

Public response not included in original agenda pack

Kieron Manning
Planning Manager
City of Lincoln Council
City Hall
Beaumont Fee
Lincoln, LN1 1DF

17 May 2019

Dear Mr Manning

RE: Planning Application for the Western Growth Corridor 2019/0294/RG3

I wish to formally object to the above-named planning application as it appears to contravene numerous areas of the **National Planning Policy Framework (NPPF) 2019**, and is seemingly not compliant with associated **EU Directives**, certain areas of the **TCPA legislation**, particularly on environmental protection and conservation, and other pertinent planning policies. Furthermore, several of the documents provided as supporting evidence to the planning application are out date thereby do not adequately adhere to current planning legislation nor the **Central Lincolnshire Local Plan 2017**. Remarkably, the modified planning application submission has not taken into account expert advice nor undertaken further essential surveys as previously requested by several Statutory Consultees to earlier variations of the same planning application. This is potentially unlawful given that certain aspects of the site will be explicitly affected by the updated modifications contained within the current planning application.

It should also be noted by the planning department that access to the planning application documentation appears intentionally unwieldy thereby making it extremely difficult for non-technical planning experts to grasp the extent and the implications of the development. This has systematically prevented the opportunity for full public participation in the planning determination process as defined across a whole host of UK/EU planning legislation. The City of Lincoln Council Planning Portal has not been available on many occasions during recent weeks and the 175 supporting documents accompanying the application are extremely difficult to navigate once access to the portal has been obtained. The length of time to access, read, understand and assess each document is vastly time-consuming thus unfair for any layperson to form a reasoned opinion/and or objection.

There has been no open and comprehensive consultation with the public regarding this current modified major planning application, and for all previous incarnations of the same planning application public consultations were at best patchy, largely inaccessible, and bias

seemed to be rife as the officers and supposed impartial mediators (Open Plan Consultants) were witnessed on several occasions 'shutting down' queries, and blatantly interrupting when genuine concerns were being raised by those citizens who were able to attend. It is noteworthy that only selected properties within certain areas of the city were made aware of the public consultations and the main method of notification was via small A5 largely illegible, vague and inaccessible leaflet. Consequently, this irrefutably means that not all of the potentially affected citizenry, workforce, students and visitors of Lincoln were aware of or indeed informed of the planning proposals, and in particular, this current variation of the planning application. The **NPPF** and the **TCPA** makes it clear that access to planning proposals, especially for any major developments, should be open and transparent, and widely advertised to enable up-to-date contributions by the public to be considered as part of the planning determination process.

Whilst there is absolutely no intention to cast any doubt upon nor question the professionalism of the City of Lincoln Council Planning Department with regard to determining this planning application, there are however grave concerns that the City of Lincoln Council part own the land intended for this major development in conjunction with the identified other owners/developers i.e. the Lindum Construction Group, and that the City of Lincoln Councillors, who hold the voting majority, will be making the final decision on this application. In raising this matter through recent correspondence with the Ministry for Housing, Communities and Local Government (MHCLG), their own PCU have advised that:

"Regulation 64 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (EIA regs) stipulate that local authorities are required to perform their duties 'in an objective manner and so as not to find themselves in a situation giving rise to a conflict of interest'. If therefore, a local authority is responsible for determining its own proposals, it must make arrangements to ensure there is a functional separation of duties such as no conflict of interest arises". (Extracted from direct email correspondence with MHCLG, May 2019)

Thereby in this instance no information can be found regarding the proposed decision making of this application as per **regulation 10 of the Town and Country Planning General Regulations 1992**. Additionally, given the extensive and positive public campaigning by a number of councillors and some officers for this development, there are also uncertainties as per pre-disposition conduct under the **Section 25 of the Localism Act 2011**; again there appears to be no mention of this possible conflict of interest issue within the planning application documentation.

In relation to material considerations of the modified planning application, the proposed development contravenes several chapters of the NPPF, namely: **Chapter 6. Building a strong, competitive economy**, **Chapter 7. Ensuring the vitality of town centres**, **Chapter 8. Promoting healthy and safe communities, especially open space and recreation options**, **Chapter 9. Promoting sustainable transport**, **Chapter 11. Making effective use of land**.

Chapter 12. Achieving well-designed places. The application fails to adequately consider, adapt, diversify and/or be creative with the existing brownfield sites, empty properties (both retail and residential), under-occupancy issues, lack of leisure provision, green spaces/recreational opportunities, places for wildlife, greener/alternative transport provision, climate change impacts, etc., within the current city boundary.

Due to the stated loss of natural flood management, permeable landmass and most versatile agricultural land due to the vast increase of hardstanding areas to be created in constructing to 3,200 dwellings, numerous industrial/commercial units, attendant new road infrastructure, bridge works and so forth upon what is essentially designated greenbelt and irreplaceable habitats, there are serious concerns with regard to potential flooding through rainfall runoff/fluvial events and loss of sustainable, fertile land use adaptations needed for future generations given the unequivocal impact of impending climate change. This is in contravention of the **NPPF Chapters 13-16**, and the application lacks appropriate full consideration of flood risk assessments given the **2018 Intergovernmental Panel on Climate Change (IPCC) report** and earlier reports from the **IPCC Working Group on Climate Change and Land**, specifically, the **Sixth Assessment Report (AR6) Products Outline of the Special Report on climate change, desertification, land degradation, sustainable land management, food security, and greenhouse gas fluxes in terrestrial ecosystems 2017**.

In addition, specific objections are made with regard to the out of date Environmental Impact Assessment Scoping Study dated May 2016 that is supposedly a supporting document for the application. There appears to be no full and current EIA conducted or included with the planning application documentation, and therefore it seems that the **amended EIA regulations which came into force in April 2017** (and October 2018 for industrial sites) have not been considered. More importantly, a number of the supporting documents from Statutory Consultees appended to the **out of date Scoping Study** unambiguously advise the applicant to conduct further survey work to take account of the unique historic, archaeological, cultural and ecological assets within and adjacent to the proposed site of development. These have not been undertaken and no reasoning as to why the Statutory Consultees advice has been ignored. The overall environmental aspects which are likely to be affected by the development and where available, those resulting from expected residues, emissions and the production of waste and the use of natural resources, have not been adequately described, assessed or identified for appropriate protection and/or mitigation.

