the following conditions:

Commencement

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.

Approved Documents and Plans

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. The approved documents and plans are as follows:

Documents

- Planning application form (received 26 March 2021);
- Planning Statement (received 12 April 2021);
- Air Quality Assessment; Construction Method Statement; Design & Access Statement; Indicative Drainage Strategy; Preliminary Ecological Appraisal; Noise Survey Report; Framework Travel Plan; Tree Survey Report (all received 26 March 2021);
- Flood Risk Assessment (received 6 April 2021).

Drawing/Plan Nos

- SCS-ALA-XX-XX-DR-L-0001 S2 Rev.P02 – Location Plan
- SCS-ALA-XX-XX-DR-L-0003 S2 Rev.P02 – Illustrative Masterplan
- SCS-ALA-XX-XX-DR-L-0006 S2 Rev.P02 Detailed Landscape General Arrangement Plan
- SCS-ALA-XX-XX-DR-L-0008 S2 Rev.P02 – Fencing Arrangement
- SCS-ALA-XX-XX-DR-L-0015 S2 Rev.P02 – Tree Retention and Removal Plan
- SCS-ALA-XX-XX-DR-L-0016 S2 Rev.P02 - Planting Plan
- SCS-DBS-01-XX-DR-A-1351 S4 Rev.P02 – Elevations - Proposed Block 1
- SCS-DBS-NB-XX-DR-A-1353 S4 Rev.P03 – Elevations – Proposed New Block
- SCS-DBS-ZZ-RF-DR-A-1210 S4 Rev.P02 – Proposed Roof Plan
- SCS-HSP-XX-XX-DR-C-2001 Rev.P02 – Drainage Layout
- SCS-CPW-ZZ-XX-DR-E-9000 Rev.P03 – Proposed External Lighting and Security Layout
- AFP-STCS-SK02 Rev.P01 – Indicative Water Supplies

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

Pre-commencement – Surface Water Drainage

3. No development shall take place until a surface water drainage scheme for the development, based on sustainable drainage principles, has been submitted to, and approved in writing by, the County Planning Authority. The drainage scheme should demonstrate that surface water run-off generated up to and including the 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall include details of the maintenance and management of the system after completion. The scheme shall be implemented in accordance with the approved details prior to the development being completed.

Reason: To prevent increased risk of flooding, both on and off site.

Contaminated Land

4. In the event that contamination is found at any time when carrying out the approved development it must be reported in writing immediately to the County Planning Authority.

An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval, in writing, of the County Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval of the County Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out.

Highways and Access

5. Prior to any construction traffic entering the site the temporary vehicular access to the site off Wallis Avenue/Southland Drive shall be provided in accordance with a specification agreed by the Highway Authority and be available for use.*
6. Within seven days of the completion of the building operations and prior to the new building being brought into use the temporary access onto Wallis Avenue/Southland Drive shall be permanently closed in accordance with details to be agreed in writing with the County Planning Authority.

**See Informative for more information*

Reasons: To ensure that the temporary access to be created off Wallis Avenue/Southland Drive is suitable and safe for access and egress from the site in the interests of highway safety and to ensure this is close when no longer required so as to reduce to a minimum, the number of individual access points to the highway.

Construction Phase hours of working, dust and noise controls

7. With the exception of internal building works such as plastering, decorating, floor covering, fitting of plumbing and electrics and the installation of internal fixtures and fittings, unless minor variations are otherwise agreed in writing with the County Planning Authority, all vehicle movements and the operation of plant and machinery during the construction/building phase shall only be carried out between 08:00 and 18:00 hours Monday to Friday and between 08:00 and 13:00

hours Saturdays. No such operations or activities shall take place on Sunday, Bank or Public Holidays

8. The dust mitigation measures detailed in the approved air quality impact assessment report (ref: AQA-22154B-20-303, IDOM, dated September 2020) shall be implemented at all times during the construction phase of the development.
9. External stationary mechanical plant and equipment shall only be installed at the development in a manner that complies with the sound level criteria contained within Table 4 of the approved noise survey report (SBE ref. 04-20-82920 AC 1v1, Stroma Built Environment, dated 11/09/2020).

Reason: To protect the amenities of local residents and to safeguard the surrounding environment.

