

Application Number:	2023/0736/RM
Site Address:	Phase 1A (Parcels A1 and A1a), Western Growth Corridor, Skellingthorpe Road, Lincoln
Target Date:	10th January 2024
Agent Name:	Lindum Homes
Applicant Name:	Mrs Kate Ellis
Proposal:	Submission of reserved matters including layout, scale, appearance, access and landscaping for the erection of 52no. dwellings as required by hybrid (outline) planning permission 2019/0294/RG3.(Revised Plans).

Background - Site Location and Description

A hybrid planning application (2019/0294/RG3) granted full planning permission and outline consent in January 2022 for the development of the Western Growth Corridor (WGC) Sustainable Urban Extension. The full element granted permission for the means of access to the development from Skellingthorpe Road and Tritton Road. Works to construct the Skellingthorpe Road access and the first section of the spine road are currently underway. The outline element granted consent for the development of up to 3,200 dwellings, a local centre, primary school, commercial uses, leisure uses, highway infrastructure and open space.

This current application relates to Phase 1A, which has outline consent to be developed with housing. The application proposes 52 two and three storey dwellings. These include detached, semi-detached and terraced properties of 2, 2½ and 3 storeys. The application seeks to approve all of the reserved matters- including the layout of the development, the scale of the dwellings, their appearance, means of access and landscaping. The application also includes additional information to satisfy a number of conditions of the outline consent, which will be detailed later within the report.

Phase 1A is located directly to the north east of Skellingthorpe Road, opposite the junction with Birchwood Avenue. This phase comprises parcels A1 and A1a, which sit to the north west and south east of the spine road respectively. Beyond the site to the north east is the Catchwater Drain and open land. To the south east are residential properties off Burghley Road and Haddon Close. To the north west are residential properties on Grosvenor Avenue, Roxborough Close and Belgravia Close. The Church of Jesus Christ of Latter-day Saints abuts the site to the west.

This is the first phase of residential development proposed on the WGC site, in accordance with the approved, indicative Masterplan, included within this report, and phasing plan. The phasing plans also indicatively identified that parcels A1 and A1a would deliver 52 units, again, the proposal for 52 dwellings would be in accordance with this.

The applicants and owners of the land are the City of Lincoln Council. The usual statutory and public consultation has been undertaken by the Planning Department, including the consultation of over 500 properties in the vicinity, the display of site notices and the publication of a press advert. In addition to this the applicants and applicant's agent (agent) held a public consultation event in October 2023 at The Church of Jesus Christ of Latter-day Saints, providing the opportunity for local residents to view the plans.

Revised plans have been received during the course of the application to address comments from the Lincolnshire County Council (LCC) as Local Highway and Lead Local Flood

Authority. These are detailed later within the report.

Site History

Reference	Description	Status	Decision Date:
2019/0294/RG 3	<p>Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-</p> <p>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, 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 open space; a network of public footpaths and cycleways associated engineering works to inform development platform and drainage system; new transport bridge link over to Beavor Street, and a new public footpath bridge over to Tritton Road.</p> <p>In Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).</p>	Granted Conditionally	20th January 2022

Case Officer Site Visit

Undertaken on 22nd November 2023

Policies Referred to

The new Central Lincolnshire Local Plan (CLLP) was adopted in April 2023. This introduced a range of policies relating to energy efficiency (S6 and S7), water usage (S12), electric vehicle (EV) charging (NS18) and the 10% Biodiversity Net Gain (contained within S61). However, as the outline permission was granted pre-adoption of the new plan such matters were not considered, incorporated or conditioned at that stage. Therefore, as this application is now for the approval of reserved matters relating to the approved outline, they cannot reasonably be re-visited. These will be referenced where necessary under each respective heading.

- Policy S1 The Spatial Strategy and Settlement Hierarchy
- Policy S2 Growth Levels and Distribution
- Policy S21 Flood Risk and Water Resources
- Policy S47 Accessibility and Transport
- Policy S53 Design and Amenity
- Policy S56 Development on Land Affected by Contamination
- Policy S57 The Historic Environment
- Policy S60 Protecting Biodiversity and Geodiversity
- Policy S61 Biodiversity Opportunity and Delivering Measurable Net Gains
- Policy S66 Trees, Woodland and Hedgerows
- Policy S68 Sustainable Urban Extensions
- Policy S69 Lincoln Sustainable Urban Extensions
- Policy S76 Residential Development on Sustainable Urban Extensions
- National Planning Policy Framework

Issues

- Principle of development
- Developer contributions
- Visual amenity
- Residential amenity
- Access, parking and highways
- Drainage and flood risk
- Trees and landscaping
- Ecology and biodiversity
- Energy efficiency and sustainable transport
- Design and crime
- Contaminated land
- Archaeology

Consultations

Consultations were carried out in accordance with the Statement of Community Involvement, adopted January 2023.

Statutory Consultation Responses

Consultee	Comment
Highways & Planning	Comments Received
Lincolnshire Wildlife Trust	Comments Received
Environment Agency	Comments Received
Anglian Water	Comments Received

John Manuel, Lincolnshire Police	Comments Received
Natural England	Comments Received
NHS - ICB	Comments Received
Education Planning Manager, Lincolnshire County Council	Comments Received
Councillor Calum Watt	Comments Received

Public Consultation Responses

Name	Address
Mrs Joanna Blackburn	4 Grosvenor Avenue Lincoln Lincolnshire LN6 0XT
Mrs Sheren Roche	6 Grosvenor Avenue Lincoln Lincolnshire LN6 0XT
Mr Richard Hall	5 Grosvenor Ave Forest Park Lincoln LN6 0XT
Mr Brian David Porter	4 Chalgrove Way Lincoln LN6 0QH
Mr James Carratt	37 Farrington Crescent Lincoln Lincolnshire LN6 0YG
Philip Barton	
Mr Karl Nelson	3 Rochester Drive Lincoln Lincolnshire LN6 0XQ
Ms Jamilah Nicholl	421 Skellingthorpe Road Lincoln LN6 0PA