The new EIA Regulations require an Environmental Statement should include:

"a description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects." (EIA Regs, 2017).

These requirements appear not to have been included therefore, arguably this planning application is in contravention of the **NPPF Chapters 13-16**, and also the **TCPA EIA regulations 2017 and 2018**, particularly in relation to the **EU Directives** on careful evaluation of environmental considerations and impacts, and other related UK planning policies.

Changes to the EIA regulations were precisely aimed at ensuring all EIA's meet quality screening standards and encouraging engagement via public participation such as consulting with local history, wildlife, environmental, ecological, recreation groups et al. In the relation to the out of date EIA Scoping Study provided in support of this planning application these issues have not been sufficiently acknowledged or included. Additionally, there is scant reference and specialist knowledge of **Section 41 of the Natural Environment and Rural Communities Act 2006 (NERC)**, the **EU Habitat's Directive**, the **Conservation of Habitat and Species Regulations 2017** amongst other pertinent legislation relevant to green infrastructure protection and conservation, and there is no mention of the need for explicit Nature Recovery Networks given the location and biodiversity of the proposed development site.

The overall paucity of the ecological survey contained within the out of date Scoping Study is contemptable; for instance, it seems to have consciously not considered a number of key migrant species that utilise the long established natural areas nor any reference to important overwintering and year round roosting, feeding and nesting sites for a number of the protected species known to be prevalent within the site and/or use the site specifically for survival and recovery from nearby designated natural sites i.e. **Hartsholme Park** and **Swanholme Lakes**. The utmost importance of the proposed development site as an existing and unique greenbelt area encompassing vital wildlife corridors is woefully ignored. Ditto the now nearer proximity of the proposed modified industrial/commercial development to the **Boultham Mere Nature Reserve**, and the unmitigable negative impacts that will undoubtedly occur if the application is approved. More importantly, the application does not currently demonstrate or detail any adequate long-term future proofing considerations, viable mitigation measures nor robust monitoring schedules for the entire proposed development or recognise any adverse effects on neighbouring/interlinked natural green spaces or nearby communities.

There appears to be no adherence to the guidance for conducting a tree survey and an ecological survey given the extent of the veteran trees within and immediately adjacent to the development site. A tree survey should have been conducted in accordance with guidance in **British Standard BS 5837 'Trees in relation to demolition, design and development'** and the ecological surveys should follow guidance approved by

the **Chartered Institute of Ecology and Environmental Management (CIEEM)**, these surveys should also encompass buffer zone aspects. It is noteworthy that the Tree Preservation Order (TPO) list has not been included within the planning application documentation. These specific issues are also material considerations under the **NPPF** and **TCPA** guidance.

Even a cursory glance through the modified planning application quickly exposes the sheer lack of the applicant's understanding and/or effective consideration of the **NPPF's Chapter 15 (Conserving and enhancing the natural environment)**. Given the importance of the entire site in terms of its unmistakable cultural heritage status, historic and recreational significance, established biodiversity, carbon capture capacity, and crucially, how vital the whole area will become in terms of offering resilience opportunities to the City of Lincoln population and habitat for endangered/at risk natural species as imminent climate change advances, it is extremely perturbing to witness the naivety of the applicant in proposing such a unsustainable, large-scale development on the site's irreplaceable environment.

In conclusion and in addition to all of the above points, I concur with and support all other formal objections to this planning application, especially those proposed by the statutory consultees, and by any local residents, groups, environmental organisations, etc., in relation to increased traffic congestion, road safety issues, air, water and land pollution, noise, visual impact on the landscape, annihilation of any natural habitat, decimation of biodiversity, destruction of historical and cultural features, wildlife corridors, loss of flood plain, arable land, lack of access to adequate service provisions, loss of long-established recreational space amongst numerous other issues as raised in each and every objection.

I also request to make personal representation of my objections at the planning committee decision-making meeting for this application, and in the meantime, to be kept fully informed of any further amendments/additions to the planning application as the formal assessment/determination process progresses within the City of Lincoln Council Planning Department.

Yours sincerely


F Kiplew - MSc (Distinction) Environmental Management for Conservation and Recreation

All correspondence in writing to:
C/o School of Social and Political Sciences
BH3213, Bridge House
University of Lincoln
Campus Way
Lincoln
LN6 7TS

Comments received following publication of the committee Report

Customer Details

Name: Miss Tracy Robinson

Address: 13 shropshire road Scampton Scampton, Lincoln

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Having got to know this area well in the past 2 years, I strongly object to this proposal. Vital habitat for endangered and red list species will be destroyed. This is not something which can just be replaced or moved, it takes years for suitable habitats to be established. Has the environmental study taken into account the impact this will have on protected species such as water vole living there? We all agree on the importance of nature and having a wild nature area is a real asset to the city, both for the mental and physical well-being of the inhabitants but also for the environment.

The traffic entering this area of Lincoln is already heavy and slow moving and it is not unknown to be queued from Tritton road all the way to the bypass along Skellingthorpe Road. There is nothing in the plans which will alleviate this, all it will do is add to the traffic and the resulting air pollution. Finally, this area is currently a flood plain and areas of the proposed development are under water in a normal season, and there is significant flooding during periods of heavy rain. Where is this water supposed to go? The plans have been drawn up by people looking at a piece of paper with a map on, not by people who have spent time on the land through the different seasons. It is very

short sighted of planners to propose this development, and there are more appropriate places around the new bypass for extra housing to be built, if needed at all.



ClrK Clarke <ClrK.Clarke@lincolnshire.gov.uk>
To: Technical Team (City of Lincoln Council)
Cc: Gary Hewson; Liz.bushell@mail.com; Watt, Calum (City of Lincoln Council)

[Reply](#) [Reply All](#) [Forward](#) [...](#)

Sat 18/12/2021 11:04

Kelly Bray

You forwarded this message on 20/12/2021 10:04.

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Morning


Thank you for information on the development, the only comment would like to make is supportive of Lincolnshire Highways comments on the issue



Thanks again

County Councillor K.Clarke



NICK STARK <dancingshaman@mac.com>
To: Technical Team (City of Lincoln Council)

 We removed extra line breaks from this message.