Landscaping & Lighting

10. In the first available planting season following the completion of the construction of the development hereby permitted, soft landscape planting and fencing shall be carried in accordance with the details as shown on Drawing Nos. SCS-ALA-XX-XX-DR-L-0016 S2 Rev.P02 –Planting Plan and SCS-ALA-XX-XX-DR-L-0008 S2 Rev.P02 – Fencing Arrangement.
11. All trees and shrubs not scheduled for removal and which are to be retained as part of the development (as shown on Drawing No. SCS-ALA-XX-XX-DR-L-0015 S2 Rev. P02 – Tree Retention and Removal Plan) shall be protected during the construction works in accordance with the recommendations of BS5387 'Trees in relation to design, demolition and construction – recommendations'. All protection fencing, barriers and measures implemented to protect trees and shrubs shall be maintained during the course of the construction works on site and be removed following their completion.
12. Notwithstanding the details shown on Drawing No. SCS-CPW-ZZ-XX-DR-E-9000 Rev.P03– Proposed External Lighting and Security Layout, prior to the school hereby permitted being brought into use full details of the security lighting and CCTV to be installed within the site shall be submitted to and approved in writing by the County Planning Authority. The lighting and CCTV shall thereafter be implemented in accordance with the approved details.

Reasons: To minimise the impact of the development on the local landscape in the interests of visual amenity.

Ecology

13. No soil stripping or vegetation clearance works shall be undertaken between March and September inclusive unless otherwise agreed 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 an appropriately qualified ecologist and if appropriate, an exclusion zone set up. No work shall be undertaken within the exclusion zone until birds and any dependent young have vacated the area.

14. Prior to the school hereby permitted being first brought into use details of the design and proposed locations for bird and bat boxes to be erected within the site shall be submitted and be approved in writing by the County Planning Authority. The bird and bat boxes shall be installed in accordance with the approved details within 12 months of receipt of the written approval of the County Planning Authority and thereafter maintained.

Reasons: In the interests of safeguarding nesting birds and to secure net biodiversity gain as part of the development.

Reinstatement of Playing Field

15. On completion of the building operations and works hereby permitted, the playing field shall be reinstated in accordance with a scheme that has first been submitted to and approved in writing by the County Planning Authority (in consultation with Sport England).

Reason: To ensure the playing field is reinstated following completion of the development.

Community Use Agreement

16. Prior to the school hereby permitted being first brought into use, a Community Use Agreement which would extend access and use of the sports and specialist facilities (e.g. hydrotherapy pool, sensory and physiotherapy rooms) shall be submitted for the approval of the County Planning Authority). The agreement shall include details of the hours of use; means of access to the facilities and car park by non-school users; pricing policy; management responsibilities; and a mechanism for review of the Community Use Agreement. Following the written approval of the County Planning Authority the Use Agreement shall thereafter be implemented in full unless varied by the parties to the agreement.

Reason: To secure access and wider beneficial use of the specialist therapy and treatment facilities to other healthcare providers, specialists and charities as requested by Sport England.

Electric Vehicle Charge Points and Travel Plan

17. Prior to the occupation of the school hereby permitted details of a scheme for the provision of a minimum of four electric vehicle recharge points shall be submitted to and approved in writing by the County Planning Authority. The approved scheme shall be implemented and maintained thereafter.

18. Notwithstanding the details contained in the Framework Travel Plan (reference: C3276) within 12 months of the new block hereby permitted being occupied an updated and revised Travel Plan shall be submitted for the written approval of the County Planning Authority*. Thereafter an annual review of the approved Travel Plan shall be undertaken and the results of this review shall be made available to the County Planning Authority upon request. The school shall ensure that the objectives and initiatives to promote and support sustainable travel are fulfilled in accordance with the Travel Plan.

** See Informative for more information*

Reasons: To secure further details of the electric vehicle charging points proposed as part of the development and to support and ensure that appropriate measures are taken so as to encourage staff and pupils to use more sustainable modes of transport.

Informatives

Attention is drawn to:

- (i) Access Improvements – the permitted development requires the formation of new/temporary vehicular accesses off Wallis Avenue/Southland Drive. These works will require approval from the Highway Authority in accordance with Section 184 of the Highways Act. The works should be constructed in accordance with the Authority's specification that is current at the time of construction. Relocation of existing apparatus, underground services or street furniture will be the responsibility of the applicant, prior to application. For application guidance, approval and specification details, please visit <https://www.lincolnshire.gov.uk/licences-permits/apply-dropped-kerb> or contact vehiclecrossings@lincolnshire.gov.uk

In accordance with Section 59 of the Highways Act 1980, please be considerate of causing damage to the existing highway during construction and implement mitigation measures as necessary. Should extraordinary expenses be incurred by the Highway Authority in maintaining the highway by reason of damage caused by construction traffic, the Highway Authority may seek to recover these expenses from the developer.

Please contact the Lincolnshire County Council Streetworks and Permitting Team on 01522 782070 to discuss any proposed statutory utility connections and any other works which will be required within the public highway in association with the development permitted under this Consent. This will enable Lincolnshire County Council to assist in the coordination and timings of these works.