Mrs Gillian Newton	12, Grosvenor Avenue Forest Park Lincoln LN6 0XT
Mrs Susie Laking	7 Grosvenor Avenue Lincoln Lincolnshire LN6 0XT
Mr Stephen Holland	6 Chalgrove Way Lincoln Lincolnshire LN6 0QH
Mrs Kathleen Hall	5 Grosvenor Avenue Lincoln LN6 0XT
Mr Richard Rushby	26 Grosvenor Avenue Lincoln Lincolnshire LN6 0XT
Mrs Kathleen Hall	5 Grosvenor Avenue Lincoln Lincolnshire LN6 0XT
Mr Simon Howard	20 Tudor Road Lincoln LN6 3LL
Mr Richard Newton	12 Grosvenor Avenue Forest Park Lincoln LN6 0XT
Mr Neil Harrison	8 Grosvenor Avenue Forest Park Lincoln LN6 0XT
Mrs Audrey Meredith	1 Grosvenor Avenue Lincoln Lincolnshire LN6 0XT
Mrs Carol Potts	9A Main Road Washingborough

Consideration

Principle of Development

The allocation of the site within the previous and current CLLP and the extant planning permission mean that the current reserved matters proposal is acceptable in principle. Supporting the principle of the development would be in accordance with the CLLP housing and housing delivery policies S1, S2, S68, S69 and S76. Supporting the application would also be in accordance with the National Planning Policy Framework's (NPPF) presumption in favour of sustainable development.

Developer Contributions

Developer contributions for the wider WGC were secured by conditions of the original consent. The decision notice is included at the end of this report for reference.

In relation to affordable housing condition 61 requires a scheme for the provision of affordable housing on each phase, with the exception of Phase 1A. The exclusion of this phase, the subject of the current application, was agreed due to the up-front infrastructure costs associated with the access from Skellingthorpe Road, which are necessary prior to the development of the homes.

With regard to health, condition 38 requires that no more than 300 dwellings shall be occupied until a phased scheme to secure the expansion and improvement of Boultham Park, Birchwood and Portland medical practices (whichever are deemed necessary) has been approved. Accordingly, a response from the NHS Lincolnshire Integrated Care Board has confirmed they have no further comments to make.

Conditions 40 and 41 require that no more than 600 dwellings shall be occupied until a scheme to secure the delivery of a primary school on site and its associated infrastructure has been approved. A response from the LCC has confirmed this position, stating that LCC Education has no comments on this consultation in relation to education as any impact for the development have been mitigated and agreed at the outline stage.

It is therefore no necessary for this application to reconsider these contributions.

Visual Amenity

CLLP Policy S53 advises that development should integrate into the surroundings and relate well to the site as well as its local and wider context. It should reflect or improve on the original architectural style of the local surroundings, or embrace opportunities for innovative design which sympathetically complement or contrast with the local architectural style. CLLP Policy S69 requires that proposals for the WGC area should provide a distinctive place to live that has its own identity and respects its local surroundings. Paragraph 130 of the NPPF requires that development should function well and add to the overall quality of the area.

In addition to these design policies, condition 17 of the original consent requires that the development of WGC shall be carried out in accordance with the 'Western Growth Corridor Design Code' (Design Code). The condition also requires that each reserved matters application for a phase of development, shall be accompanied by a compliance statement explaining how that phase accords with the approved Design Code. The submitted D&A

Statement includes this, detailing how the Design Code has shaped the first phase of development.

The Design Code sets out the overarching vision for the entire WGC site and also identifies more focused character areas. The application site is located within the Skellingthorpe Road Gateway. The Design Code advises that “this gateway creates a crucial first impression for the development and progression towards the city. This will be a neighbourhood gateway characterised by a green setting and new residential development”. Within this gateway it is expected that there should be high quality frontages to address the gateway with parking, access and servicing from the rear of plots either side of the Spine Road, to minimise the visual impact of road space in this area. The gateway should have a strong green setting. The site also forms part of the area identified as Catchwater Edge, which should be a focal point and development should overlook the watercourse.

The Design Code also sets parameters for the form, function and character of routes into and within the site as part of a street hierarchy. The spine road is a Tier 1 route, where development is expected to be 2-4 storeys in height. Roads within the site are defined as Tier 3 and should offer flexibility around pedestrian integration and accommodate 2-3 storey development. The design code does not prescribe design expectations, although images included within the document suggest a simple contemporary approach with the incorporation of traditional features, such as bay windows and dormers.

The Design and Access Statement (D&A Statement) provides a summary of the Design Code and identifies the site specific influences. It also identifies how these have informed the layout, scale, appearance, access and landscaping for the development. The D&A Statement advises:

- The constraints and the need to create a car free frontage to the Spine Road leads to a perimeter block layout, to provide a coherent and well-articulated frontage.
- The houses front Skellingthorpe Road to the south of the site, providing characteristic enclosure to the street, but are set back from it to ensure retention of the existing tree currently in situ here. This creates a new landscaped buffer.
- To the rear of the blocks, the access and parking areas are shared surfaces- block paved, with changes in paving colour, designed to give pedestrian and cycle priority by naturally slowing vehicles in these areas.
- The parking areas are broken up with large areas of landscaping, with rear boundaries to the properties defined by dwarf walls, fencing and landscaping. The parking areas will accommodate car barns with brick built garages to private drives.
- The swales at the junction and along the spine road create a landscaped edge to the site adjacent to existing and new highway. This is important in creating a landscape setting for the new residential development, which is further enhanced by the creation of the new attenuation pond and swales to the northeast of both residential parcels. These areas specifically help to create an important landscape transition between the housing and the Catchwater.
- The site layout is centred around providing a landscaping setting for the houses, central to this is the new public open space area created to the south of the site in Parcel A1A which incorporates the retention of two large, mature Oak Trees.
- The residential development provides new formal connections from the existing residential development into the main Tier 1 spine road. A new formal pedestrian route into the site from Grosvenor Avenue is created. A pedestrian connection from Skellingthorpe Road (in lieu of Pig Lane) is also created.