 Reply  Reply All  Forward 

Mon 20/12/2021 10:0

WARNING: This email originated from outside of the organisation. Do not click links, open attachments or reply unless you are confident that the content is safe and do not share inappropriately.

Dear Development Team,

Thanks for sending this.

Sheer and absolute madness building on a floodplain... as we will all discover within less than 10 years.

Nick Stark

34 Grosvenor Road

Lincoln LN6 0XT

Dear Councillor Calum Watt,

I am writing to express and record my concerns on the proposed development of land regarding Western Growth Corridor.

It is a risky development in a flood risk area, potentially raising the flood risk to central Lincoln and Lincolns existing, extensive low lying housing.

The publicity has talked up a through road which would need a Rail bridge at Tritton Road. That is not funded or even authorised by the Railway Authorities.

In the unlikely event that the through road were to happen, is not planned to happen for many years and would be bus priority with bus gates.

Proper alternatives have not been planned to ease the additional road congestion, which will affect much of Lincoln.

Birchwood Avenue / Doddington Road gets a traffic light and residents will be asked to go the long way round. Dixon Street/High Street gets 'no right turn',

leading to additional traffic across Boultham and on Rookery Lane, High Street and surrounding roads.

Lincolnshire County Council the Local Highways Authority object to the scheme because they understand the traffic issues that will follow as a result.

Yours Sincerely,

David Beckers

Western Growth Corridor - Planning Committee on 12th January 2022, The Engine Shed, Uni. of Lincoln.



ROGER REYNOLDS
To: Technical Team (City of Lincoln Council)

↩ Reply

↩ Reply All

→ Forward



Fri 31/12/2021 22:01

WARNING: This email originated from outside of the organisation. Do not click links, open attachments or reply unless you are confident that the content is safe and do not share inappropriately.

It's 21.40 on the last day of 2021 and I have spent a good chunk of the evening thinking of the above-mentioned. I have spent many many hours over the last many many years writing and attending numerous meetings regarding this development and can't believe even now you are considering passing this application.

It fills me with dread and great concern as to the forthcoming months of the new year if this application is passed.

You are subjecting the residents of the area, those who travel through the area and those who will ultimately come to live here to the most miserable of lives.

Looking down from Skellingthorpe Road towards the land you are proposing to build on (A FLOOD PLAIN for goodness sake), it already has swathes of land with water lying and we haven't had that much rain lately.

The road structure struggles to cope with the volume of traffic as it is besides snarling it up with construction and future residents cars.

But you've heard all this from us who live around here so many times before and it makes not one jot of difference.

You've reached the governments quota for house building, and still you charge on.

I ask most earnestly to have a change of heart and consider not what is best for Lincoln City Council and Lindum Construction but what is best for the residents and users of the area.

Sincerely,

Jill Reynolds.

Western Growth Corridor Submission

Flooding:-

Councillors should not be lulled into thinking that this issue is resolved and should refer to Lincolnshire County Council's letter of 18th November 2020. Only after some considerable pressure was applied on the Environment Agency during the LASPJAC era did they agree to some limited housing provision. All of these outstanding matters in the LCC letter need to be fully resolved and any conditions rigorously applied before any decision is made.

Skellingthorpe is directly affected by what happens on this site and is also due to grow by over 600 dwellings thus putting further pressure on drainage systems.

Transport & Other Issues:

Whilst appreciating this is a vast and complex project; we will try and restrict our comments to the impacts and concerns affecting our constituents.

We urge members to consider *very SERIOUSLY* the legacy they will be voting upon and the future they will be leaving for our children & grandchildren?

Those of you with any knowledge of the current difficulties on the A46 and Skellingthorpe cannot fail to understand the existing difficulties in play without further development on the WGC. Indeed, this was well understood within previous proposals going back to the 1990's that took account of these problems and put in place suggestions to resolve them but sadly like other proposals for this site (park & ride, greenways etc) these have now gone presumably due to financial return difficulties on this development.

How can National Highways make a statement regarding the requirement for traffic movements not to be restricted on the roundabout but then effectively "look the other way" with regard to the provision of pedestrian crossings when the only true safety solution is a pedestrian underpass. Has anyone from National Highways looked at the reality of the A46 & not from a laptop? No mention is made of the enormous HGV movements that are needed to raise the levels above the flood plain that will seriously impact on Birchwood and Skellingthorpe Road residents!

Far worse still is there any person who believes the placing of a pedestrian crossing on a 70mph dual carriageway near a roundabout plus another on a 60mph single carriageway nearing the same roundabout seriously believe there is not a fundamental safety issue with such a preposterous proposal. How can any Councillor who shows any sort of safety concern for all of our residents vote for such an inherently unsafe scheme?

We have no doubt that arguments will prevail that there has been little objection from those who claim some knowledge for these matters. However, can we remind the decision

makers that the ultimate responsibility lies with them and them alone. The people putting forward such ludicrous suggestions will be long gone once the problems arise.

The congestion on Skellingthorpe Road will be unbelievable. It is already established that no mitigation is possible on this road and yet all the traffic to and from the WGC (at least in the initial stages) will have to use this single access. This frankly is ludicrous.

How many motorists exiting from the WGC will follow the rather quaint view that in order to travel into the City they will travel in the opposite direction via Birchwood Ave, Doddington Road, and then Tritton Road. Motorists will inevitably take the shortest route causing further chaos on Skellingthorpe Road. In any case Doddington Road is just as bad and will just add further to the traffic chaos already taking place.

How does proposing all this extra traffic movement over a greater area concord with the current thinking on climate change in particular reducing individuals carbon footprints or has this been conveniently put to one side?

Will a road across the site ever be delivered or is this just a scheme to effectively build a large cul-de-sac exiting solely onto Skellingthorpe Road and then walk away leaving the rest of us the cost via our council tax of picking up the pieces?

We acknowledge the consultants report on these matters but we ask was it ever likely they were going to submit proposals to mitigate all of the traffic problems if these were ever going to include fundamental disagreement to the scheme or of such a nature that would lead to financial implications as to the viability of the site?