- (ii) Travel Plan – refer to the response from Lincolnshire County Council's Transport Planning Team dated 17 May 2021 for further advice and recommendations regarding the revisions to be made to the Travel Plan.
- (iii) 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 during consideration of the application and processing 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

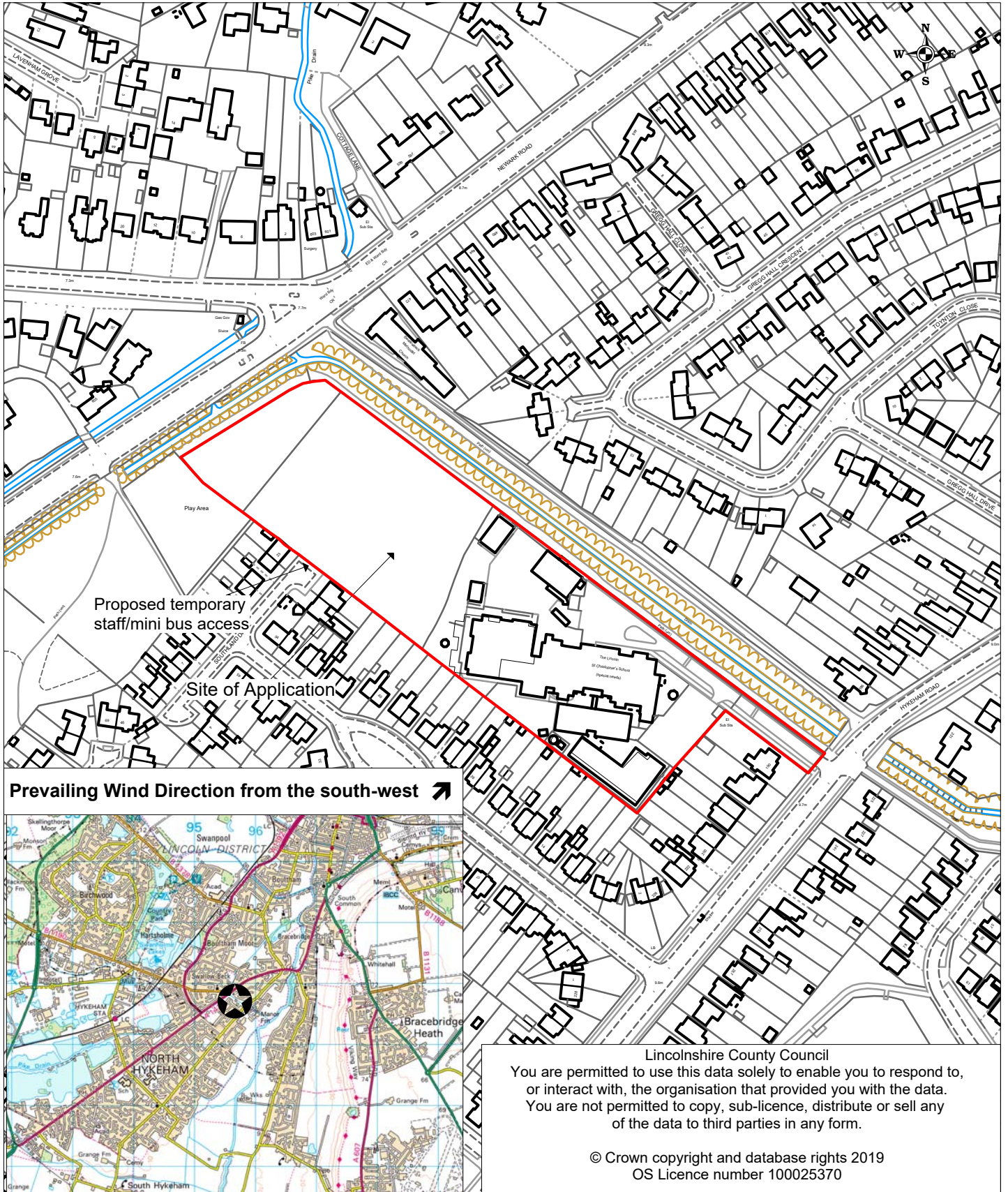
Background Papers

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 2021/0379/CCC	Lincolnshire County Council's website https://lincolnshire.planning-register.co.uk/
National Planning Policy Framework (2019)	The Government's website www.gov.uk
Central Lincolnshire Local Plan (2017)	City of Lincoln Council's website www.lincoln.gov.uk

This report was written by Marc Willis, who can be contacted on 01522 782070 or dev_planningsupport@lincolnshire.gov.uk

LINCOLNSHIRE COUNTY COUNCIL Appendix A
 PLANNING AND REGULATION COMMITTEE 5 JULY 2021



Location:

St Christopher's School
 Hykeham Road
 Lincoln

Application No: 2021/0379/CCC

Scale: 1:2500

Description:

For the demolition of existing buildings and to construct a new block comprising; eight new classrooms, sports hall, food tech, office, admin and staff spaces