- Differing scale, mass and detailing is used to break up higher density blocks/rows of houses, preventing too much repetition.
- Key locations were identified where 2½ and 3 storey house types could be accommodated, either as terraced or semi-detached blocks to ensure these blocks still give the requisite enclosure to the street. Orientation has also been a key consideration, ensuring frontages to the dwellings face the most prominent aspects, with return elevation fenestrated to articulate the street frontages and provide true, dual aspect units.
- The development has a traditional design approach incorporating modern features, expressed in varying ways depending on the location and prominence of the dwelling. Architectural elements include modern lead projections mirroring the form of a traditional bay and dormer windows which project through the eaves.
- The main corner block which fronts the Skellingthorpe Road junction, provides the necessary scale which articulates the corner and provides the requisite prominence at this key location.
- The dwellings utilise a simple palette of materials, predominantly red brick, buff brick and render, with grey windows and grey rooftiles. The materials were specifically chosen to ensure the development assimilates effectively into the existing character of the area and the wider city, whilst also providing contrast and interest at this gateway. Buff brick buildings have been sited at strategic locations such as the corner block on Skellingthorpe Road and the 2/3 storey corner turning units.

Officers consider that the site can comfortably accommodate the proposed dwellings along with the associated access, parking and green areas. The development represents a good use of land and the arrangement of the dwellings is appropriate to the context, responding to the need to create multiple active frontages. The attention to enhancing and adding to green areas within the site is welcomed, and will be of benefit to the wider landscape character. Officers are satisfied that the layout accords with the Design Code.

Images of the proposed dwellings are included within the report. The floor and elevation plans for each house type can be accessed within the Documents tab on the councils website by using the following link: [WGC Phase 1A application online](#). Some objections to the scale and appearance of the development have been received from local residents. The applicant has carefully considered the height, scale and mass of the proposal in relation to the Design Code, the change in land level from Skellingthorpe Road towards the Catchwater Drain and the relationship with neighbouring properties. Site sections, site levels and proposed finished floor levels are provided as part of the application. The scale and mass of the house types appropriately respond to the site. A prominent block sits on the Skellingthorpe Road corner with taller properties also fronting the spine road and its junctions. Officers are therefore satisfied that the proposal would relate well to the context in relation to the street layout, building types, size, siting, height, scale and massing, in accordance with CLLP Policy S53 and the Design Code.

With regard to the proposed design, this has again been informed by the Design Code and local context. Officers consider this to be appropriate. The overall appearance of the development will benefit greatly from the addition of trees and green areas, resulting in a strong landscape character. Responses from some of the properties on Grosvenor Avenue object to Plots 48, 49, 50 and 51 not having the same architectural design as the existing Grosvenor Avenue properties. Officers consider that these plots would be viewed in the context of the new development, and replicating the existing Grosvenor Avenue design would not be necessary.

Officers would therefore conclude that the development has its own identity and respects its local surroundings, as required by CLLP Policy S69, and that it will satisfactorily assimilate into the surrounding area, as required by CLLP Policy S53.

Conditions on any grant of consent will require samples of the proposed materials for approval and the setting of windows and doors within reveal to ensure the overall finish and quality of the development is to a high standard. Councillor Watt has made comments regarding the low level of the letter boxes suggested on the images of the dwellings. Whilst this is not a matter that can be controlled or conditioned as part of the planning process the agent has advised that the doors they typically use always have centrally placed letter boxes, and they will ensure this is the case here.

Residential Amenity

At the north corner of the site sits Plot 48. The side, north west boundary of this plot forms the side boundary with 1 Grosvenor Avenue. The occupant of this property has raised concerns regarding the separation distance to the proposal. The separation between the side elevations of these properties would be approximately 4m. Plot 48 and no. 1 sit in a similar position within their respective plots, facing north east. Although the two storey dwelling at Plot 48 projects slightly beyond the neighbour's rear elevation, officers are satisfied that this relationship is acceptable and the proposal would not appear unduly overbearing or cause an unacceptable degree of loss of light. There is only a bathroom and landing window within the side elevation of Plot 48 and any overlooking from the first floor bedroom windows within the rear elevation would be limited and at an oblique angle only.

The only other property adjacent to the north west boundary is the dwelling at Plot 47. The side elevation of this two storey dwelling would sit approximately 6m from the boundary, which forms the rear boundary with the rear gardens of 5 and 6 Roxborough Close. The side elevation of Plot 47, which at first floor only includes a bathroom window, would be over 19m from the rear elevations of these neighbouring properties. Officers are satisfied that this relationship and separation would ensure that the residential amenities of these neighbouring occupants are not unduly harmed.

Officers also have no objection to the relationship between the parking areas and the adjacent gardens of properties on Roxborough Close, particularly as there is an 8m buffer strip in between. An objection has been received from the occupants of 5 Grosvenor Avenue, raising concern regarding the removal of trees, which act as a screen at the end of Grosvenor Avenue. The requirement to remove trees is detailed later within the report, but it is not considered that it would be necessary to retain them here as the level of vehicular movements and associated noise at this point of the site would be limited.

The development proposed towards the east of the site abuts the boundaries with properties on Burghley Road and Haddon Close. The D&A Statement advises that the layout of the development here has been influenced by the consultation with these local residents. "Amendments were made to the layout, with the road serving plots 27-33 moved forward to give a greater degree of separation to the existing properties here. In addition, the number of properties here were reduced and made detached, to give greater spacing between houses and to allow some relief from the built form. Finally, a landscaped buffer was also incorporated to provide natural screening here- all of which serves to ensure the impact on these properties is reduced as much as possible".

The rear elevations of Plots 26-30 are located, at a minimum, 14m from the rear boundaries with the gardens of 5, 7 and 9 Burghley Road. A number of the trees within the site and adjacent to these boundaries are to be retained and in addition a 3m deep tree and planting buffer will be introduced. The closest relationship between the rear elevation of the proposed two storey properties and the rear elevations of these neighbouring properties is over 25m. Site sections have been provided to demonstrate this relationship. Officers are satisfied that the separation along with the existing and proposed tree planting will ensure that these neighbouring properties are not unduly harmed from overlooking, loss of light or through the creation of overbearing structures. The garages for these plots have a slightly closer relationship, but there is no objection to the proximity of these single storey structures.