The main thrust of the plan focuses on traffic movements Eastwards not Westward. The First 300+ houses are nowhere near Tritton Road! Neither is there any recognition of the impact of 600 odd houses proposed for Skellingthorpe itself.

Additionally - the no right turn at Dixon St and the effect it will have on existing congestion on the Rookery Lane area and the further devastating effect on the businesses at the bottom end of the High Street who already believe they are the forgotten ones by the Council.

All these fundamental issues need to be addressed fully, taking into account residents views and acting upon them before any decisions are concluded on this critical issue.

Finally we note that our own Local Authority (NKDC) has also raised it's concerns about the proposal:

“It is evident upon reviewing technical and specialist comments.....the Council must therefore conclude that at this stage the proposals fail to accord with policies LP3. LP28.LP30 of the CLLP in this respect”.

“Whilst the Council notes the positive response from the Environmental Agency it is evident that further assessment is required.....the Council therefore concludes that at this stage the proposals fail to accord satisfactorily with policies LP14, LP30, of the CLLP in this respect”.

Finally thank you for allowing us to submit this response regarding the WGC. We would ask that Councillors take account of the points raised and vote to oppose this application in its current form.

Cllr. Chris Goldson

Cllr. Richard Johnston

NKDC Skellingthorpe Ward.

Comments for Planning Application 2019/0294/RG3

Application Summary

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-
In Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking extensive areas of open space a leisure village establishment/ Takeaway as Sui Generis uses), employment (E) uses and parking; a primary school; up to 8HA of land (including key infrastructure) for up to 40,000sq.m of E and B2 development; up to 12ha of land (including key infrastructure) for sport, recreation and leisure (E and F.1 and F.2), a hotel (C1) food and drink outlets (E and Sui Generis) and a new community stadium for Lincoln City Football Club; Areas of formal and informal public openspace; a network of public footpaths and cycleways associated engineering works to inform development platform and drainage system; new transport bridge link over to Beevor Street, and a new public footpath bridge over to Tritton Road.
In Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Case Officer: Simon Cousins

Customer Details

Name: Mr Paul Lauter

Address: 11 Clive Avenue, Lincoln, Lincolnshire LN6 7UJ

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I strongly object to this proposal. This area is an important green space to the people of Lincoln and to wildlife. This land provides an easily accessible, very natural landscape for Lincoln residents to enjoy walking or running through. It is an important green space and has provided refuge to many during these Covid times. Access to areas like this are is very important to peoples physical and mental health and this area needs to be preserved for this use.

The area is also important to wildlife, providing a home to a wide variety of species including the endangered and red-listed water vole. Not only will this development force out the wildlife from this area it also puts considerable pressure on Boultham Mere Nature Reserve by allowing the surrounding areas to become built up in this way.

The traffic impact has not been properly considered. Traffic already regularly backs up to the bypass on Skellingthorpe road. An extra 3500 homes will add at least 5000 cars to the roads in the area.

Putting the football stadium in this area will also significantly increase congestion on Carholme Road, Tritton Road and Skellingthorpe Road on match days. It would make much more sense to build the stadium adjacent to one of the bypass roundabouts and provide a bus link from the bus station on match days.

This area floods every year. As the weather becomes more extreme and flooding events happen more regularly the idea of building on flood land like this is extremely short-sighted. The idea that flood water will just be re-directed to other areas verges on incompetence. The environment agency is already having to increase the height of the flood defences on the river Witham to try to protect properties in the Boultham area even with the Swanpool area being allowed to flood each year.

DRAFT List of Proposed Planning Conditions

Full Application

Standard Conditions

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: As required by Section 91 of the Town and Country Planning Act 1990.

2. With the exception of the detailed matters referred to by the conditions of this consent, the development hereby approved shall be carried out in accordance with the drawings listed within Table A below. The works shall be carried out in accordance with the details shown on the approved plans and in any other approved documents forming part of the application.

Reason: To ensure the development proceeds in accordance with the approved plans.

Conditions to be discharged before the commencement of works

3. No development shall take place on Phase 1A 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 Local 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).

This must be conducted in accordance with the Environment Agency's 'Land Contamination: Risk Management (LCRM) Guidance' (available on www.gov.uk)

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 Local 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 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.

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

- a. The Construction Management Plan and Method Statement shall include;
 - i. phasing of the development to include access construction;
 - ii. the parking of vehicles of site operatives and visitors;
 - iii. loading and unloading of plant and materials;
 - iv. storage of plant and materials used in constructing the development;
 - v. wheel washing facilities;
 - vi. the routes of construction traffic to and from the site including any off site routes for the disposal of excavated material and;
 - vii. strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (permanent or temporary) connect to an outfall (temporary or permanent) during construction.
- b. The Construction Management Plan and Method Statement shall be strictly adhered to throughout the construction period.

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

7. No development shall be commenced on any part of the site granted full permission until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the local planning authority. The development of any part of the site shall thereafter be constructed in accordance with the approved details and prior to final occupation within each phase

Reason: In the interests of highway safety to ensure satisfactory appearance to the highways infrastructure serving the development and to safeguard the visual amenities of the locality and users of the highway

8. A Construction Management Plan (CEMP) incorporating a Construction Ecological Management Plan (EcoCEMP) shall be submitted to and approved by the LPA, prior to works commencing on the Phase 1A infrastructure works granted full planning permission and set out on approved plan LWGC-AEC-XX-XX-DR-CE-00151 - P6 - Skellingthorpe Road Access General Arrangement. Implementation in accordance with approved details. Reason. To protect the ecological impacts of the development during the construction phase.

9. Prior to commencement of Phase 1B, a site specific Construction Management Plan (CEMP) incorporating a Construction Ecological Management Plan (EcoCEMP) shall be submitted to and approved by the LPA. Implementation in accordance with approved details. The development shall be carried out in accordance with the approved plans. Reason. To protect the ecological impacts of the development during the construction phase.

Conditions to be discharged before use is implemented

10. Prior to the occupation of the 301st dwelling the vehicular bridge accessing Tritton Road shall be completed in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.
Reason. In the interests of mitigating the impact of the development on the adjoining highway network.

Conditions to be adhered to at all times

11. 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 Local 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 Local 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 Local 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.

Outline Application

Standard Conditions

12. No development shall commence on site other than those works which are hereby granted full planning permission, until details of: Access; Appearance; Landscape; Layout; Scale (hereinafter referred to as the reserved matters) has been submitted to and approved in writing by the Local Planning Authority. The development shall be

carried out in accordance with the approved details.

Reason. Imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

13. The first application for the approval of reserved matters shall be made to the Local Planning Authority no later than 3 years from the date of this permission.

Reason Imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

14. Application(s) for approval of all the reserved matters for the development hereby permitted shall be made to the local planning authority before the expiration of 20years from the date of this permission.

Reason Imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

15. The development hereby permitted in outline must begin within 5 years of the date of this permission or 2 years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: Imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

16. With the exception of the detailed matters referred to by the conditions of this consent, the development hereby approved in outline shall be carried out in accordance with the drawings listed in Table B below. The works shall be carried out in accordance with the details shown on the approved plans and in any other approved documents forming part of the application.

Reason: To ensure the development proceeds in accordance with the approved plans

17. The development hereby permitted shall be carried out in accordance with the Design Guide reference HG1264-50A dated April 2019.

Each reserved matters application for a phase or sub-phase (including a building) of the outline element of the development, shall be accompanied by a compliance statement explaining how that phase, or sub-phase (including a building) accords with the approved Design Guide and Parameter Plans.

Reason. To ensure the development proceeds in accordance with the approved plans

18. The development shall be brought forward in accordance with the indicative Phasing Plans HG1264 45C (Phase 1), HG1264 46C (Phase 2), HG1264 47C (Phases 3 and 4) and Phasing Plan Accommodation Schedule HG1264 48B.

Reason. To ensure the development proceeds in accordance with the approved plans

19. The development shall be carried out in accordance with the submitted Flood Risk Assessment (produced by AECOM Ltd, ref 60472603, dated March 2019) and the following mitigation measures details:

The development platform level shall be set no lower than 4.7m above Ordnance Datum (AOD).

Compensatory storage (wetland areas) shall be provided

These mitigation measures shall be fully implemented in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development
Reason. In accordance with LP14 of the Central Lincolnshire Local Plan

20. Application(s) for reserved matters for any phase or sub phase (including a building) of the outline element of the development shall include an up to date (meaning no more than 2 years old) Preliminary Ecological Appraisal and any further necessary habitat or species surveys as recommended by the appraisal. Works shall be carried out in accordance with the approved details contained within.

Reason. In accordance with the NPPF chapter 15.

21. Application(s) for reserved matters for any phase or sub phase (including a building) of the outline element of the development shall include a Written Scheme of Investigation for the application area to assess the impact of the specific proposals upon archaeological remains that may be present. This will inform any further conditions that may be required for each reserved matters application

Reason. To ensure development proceeds in accordance with the requirements of NPPF paragraph 194

Conditions to be discharged before the commencement of works

22. Application(s) for reserved matters for any phase or sub phase shall include a Construction Management Plan (CEMP) incorporating a Construction Ecological Management Plan (EcoCEMP) to be approved by the LPA. Implementation in accordance with approved details.

Reason. To protect the ecological impacts of the development during the construction phase.

23. Prior to any development being brought forward at or below the agreed platform level of 4.7m AOD, a phasing strategy for the delivery of the platforms required to facilitate development to the required Finished Floor Levels shall be submitted to and approved by the LPA, and the development to be delivered in accordance with the approved strategy. For the avoidance of doubt, and subject to adherence to other relevant conditions, this condition not to impact upon development which has been demonstrated to be already at or above this level.

Reason In accordance with LP14 of the Central Lincolnshire Local Plan.

24. For each phase of development, no development shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:

A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site

A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.

The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved prior to occupation of any part of the site on a phase by phase basis and as set out in the phasing schedule .

Reason To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework; and to comply with Policies LP16 and LP30 of the Central Lincolnshire Local Plan, 2017.

25. The development hereby permitted shall not be commenced until such time as a Construction Environmental Management Plan including a Water Management Plan describing measures to prevent water pollution and physical impacts to water bodies during construction works has been submitted to, and approved in writing by, the local planning authority. The approved Plan shall be adhered to throughout the construction period.

Reason To prevent water pollution and physical impacts to water bodies during construction works

26. Application(s) for reserved matters for any phase or sub phase shall include details of a scheme for the provision of electric vehicle recharge points for each phase of development shall be submitted to the planning authority for approval. The approved scheme shall be implemented prior to the development first being brought into use and shall be maintained thereafter.

Reason: In order to encourage sustainable travel in accordance with the National Planning Policy Framework.

27. No development shall commence on any part of the site until a scheme of access to temporarily serve Pig Lane has been submitted to and approved by the Local Planning Authority and that approved scheme will be implemented in accordance with the details submitted.

Reason. To ensure the occupants of Pig Lane have continued access to their properties for the entirety of the construction of the development.

28. No development shall commence on the part of the site designated as phase 1b until the outstanding evaluation excavations specified in the Overarching Archaeological Strategy Report have been undertaken and reported on in an updated Archaeological Strategy Document

Reason. To ensure that a full understanding of the impacts of development is gained before development proceeds and any loss of heritage assets is recorded appropriately, as required by NPPF paragraph 205

29. No development shall take place with respect to the part of the site designated as phase 1b until the applicant/developer has secured the implementation of an appropriate programme of archaeological work, as detailed in the Archaeological Strategy, undertaken by a competent person/organisation, in accordance with a Written Scheme of Investigation

(WSI) which must be submitted to and approved by the City of Lincoln Council as Local Planning Authority.

This scheme must include:

1. Evidence that a contract has been entered into with an Archaeological Contractor to undertake all stages of work;
2. An assessment of significance and proposed mitigation strategy (i.e. preservation by record, preservation in situ or a mix of these elements);
3. A methodology and timetable of site investigation and recording;
4. Provision for site analysis;
5. Provision for publication and dissemination of analysis and records; and
6. Provision for archive deposition.

The works detailed above shall be undertaken only in full accordance with the approved Written Scheme of Investigation. No variation shall take place without the prior written consent of the Local Planning Authority. The applicant/developer shall notify the Local Planning Authority of the intention to commence all works at least 7 days before commencement.