The rear elevations of the two storey dwellings within Plots 31-33 are located between 9m and 13m from the adjacent boundaries with 2 and 3 Haddon Close. The separation between the rear elevation of Plot 31 and the rear elevation of no. 2 is over 20m. The separation between the rear elevation of Plots 32 and 33 with the side elevation of 3 Haddon Close is over 16m. Sections have again been provided to demonstrate this relationship. Similarly, to the above, there are a number of trees within the site in proximity to the boundary which are to be retained and a 3m deep tree planting buffer will also be introduced. Officers are therefore satisfied that the existing and proposed trees will help reduce any impact and that the residential amenities of the neighbouring occupants will not be unduly harmed through overlooking, loss of light or through the creation of overbearing structures.

The only other residential properties which directly abut the application site boundary are 1 and 3 Burghley Road. The side elevation of the two storey dwelling at Plot 1 would sit 6m from the boundary with these properties, and over 15m from the neighbouring rear elevations. The new public footpath from Skellingthorpe Road sits in between the two boundaries. There is only a bathroom window proposed at first floor. Officers are accordingly satisfied that these neighbouring properties would not be unduly impacted by the dwelling at Plot 1 or the adjacent parking court.

Officers have therefore carefully considered the relationship of the proposal with neighbouring properties, along with the objections received. Officers are satisfied that the development would not result in undue harm to neighbour's amenity through overlooking, overshadowing or loss of light, in accordance with the requirements of CLLP Policy S53.

Some of the objectors have raised concern regarding noise and disturbance from construction works. The application is accompanied by two Construction Environmental Management Plans (CEMPs), as required by condition 34 of the original consent. These outline how the construction of the development will be managed and provide details including traffic management, storage of materials and plant, the control of noise and wheel washing. The new Skellingthorpe Road junction will be the principal site access. The hours of working will be 7.30am-6.00pm Monday to Friday and 8.00am-1.00pm on Saturdays, with no working on Sundays or Bank Holidays. One of the CEMPs also includes additional ecological information, as required by condition 22. The other CEMP also includes additional information in respect of waste water, as required by condition 25, and measures to control dust. An Air Quality Constraints and Opportunities Appraisal Statement (Air Quality Report) has also been submitted. Condition 51 requires an updated Air Quality Report to be submitted with every reserved matters application.

The LCC has noted the submission of the CEMPs in their consultation response, which is detailed later in the report, and has raised no objection to the proposals. The City Council's Pollution Control (PC) Officer has also raised no objection to the CEMPs, although notes

that the mitigation measures to control dust are more extensive within the Air Quality Report than the CEMP, and he would expect the former to take precedence. The agent was made aware of this and accepts that the more extensive mitigation measures will be implemented.

The comment from the PC Officer also notes that it is proposed to install air source heat pumps (ASHPs) to each of the properties. The PC Officer requested that the location of the ASHPs be provided along with the sound level specifications. The agent advised that they do not as yet have this information finalised, but has confirmed that they would be ground mounted to the rear of the properties. The agent is happy for this to be conditioned, which will be duly applied to any grant of consent to ensure that the noise from these units does not cause harm to neighbouring residential occupants.

Officers are therefore satisfied that the submitted CEMPs and the Air Quality Report have appropriately considered the potential impact on neighbouring occupants from the construction of the development. The wording of conditions 22, 25 and 51 require that the measures of each report shall be implemented, so it is not necessary to replicate this requirement as a condition on this application. Potential noise from ASHPs will be controlled by a separate condition. It is therefore not considered that the development would result in adverse noise and disturbance or have adverse impacts upon air quality, in accordance with CLLP Policy S53.

Finally, with regard to the amenities of future occupants, the dwellings are appropriately sized and have internal layouts that are typical of modern dwellings. The development is laid out so there is an acceptable separation between the buildings with private amenity areas for each dwelling. Condition 62 of the original consent requires that 30% of all dwellings on each phase must comply with Building Regulation M4(2) (accessible and adaptable dwellings). The development provides 16 M4(2) units which satisfies this requirement. Officers are therefore comfortable with the arrangement of the development and consider that it would provide a good level of amenity for future occupants, as required by CLLP Policy S53.

Access, Parking and Highways

A number of representations have been received from residents on Grosvenor Avenue, Rochester Drive, Chalgrove Way and 9a Main Road, Washingborough. Concerns are raised in relation to congestion, highway safety, parking being displaced onto neighbouring roads, there is limited access to houses for deliveries and construction deliveries will exacerbate congestion issues on Birchwood Avenue. Comments have also been received specifically objecting to the use of Grosvenor Avenue to provide vehicular access to Plot 48. These consider that the additional traffic will pose a significant risk in terms of road safety for residents, increase noise and disturbance and vehicles may park and block the small turning head.

A number of comments have also been received considering that the width of the spine road is not sufficient, that there will be delays on spine road, wider traffic congestion concerns, the appropriateness of a 20mph speed limit and pull offs for buses. All of these are outside the remit of this reserved matters application and therefore cannot be considered.

Councillor Watt has also made comments in relation to the cycle lanes travelling alongside the spine road. These have already been approved as part of the full element of the previous application and therefore sit outside the remit of this consideration. However, the applicant has confirmed that the cycleways will be segregated along the new section of the highway.

They will then tie into the existing shared footway/cycleway at Skellingthorpe Road, though will be tapered in from the segregation along the new section of highway to meet the existing shared footway.