Reason: In order to ensure the preparation and implementation of an appropriate scheme of archaeological mitigation and then to ensure satisfactory arrangements are made for the recording of possible archaeological remains. This condition is imposed in accordance with the requirements of Section 12 of the National Planning Policy Framework.

30. Notwithstanding the submitted approved Stadium Traffic Management Plan, prior to the submission of reserved matters application for the Community Stadium approved as part of this consent, a revised and updated Stadium Traffic Management Plan shall be submitted to and approved by the LPA. Development shall proceed in accordance with the approved plan.

Reason. In the interests of Highway Safety

31. No development shall commence on site, other than those works which are hereby granted full planning permission, until a Parking Plan which details the number of dwellings and associated parking spaces for each Phase, including how they will be delivered and enforced, is to be submitted and approved by the Local Planning Authority. The approved Parking Plan to be implemented prior to the occupation of the first dwelling within each phase. Throughout the build-out of the estate roads, the on-road parking is to be controlled by the Developer such that the agreed provision is not exceeded and on-road parking is controlled until such time as the highways are Adopted by the Highway Authority. Parking on private estate roads is to be controlled by the Developer or Management Company in accordance with the Approved Parking Plan.

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

32. No development shall be commence on any part of the site, other than those works which are hereby granted full planning permission, until details of the proposed arrangements for future management of the proposed streets within the development have been submitted to and approved by the local planning authority

Reason: To ensure that the future maintenance of the streets serving the development thereafter are secured and shall be maintained by the local highway authority under section 38 of the highways Act 1980 or via an established private management company.

33. No development shall be commenced on any part of the site, other than those works which are hereby granted full planning permission, until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the local planning authority. The development of any part of the site shall thereafter be constructed in accordance with the approved details and prior to final occupation within each phase

Reason: In the interests of highway safety to ensure satisfactory appearance to the highways infrastructure serving the development and to safeguard the visual amenities of the locality and users of the highway

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

- a. The Construction Management Plan and Method Statement shall include;
- i. phasing of the development to include access construction;
 - ii. the parking of vehicles of site operatives and visitors;
 - iii. loading and unloading of plant and materials;
 - iv. storage of plant and materials used in constructing the development;
 - v. wheel washing facilities;
 - vi. the routes of construction traffic to and from the site including any off site routes for the disposal of excavated material and;
 - vii. strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (permanent or temporary) connect to an outfall (temporary or permanent) during construction.
- b. The Construction Management Plan and Method Statement shall be strictly adhered to throughout the construction period.

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

35. Prior to the commencement of development on each phase which includes residential development an Estate Road Phasing and Completion Plan for that phase shall be submitted to and approved in writing by the Local Planning Authority. The Estate Road Phasing and Completion Plan shall set out how the construction of the development in that phase will be phased and the standards to which the estate roads on that phase will be completed during the construction period of the development. Development shall be carried out in accordance with the approved plan.

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

36. Prior to commencement of construction works at the A46 / Lincoln Road / B1378 Skellingthorpe Road Roundabout, a Construction Traffic Management Plan (CTMP) for the proposed development (including proposed mitigation schemes on the highway network) shall be submitted to and approved in writing by the Local Planning Authority in

consultation with National Highways. The approved plan shall be adhered to throughout the construction period.

Reason To ensure that the A46 / Lincoln Road / B1378 Skellingthorpe Road Roundabout continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10 (2) of the Highways Act 1980 by minimising disruption on the SRN resulting from traffic entering and emerging from the application site and in the interests of road safety.

Conditions to be discharged before use is implemented

37. Prior to the occupation of the 1st dwelling an updated site wide Travel Plan shall be submitted to and agreed by the LPA, with each residential parcel brought forward in accordance with the approved plan. The Travel Plan should include, but is not exhaustive to, consideration of the off-site sustainable improvement measures put forward by BSP in their assessment report, including detail and phasing of any approved works. The Travel Plan shall be updated every 5 years and shall be complied with.

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

38. Prior to the occupation of the 301st dwelling a phased scheme securing adequate access to national health service primary medical services to be delivered at Boultham Park, Birchwood and Portland medical practices (whichever are deemed necessary) including expansion and improvement thereof to meet the needs of patients resident in the development shall have been submitted to and approved in writing by the local planning authority. The approved scheme shall include a programme for its phased implementation specifying for each phase of the scheme a maximum number of dwellings authorised hereby which may be occupied until that phase of the scheme has been completed. The scheme shall be implemented and carried out as approved and the maximum number of dwellings stated in the approved scheme for each phase thereof shall not be exceeded unless the respective phase of the scheme shall have been completed.

Reason. In accordance with LP12 of the Central Lincolnshire Local Plan.

39. Prior to the occupation of the 151st dwellings a scheme securing enhanced bus connectivity between the development and Lincoln City Centre shall have been submitted to and approved in writing by the local planning authority. The approved scheme shall specify a maximum number of dwellings authorised hereby which may be occupied until the measures in the approved scheme have been fully implemented. The scheme shall be implemented and carried out as approved and the maximum number of dwellings stated in the approved scheme shall not be exceeded unless the measures in the approved scheme shall have been fully implemented.

Reason. In accordance with LP12 of the Central Lincolnshire Local Plan.

40. Prior to the occupation of the 601st dwelling a scheme securing the delivery of additional primary school capacity to meet the needs of pupils resident in the development shall have been submitted to and approved in writing by the local planning authority. The approved scheme shall include a programme for the provision of such capacity, including the timeframe for delivery, and it shall be implemented and carried out as approved.

Reason. In accordance with LP12 of the Central Lincolnshire Local Plan.

41. Prior to the occupation of the 601st dwelling authorised details of (i) utility services

connections; and (ii) a carriageway and pedestrian link have been constructed to the edge of the school site shown indicatively on the Masterplan to provide utility services and access to a new primary school in accordance with specifications first approved in writing by the local planning authority.

Reason. In accordance with LP12 of the Central Lincolnshire Local Plan.

42. No development shall take place in respect of the link road between Phase 1a and Phase 1b until full details of its alignment and design have been submitted to and approved by the local planning authority. Prior to the occupation of the 601st dwelling the approved details will have been implemented and the road constructed.