An initial response to the application from the LCC as Local Highway Authority made a number of requests for revisions to the scheme. One such request was to reduce the overall number of parking spaces to ensure that the residents choosing to live on this phase will consider sustainable transport options as a better alternative. This was discussed at length between officers, the applicant, agent and the LCC. While the reasoning behind this request to reduce the number of parking spaces for the phase was acknowledged, the level of parking for this first phase of development was considered and agreed as part of the original application. The LCC's comments at the time were included in the committee report; which acknowledged that Phase 1A would not have a restricted parking ratio of 1.5 spaces per dwelling. Given that the outline application established the overarching principles this cannot reasonably be re-visited or changed as part of this subsequent reserved matters application. In any case, going forward, condition 31 will provide the mechanism for the parking ratio to be determined on a phase by phase basis as the wider development progresses, including when sustainable transport infrastructure becomes available. The LCC conceded on this point on the basis that the condition would ensure that further phases can be fully scrutinised.

Another revision requested by the LCC was for Plots 49 and 50 to be accessed from and have frontage parking to Grosvenor Avenue, for the ease of use by the future occupants. The current proposal sees only Plot 48 with access from Grosvenor Avenue. Again, there were extensive discussions regarding this between officers, the applicant, agent and the LCC. While the benefits of frontage parking for the occupants was accepted, officers felt that this needed to be considered in the wider context of the overall layout. It has been previously referenced within this report that there are a number of objections from existing residents regarding Grosvenor Avenue being used to access Plot 48, increasing this access to two further properties would exacerbate their concerns. On balance, officers did not consider that there was sufficient justification for the layout to be amended when the existing parking provision for these two plots is easily accessible to the rear and these sit comfortably within the development. The LCC did not raise any further objection and the layout remains as originally proposed.

All other revisions requested by the LCC were accommodated and the agent provided revised plans to demonstrate this. Further to the submission of the revised plans the LCC has provided a detailed response in relation to highway safety, highway capacity and the site layout. The pertinent aspects of the response are copied in full below:

Sustainable links in the area include bus routes from Skellingthorpe and Birchwood to the city centre via Hartsholme and Boultham. There is a shared footway / cycleway link along Skellingthorpe Road to the Tritton Road segregated cycleway and footway that allows travel to the retail parks and city centre. Local primary and secondary schools are within walking and cycling distance, as is the neighbourhood shopping areas and medical practices.

The location of this site will allow highway users to make sustainable travel the modal choice when accessing local amenities.

The junction improvement works at Birchwood Avenue / Skellingthorpe Road will also increase safe access and egress from the site for all highway users.

The existing public right of way (PROW) along the Boutham Catchwater Drain will be maintained during the works, with diversions in place. The PROW has been approved to be diverted and an informal route is provided linking those users of Pig Lane to the PROW. Improvements to the PROW are being discussed separate to this application.

Current construction access is via Pigs Lane, and as required by Planning condition No 27, Pig Lane should remain accessible at all times of day to those that have a legal right.

Highway Safety

There is safe access for all highway users; Pedestrians and cyclists are afforded permeability across both parcels via link footways, offering more direct routes to Skellingthorpe Road. This will be continued as further phases come forward and allow for sustainable travel to Tritton Road.

From the spine road that is under construction, vehicle access to the residential parcels will be slowed down through the use of pedestrian and cyclist priority at road accesses, narrower side roads, and block-paved materials use that is an effective traffic calming strategy.

There have been five recorded accidents from 2018 to 2022 at the junction of Birchwood Avenue / Skellingthorpe Road. These were classed as "slight". With the introduction of the Birchwood Avenue / Skellingthorpe Road junction improvements, visibility and safety will be improved. This is a signalised junction with pedestrian refuge islands at each road.

Highway Capacity

This proposal is for the erection of 52no. dwellings as required by hybrid (outline) planning permission 2019/0294/RG3. Highway capacity has always been a concern for Lincolnshire County Council as Highway Authority however we continue to offer our commitment to work with all parties to seek appropriate mitigation in order to be able to support these development proposals.

There is no precise definition of "severe" with regards to NPPF Paragraph 115, which advises that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." Planning Inspector's decisions regarding severity are specific to the locations of each proposal, but have common considerations:

- The highway network is over-capacity, usually for period extending beyond the peak hours
- The level of provision of alternative transport modes
- Whether the level of queuing on the network causes safety issues

In view of these criteria, the Highways and Lead Local Flood Authority does not consider that this proposal would result in a severe impact with regard to NPPF.

Junction improvements are taking place on the adjoining highway network; although queuing will take place this will not cause safety issues.

The rear parking courts ensures that there is limited on-road parking. In order that the permitted development conforms to the requirements of the National Planning Policy Framework, there is an offer of access to the site that is sustainable which will reduce dependency on the private car for journeys to and from the development.

The level of provision for alternative transport modes includes cycling infrastructure; both existing in the form of shared footways/cycleways along Skellingthorpe Road and Birchwood Avenue, and newly constructed footways and cycleways along the spine road – which will continue to be constructed through the duration of the corridor's buildout.

Moreover, it is a short distance to access the current bus service provision allowing access to the city centre, retail parks including a local supermarket, the village of Skellingthorpe, and the neighbourhood amenities within Birchwood.

Lincolnshire County Council does not have adopted parking standards and considers each application on its own merits. It is not considered that this proposal would result in an unacceptable impact on highway safety.

Site Layout

Consideration has been given to the layout of these parcels as the Skellingthorpe Road gateway to Western Growth Corridor. Rear parking courts ensure parking will remain away from the spine road allowing for an uncluttered view at housing frontages. Each residential property will have access to a dedicated electric vehicle charging point adjacent to/within their allocated parking area.

Of the dwellings fronting Grosvenor Avenue, two have rear parking provision and the third has a private driveway. There is on-road parking space but the requirement for this has been reduced due to the provision in place.

There is adequate refuse storage, with collection taking place along the side-street; again, allowing for an uncluttered view along housing frontages.

There is an abundance of parking provision. However, with cycle storage and infrastructure in place, plus regular bus services, and a number of footway connections, residents can easily make sustainable travel options their primary mode of travel.

The LLHFA would expect to see the new side roads and service margins proposed for adoption to be Highways maintainable.

The LCC has confirmed that the proposed development would not be expected to have an unacceptable impact upon highway safety or a severe residual cumulative impact upon the local highway network and therefore they do not wish to object to the planning application subject to two conditions. One condition relates to the submission of an Estate Road Phasing and Completion Plan for the phase, however, this is required by condition 35 of the original consent, so there is no need to replicate the requirement as part of this application. The second requires details of finished surface levels for the estate roads and footways that form the junction with the spine road. This will be duly applied to any grant of consent.

The LCC has raised no objection to the CEMP.

Officers would conclude that the site is in a sustainable location with good access to local facilities and public transport. Travel can therefore be minimised, and the use of sustainable transport modes maximised, as required by CLLP Policies S47 and S69. Officers are satisfied that the concerns of the objectors in relation to parking, congestion and highway safety have been appropriately considered. It is not considered that the introduction of the vehicular access to the single property of Plot 48 would have an undue impact on the current usage of Grosvenor Avenue. The LCC has raised no objections to this or the wider scheme in respect of highway safety or capacity.

Drainage and Flood Risk

The previous application considered in detail matters relating to flood risk and drainage. Condition 68 requires that development shall be undertaken in accordance with a foul and surface water drainage scheme, which shall be submitted for approval. Further detailed information will therefore be submitted separately to this application to satisfy the condition, however, the application is accompanied by a Drainage Statement and the proposals have been considered by Anglian Water (AW), the LCC as Lead Local Flood Authority and the Environment Agency (EA).

In an initial response from AW, they did not consider that the impact of the development on the public foul sewerage network had been adequately addressed. The agent provided additional information and AW have since advised the impacts are acceptable. In relation to surface water, they have confirmed that the proposed method of discharge does not relate to an AW owned asset. They recommended that the LCC and the EA be consulted on the proposals.

The LCC made some initial comments in relation to drainage, specifically regarding the design of the proposed swales. Revised plans and additional information have been provided to address these. Following re-consultation, a subsequent response from the LCC has been received. This notes that:

“the proposed drainage strategy includes sewers for both foul and surface water, intended for adoption by Anglian Water through a Section 104 agreement. Some private drainage elements will be implemented within the curtilage of properties or in management company areas. The development flows have been incorporated into the infrastructure work for the spine road, with outfalls to existing sewers, attenuation features, and connection drains provided for the parcels' benefit. A swale network is proposed to accommodate rainfall events with a return period of up to and including 1 in 30 years. In more extreme events, such as those with a return period of up to 1 in 100 years, accounting for climate change, surface water will be retained within the site's green open spaces, ensuring it does not impact existing or proposed dwellings or adjacent land. The attenuation pond(s) will outfall into the catchwater drain, with a flow control mechanism to meet the existing rate. The implementation of cellular storage and oversized pipes further enhances the drainage strategy's effectiveness”.

The LCC therefore has no objection to the proposals.

In terms of flood risk, the LCC has advised that this phase of development falls within Flood Zone 1, which has a low probability of flooding from rivers and the sea. There is also a low risk of flooding from surface water and reservoirs and the CEMP shows detailed mitigation during construction.

A response from the EA confirms that they have no objections to the application. No response has been received from the Internal Drainage Board.

Objection in relation to drainage and flooding on and off the site have been received from properties on Farrington Crescent, Skellingthorpe Road, Grosvenor Avenue and Rochester Drive. The concerns raised relate to whether the development would drain into the catchwater and how flooding onto surrounding land would be prevented. Notwithstanding the responses received from the statutory consultees the agent has provided a response to specifically address these concerns. It is advised that all surface water from the development drains into one of three attenuation ponds on either side of the site which form part of a Sustainable Urban Drainage System (SuDs). The agent has advised that:

“the ponds are specifically designed to hold water, and only release water into the Catchwater at an agreed and specified rate (agreed with statutory bodies) to ensure water from the development does not overload the Catchwater. This is done via the 'flow control' manholes, which include flow restrictors to ensure water is only released into the Catchwater at the approved rate - it is when this rate would be exceeded that the ponds fill up and hold water until such time it can be released at the agreed rate. The size of the ponds is calculated to ensure they can accommodate a 1 in 100 year rainfall event, with 40% added on for Climate Change. Overall, the system is designed to ensure that, once the site is developed, no more water flows into the Catchwater than does currently from the existing fields - however in practice we expect the engineered system to produce an improvement to the current greenfield run off, which is unrestricted”.

The incorporation of SuDS into the development is welcomed and is in accordance with the requirement of CLLP Policy S21. The development, taking account of the original application as well as the requirements of condition 68, provides comprehensive solutions to drainage and flood risk, as required by CLLP Policy S69. Based on the comments received and the requirement of the condition for further information, officers are satisfied that the matter of drainage and flood risk has been appropriately considered.

Trees and Landscaping

CLLP Policy S66 requires that development proposals should be prepared based on the overriding principle that the existing tree and woodland cover is maintained, improved and expanded. The policy has specific requirements for the loss of trees that are protected by a Tree Preservation Order, are within a conservation area or are classed as veteran trees. The trees proposed to be removed are not subject to any of these, and for the purposes of the policy are considered to be 'other' trees. With regard to 'other' trees, the policy states proposals will be expected to retain those trees that make a significant contribution to the landscape or biodiversity value of the area, provided this can be done without compromising the achievement of good design for the site. The policy requires that where it is appropriate for higher value trees (category A or B trees) to be lost as part of a development proposal, then appropriate mitigation, via compensatory tree planting, will be required.

The application is accompanied by an Arboricultural Assessment and Method Statement (Arboricultural Statement). The D&A Statement advises that a number of trees are to be retained adjacent to residential properties which back onto the site from Grosvenor Avenue and Burghley Road/Haddon Close. The D&A Statement acknowledges that the housing development will require the removal of some trees, particularly on Parcel A1a, which sits to

the south east of the spine road. Objections from properties on Grosvenor Avenue and Chalgrove Way have raised concerns regarding the loss of trees.