Reason. To ensure that the development complies with the approved Transport Assessment.

43. Prior to occupation of the 301st dwelling a Landscape and Ecological Masterplan (including a programme for any works and measures) shall be submitted to and approved by the LPA. All elements of Local Usable Greenspace and Strategic Playing Fields will be brought forward and carried out in accordance with the approved plan.

Reason. To ensure the areas are useable at the necessary phases of the scheme.

44. Prior to each phase of development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy for that phase and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan for that phase to demonstrate that the site remediation criteria have been met.

Reason To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the National Planning Policy Framework.

45. Prior to the occupation of the 1st dwelling, a Design and Specification for the provision of a new piece of play equipment for Hartsholme Park, shall be agreed in writing with the Local Planning Authority. The agreed play equipment shall be provided prior to the occupation of the 100th dwelling.

Reason. In accordance with the Local Plan Supplementary Planning Document.

46. Prior to the occupation of the 301st dwelling a scheme for Gypsy and Traveller provision, to ensure the equivalent of 5 pitches, is submitted to and approved by LPA. No more than 600 dwellings can be occupied until the site has been secured and implemented in accordance with the approved scheme.

Reason. In accordance with Local Plan Policy LP56.

47. Prior to the occupation of the 601st dwelling a scheme for the provision of bus priority measures through the site, to include a phasing strategy, specifics of operation and implementation strategy, shall be submitted to and approved in writing by the Local Planning Authority.

Reason. In accordance with LP13 of the Central Lincolnshire Local Plan.

48. Prior to the occupation of the 601st dwelling a management and maintenance strategy for the public open space accessed from the spine road forming the green corridor shall be approved in writing by the Local Planning Authority and shall be adhered to for the lifetime of the development. The strategy shall set out the approach to ensuring open space defined as being available for general public use shall remain accessible to the

public for the lifetime of the development.

Reason. In accordance with LP13 of the Central Lincolnshire Local Plan.

49. Prior to the occupation of the 1600th dwelling the design for the vehicular/pedestrian bridge over the railway to Beevor Street, shall be submitted to and approved in writing by the Local Planning Authority. The approved design shall be constructed and first brought into use by the occupation of 2200th unit or prior to development of Phase 4 being commenced whichever is the earlier.

Reason. In accordance with LP13 of the Central Lincolnshire Local Plan.

50. Prior to the occupation of the 301st dwelling submission of a leisure strategy (including a programme for any works and measures), as it pertains to Western Growth Corridor, shall be submitted to and agreed in writing with the Local Planning Authority. The scope of works shall be agreed in writing with the Local Planning Authority prior to the occupation of the 201st dwelling. The strategy shall be carried out and complied with.

Reason. To ensure consideration of the leisure village is carried out in accordance with LP30 of the Central Lincolnshire Local Plan.

51. Each Reserved Matters application shall be accompanied with an updated air quality assessment for approval by the local planning authority. The assessment shall take account of the most up to date guidance and assessment criteria relevant to the Phase of the development under consideration. The plan shall be carried out and complied with prior to the occupation of 50% of the dwellings in each respective phase.

Reason In accordance with LP26 of the Central Lincolnshire Local Plan

52. Prior to the occupation of the 601st dwelling a Mobility Hub Plan is to be submitted and approved by the Local Planning Authority. This will provide details of the location, size, function and timing of delivery for the Mobility Hub. Before any dwelling in any particular Phase is occupied, the elements of the Mobility Hub Plan required for that Phase will have been completed in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.

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

53. Before any dwelling is occupied, all of that part of the estate road and associated footways that form the junctions with the main roads of Skellingthorpe Road, Tritton Road and Beevor Street and which will be constructed within the limits of the existing highway, shall be laid out and constructed to finished surface levels in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority. The approved details shall be implemented prior to the occupation of the first dwelling of the first phase to access from that junction.

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

54. The detailed design of the pedestrian bridge over the railway to Tritton Road shall be submitted to and approved by the LPA prior to the occupation of the 250th unit, and constructed and first brought into use prior to the occupation of the 301st unit.

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

55. The remediation of the former Swanpool and Skewbridge Landfills is to be undertaken in accordance with Swanpool and Skewbridge Landfills Reclamation Strategy. The approved remediation is to be completed prior to development, which impacts upon the two former landfills, commencing. The exception being the Beevor Street road bridge over the railway. Reason. In accordance with LP16 of the Central Lincolnshire Local Plan.
56. The scheme of works in relation to the works to the A46 as shown on drawing 18133-010 dated July 2020 hereby approved shall be implemented in accordance with the approved details prior to the occupation of the 601st dwelling (by the completion of Phase 1 as described in the HG1264-48B Phasing Plan Schedule document dated 2 April 2019 referring to plans HG1264-45, 46 and 47) hereby approved as part of this consent. The scheme shall comply with the design requirements and procedures of the Design Manual for Roads and Bridges (DMRB), including those relating to road safety and non-motorised user audits, as required by National Highways. The approved schemes shall be implemented and completed in full, in accordance with the approved details, prior to the first occupation of the development. If Departures from Standards associated with the proposal are identified during the detailed design stage, these will need to be agreed with Department for Transport (DfT) prior to entering agreement under Section 278 of the Highways Act 1980. Reason To ensure that the A46 / Lincoln Road / B1378 Skellingthorpe Road Roundabout continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10 (2) of the Highways Act 1980 by minimising disruption on the SRN resulting from traffic entering and emerging from the application site and in the interests of road safety.
57. Prior to the occupation of the 1st dwelling the highway improvement works to the Skellingthorpe Road access junction (additional arm on signalised junction) with ped/cycle crossing facilities and Birchwood Avenue bus lane/priority measures shall be installed and operational. Reason Tp ensure the scheme operates in accordance with the agreed phasing plans.
58. Within 12 months of completion of Phase 1a.1 or by completion of the 100th unit, whichever is soonest, junction improvement works will have been carried out to the Doddington Road / Birchwood Avenue junction in accordance with a scheme to be submitted to and approved by the Local Planning Authority. Reason. To offset impacts on the Highway as a result of the development.
59. Within 12 months of completion of Phase 1a.1 or by completion of the 100th unit, whichever is soonest, junction improvement works will have been carried out to the Doddington Road / Tritton Road junction in accordance with a scheme to be submitted to and approved by the Local Planning Authority. Reason. To offset impacts on the Highway as a result of the development.
60. Within 12 months of completion of Phase 1a.1 or by completion of the 100th unit, whichever is soonest, junction improvement works will have been carried out at Whisby Road to include yellow box markings in accordance with a scheme to be submitted to and approved by the Local Planning Authority. Reason. To offset impacts on the Highway as a result of the development.