The trees which are proposed to be removed are indicated on the Tree Removal Plan, which is included within this report. The Arboricultural Statement confirms that the majority of the trees to be removed in the housing area are Category U, unsuitable for retention, or Category C trees, classified as low quality. The D&A Statement advises that care has been taken with the location of the dwellings and associated infrastructure to reduce the loss of trees as much as possible, with replacement trees and landscaping designed to mitigate any loss. These will be detailed later.

The City Council's Arboricultural Officer has considered the Arboricultural Statement and has raised no objection to the proposed removal of trees. He does not consider that any are of individual significance which would warrant protection by a Tree Preservation Order (TPO). The proposals do not impact on the trees on site which are protected by a TPO. He also does not consider that any of the trees indicated for removal show a significant number of veteran features which could be used to provide them with veteran status. He notes that the tree protection measures suggested within the Arboricultural Statement are in line with BS 3837:2012. Officers would suggest that any grant of consent includes a condition which requires the tree protection measures to be implemented prior to the commencement of any site works.

The D&A Statement advises that:

"The swales at the junction and along the Spine Road create a landscaped edge to the site adjacent to existing and new highway. This is important in creating a landscape setting for the new residential development, which is further enhanced by the creation of the new attenuation pond and swales to the northeast of both residential parcels. These areas specifically help to create an important landscape transition between the housing and the Catchwater. This landscape transition is strengthened by the retention of the existing mature tree belt which runs along the Catchwater incorporating the existing public right of way. All of these areas combine to create the rich landscape setting for the houses required by the Design Code. As well as the landscaping undertaken as part of the wider infrastructure works, the site layout is also centred around providing a landscaping setting for the houses themselves. Central to this is the new public open space area created to the south of the site in Parcel A1A, which incorporates the retention of two large, mature Oak Trees situated along the existing Pig Lane. This area, together with the area around and including the attenuation pond, provides an important landscape break between the built form of the dwellings and the hard surfacing of the parking areas and roads in this area of the site. 5.3.6 Once again, landscaped edges to the site are also incorporated, with a new formal green area to the front of Plots 1-7 (Skellingthorpe Road), incorporating the large, existing retained tree. In addition, a new landscaped area is created to the west of the Spine Road entrance, incorporating formal tree planting which will supplement that already provided as part of the infrastructure works".

Officers have considered the comments from the Arboricultural Officer along with the detailed tree planting, hedgerow and landscaping proposals. While there will be some tree removal, none of these are category A or B trees. The applicant has made efforts to minimise the loss of trees and to off-set this through proposed tree replacements and landscaping. A condition on any grant of consent will require the implementation of the landscaping scheme.

The development will therefore provide appropriate landscaping, ensuring that the development can be satisfactorily assimilated into the surrounding area. Officers are therefore satisfied that the proposals would comply with Policies S53 and S66.

Ecology and Biodiversity

Ecology and biodiversity were considered in detail as part of the previous application for the wider WGC site. The Environmental Statement submitted as part of this previous submission addressed the loss of any habitats and the need for mitigation. Notwithstanding this, the current application is accompanied by a Preliminary Ecological Appraisal (PEA) Survey Report, a Phase Two Survey Report and a Reptile Survey Report. The application also includes a CEMP incorporating an Ecological Management Plan (EcoCEMP), a requirement of condition 22 of the original consent.

The Lincolnshire Wildlife Trust (LWT) initially submitted a holding objection requiring further ecological information to satisfy them that there will be no significant negative impacts on protected or priority habitats, species or local wildlife sites as a result of the proposed development. Further information was also requested in relation to the proposed removal of the Mormon's Field Local Wildlife Site (LWS) and the priority woodland habitat onsite. The LWT also encouraged the applicant to consider features for bats, and urban birds.

The agent has responded to these comments advising that the loss of the Mormon's Field LWS was considered as part of the original planning application, and is detailed within the committee report. The total loss of the LWS was considered at various points within the report, all concluding its loss would be significant, but would be compensated for. The agent also advised that:

"The loss of the Mormon Field was therefore considered as part of the original outline and accepted, subject to suitable compensation measures coming forward as part of the Landscape and Ecological Masterplan (LEMP). As applicants and landowners for the site, we are in full agreement with the need to mitigate the loss within the LEMP, the submission and agreement of which are required post the occupation of 300 dwellings (condition 43 of the approval). This threshold has not been reached as yet, however the timing of the LEMP was to ensure that overarching landscape and ecological value of the mitigation measures would be delivered in not only a timely manner, but also when the parts of the site where these measures could reasonably be achieved are delivered. It was not envisaged, therefore, that individual parcels would compensate for any specific habitat loss, moreover this would be delivered strategically and holistically as part of the delivery of the wider site".

With regard to the LWT's comments in relation to priority woodland habitat the agent has advised that the removal of any habitat has therefore already been approved as part of the original application. Notwithstanding this, the agent has advised that new woodland will form part of the LEMP when it is brought forward which will, as above, compensate for the loss of this habitat.

The agent has noted that the proposed landscape proposals will introduce a landscape quality to the site, utilising native species. However, to further strengthen biodiversity, the agent has advised that there is no objection to the provision of bat boxes on suitable mature trees, bat bricks within a selection of buildings, bird boxes in the fabric of the buildings and on suitable trees. Officers would suggest that this matter be conditioned on any grant of consent.

The LWT has submitted a further response, advising that the discussions have clarified the loss of Mormon's Field LWS will be compensated for in a forthcoming LEMP in the context of the wider development site of the WGC. They have confirmed that they wish to remove their previous holding objection.

A response from Natural England advises that they have no comments to make.

The WGC site as a whole will deliver gains in relation to ecology and biodiversity, which were established as part of the original application. This current application also proposes biodiversity gains on Phase 1A. Taking account of the comments from the LWT and agent, officers are satisfied that the proposals would not conflict with the relevant aspects of CLLP Policies S60 and S61.

Energy Efficiency and Sustainable Transport

It has previously been outlined in this report that the proposals are not subject to the requirements of the new CLLP policies in relation to reducing energy consumption, water efficiency and EV charging. However, the application is accompanied by a Sustainability Statement and proposes an EV charging scheme.