Conditions to be adhered to at all times

61. *The development shall not begin on each Phase of the development containing residential units (with the exception of Phase 1A) until a scheme for the provision of affordable housing to be delivered as part of that phase of the development has been submitted to and approved in writing by the local planning authority. The affordable housing shall be provided in accordance with the approved scheme. The scheme shall include:*
- a. *the numbers, type, and location on the site of the affordable provision to be made in that phase;*
 - b. *the timing of the construction of the affordable housing in that phase and its phasing in relation to the occupancy of the market housing;*
 - c. *the arrangements for the transfer of the affordable housing to an affordable housing provider or the management and retention of the housing as affordable housing in perpetuity and any applicable exceptions if no affordable housing provider will be involved ;*
 - d. *the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing in perpetuity and any applicable exceptions; and*
 - e. *the occupancy criteria to be used for determining the identity of occupiers of the affordable housing, and the means by which such occupancy criteria shall be secured and enforced.*
 - f. *In preparing any scheme that is required to be submitted in accordance with condition 61 regard shall be given to the requirement to provide 640 affordable housing units or 20% affordable housing provision across the site, utilising the mix of tenures identified within the National Planning Policy Framework (NPPF) (subject to consideration of local need) and phased as set out in condition [].*

Reason: To ensure the application complies with Policy LP11 of the Central Lincolnshire Local Plan.

62. 30% of all dwellings on each phase must comply with Building Regulation M4(2) of the Building Regulations standards .

Reason. In accordance with Local Plan Policy LP10.

63. If, during development [on any phase], contamination not previously identified is found to be present at [that phase/ the site] then no further development [on that phase] (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 170 of the National Planning Policy Framework.

64. Should drainage systems for the infiltration of surface water prove to be technically viable, any such proposals should be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 170 of the National Planning Policy Framework.

65. All trees displaying veteran characteristics shall be retained and afforded a veteran buffer zone of 15 times the stem diameter as outlined in Natural England's Standing Advice, at all times during the duration of the construction of the development. Any works inside of

this buffer zone must be agreed in writing with the Local Planning Authority.

Reason. To ensure works are carried out in accordance with Natural England's Standing Advice

66. No removal of hedgerows, trees or shrubs or works to or demolition of buildings or structures that may be used by breeding birds shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation shall be submitted to the local planning authority.

Reason: To ensure that breeding birds are protected from harm during construction. All British birds, their nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife and Countryside Act 1981, as amended.

67. The programme of archaeological mitigation works for Phase 1b of the development (as described in the planning statement received 11/09/20) shall be completed in accordance with the approved Written Scheme of Investigation (WSI), including any necessary fieldwork, post-excavation analysis, report writing and archive deposition, as detailed in the approved scheme. The report shall be prepared and deposited with the City Council's Heritage Team within the LPA and the Lincolnshire Historic Environment Record, within twelve months of completion of the archaeological works. The archive shall be deposited with The Collection (Lincolnshire Museums) within eighteen months of the completion of site works. No variation shall take place without prior written consent of the Local Planning Authority.

Reason: In order to ensure that satisfactory arrangements are made for the investigation, retrieval and recording of any possible archaeological remains on the site. This condition is imposed in accordance with the requirements of Section 12 of the National Planning Policy Framework.

68. The development hereby approved shall be undertaken in accordance with a foul and surface water drainage scheme which shall first have been approved in writing by the Local Planning Authority.

The scheme shall:

- i. be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
- ii. provide flood exceedance routing for storm event greater than 1 in 100 year;
- iii. provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
- iv. provide attenuation details and discharge rates which shall be restricted to greenfield run-off rate;
- v. provide details of the timetable for and any phasing of implementation for the drainage scheme including the provision of any required off site infrastructure;
- vi. Provide final details of the compensatory storage (wetland areas) including a programme of works and the phasing of implementation of these storage areas;

and

- vii. provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

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

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

69. Each Reserved Matters application for any phase or sub phase shall be submitted with a scheme of recruitment and employment by the contractors for that phase of development has been submitted to the Local Planning Authority. The scheme(s) shall demonstrate what measures will be taken to recruit workers from the local area. The development shall be carried out in accordance with the approved scheme.

Reason. To maximise local employment opportunities.

Informatives

Under the terms of the Land Drainage Act 1991 the prior written consent of the Board is required for any proposed temporary or permanent works or structures within any watercourse, including infilling or a diversion.

Under the terms of the Board's Byelaws, the prior written consent of the Board is required for any proposed temporary or permanent works or structures in, under, over or within the byelaw distance (6m) of the top of the bank of a Board maintained watercourse.

Highway Informative 07

The highway improvement works referred to in the above conditions are required to be carried out by means of a legal agreement between the landowner and the County Council, as the Local Highway Authority.

Highway Informative 05

All roads within the development hereby permitted must be constructed to a satisfactory engineering standard. Those roads that are to be put forward for adoption as public highways

must be constructed in accordance with the Lincolnshire County Council Development Road

Specification that is current at the time of construction and the developer will be required to enter into a legal agreement with the Highway Authority under Section 38 of the Highways Act 1980. Those roads that are not to be voluntarily put forward for adoption as public highways, may be subject to action by the Highway Authority under Section 219 (the Advance Payments code) of the Highways Act 1980. For guidance please refer to <https://www.lincolnshire.gov.uk>

Highway Informative 08

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.

For further guidance please visit our website via the following links:

Traffic Management - <https://www.lincolnshire.gov.uk/traffic-management>

Licences and Permits - <https://www.lincolnshire.gov.uk/licences-permits>