The D&A Statement summarises the sustainability of the proposed house design:

"The stated intention from the outset was to deliver the most energy efficient homes possible. To that end, no gas will be used and instead it is proposed to provide air source heat pumps to deliver renewable space heating and hot water to each dwelling. As well as this, the houses will all incorporate photovoltaic (PV) panels to deliver renewable electricity and will each have electric vehicle charging points. 6.4 The dwellings have also been designed to maximise the 'Fabric First' approach, using the geometry of the building design, combined with strategically placed glazing, orientated to maximise passive solar gains. As a result, this highly insulated building envelope provides average improvements of 32% in terms of building performance when compared against the current Building Regulations. 6.5 In terms of emissions, the baseline carbon emissions for the development to comply with the latest Building Regulations is 54,906 kgCO₂/year. With the aforementioned enhancements to the building fabric and the use of air source heat pumps combined with roof mounted solar photovoltaic panels, the revised on-site CO₂ emissions are predicted to be 9,499 kgCO₂/year. The annual carbon emissions are therefore predicted to be reduced by 82.70%, saving annual carbon emissions of 45.41 TonnesCO₂/year – significantly in excess of existing building regulations but most importantly exceeding the anticipated targets in the 2025 Future Homes Standard."

Officers welcome these measures which meet the requirements of CLLP Policy S69, which requires that WGC should provide development that maximises the opportunities for low carbon and sustainable design.

A scheme for the provision of EV charging is required by condition 26 of the original consent. The application indicates that each residential property will have access to a dedicated EV charging point adjacent to or within their allocated parking area. These charging points are specified as "fast charge" 7kw Mode 3 specialised systems, to meet the requirements of Building Regulations Part S. The City Council's PC Officer has raised no objection to the scheme. Condition 26 also requires that the approved scheme be implemented prior to the

development first coming into use, so there is no need to replicate the requirement on this application.

Design and Crime

A response from Lincolnshire Police has been received, raising no objections to the application, although they requested that their comments and recommendations be passed onto the applicant. These primarily relates to the measures to improve the safety and security of the parking courts, such as natural surveillance and lighting. Some objectors have raised concern regarding the potential for anti-social behaviour within the car barns and rear parking courts.

The comments have been passed onto the applicant and agent. In response they have advised that they feel the design responds positively to the issues raised, but through the detailed design process they will consider any additional points. In relation to the use of car barns, as opposed to garages, the agent has advised that these are advantageous in that they provide two parking spaces- one underneath and one in front. They consider that, in general people do not park in garages so if garages were proposed this would significantly reduce the overall parking provision.

Contaminated Land

Condition 24 of the original outline consent requires that no development shall commence on each phase of development until a remediation strategy to deal with the risks associated with contamination of the site has been approved. Contaminated land will therefore be dealt with by this condition, in consultation with the City Council's Scientific Officer, and is not a matter to be considered as part of this application. This condition would therefore ensure that the development proposals take into account the potential environmental impacts from any former use of the site, as required by CLLP Policy S56.

Archaeology

The application is accompanied by an archaeological Written Scheme of Investigation (WSI), the submission of which is also a requirement of condition 21 of the original consent.

Comments have been received from the occupant of 4 Chalgrove Way with concerns that the development to the east of Pig Lane will destroy the remains of outbuildings and structures associated with the former World War II airfield, RAF Skellingthorpe. The City Archaeologist has reviewed the submitted Written Statement of Investigation and considers this to be acceptable. He has advised that, with regard to the comments submitted about the RAF Skellingthorpe remains, they would not be of such significance as to warrant preservation in situ. However, anything that would be affected by this development will be covered by the WSI and should be recorded like any other archaeological material. A condition to require the programme of archaeological work shall be completed in accordance with the WSI will be applied to any grant of consent. With this condition officers are satisfied that the application would meet the requirements of CLLP Policy S57.

Other Matters

Comments have been received stating that the plots fronting Grosvenor Avenue could have Grosvenor Avenue addresses, which the objectors do not consider is acceptable. This is not a matter that can be controlled by the planning process. Comments are also made in relation

to home insurance for flooding, again, this is not a matter for the planning application.

The occupant of 1 Grosvenor Avenue considers that the plans show the boundary of the proposed estate overlaps their established boundary and are concerned regarding the accuracy of the map. The submitted site location plan indicates a red site boundary, the applicant has confirmed as part of the application form that the land is within their ownership. The thickness of the red line on the 1:1250 plan can sometimes appear to 'overlap' boundaries, however, the proposed site layout more accurately shows the relationship of the development to the boundary with no. 1. Officers are satisfied that the proposed development is contained within the site boundary, however, the comment has been passed onto the applicant to highlight the neighbour's concern and to ensure that this is checked as part of any subsequent conveyancing process, which is in any case separate to the planning application.

Condition 69 of the original consent requires that a scheme of recruitment and employment by the contractors for each phase of development should be submitted with each reserved matters application, to demonstrate what measures will be taken to recruit workers from the local area. A statement accompanies the application which satisfies this requirement.

Application Negotiated either at Pre-Application or During Process of Application

Yes, see above.

Financial Implications

None.

Legal Implications

None.

Equality Implications

None.

Conclusion

The principle of the use of the site for residential purposes was established by the existing consent. The development accords with the Design Code, it has its own identity and respects the local. The well considered tree planting and landscaping will be of benefit to the scheme. The proposals would not result in harm to neighbour's amenity and the development would provide an acceptable level of amenity for future occupants.

The removal of trees has been sufficiently justified and new tree planting will help off-set this loss. The tree planting, landscaping and the addition of bat and bird boxes will enhance ecology and biodiversity. Other matters relating to parking and highways, drainage, flood risk, energy efficiency, contamination, archaeology and design and crime have been appropriately considered by officers and the relevant statutory consultees. These will be managed both by conditions of the original consent and those proposed to be attached to this permission. The proposals would therefore be in accordance with the requirements of CLLP Policies S1, S2, S21, S47, S53, S56, S57, S60, S61, S66, S68, S69 and S76 as well as guidance within the SPD and NPPF.

Application Determined within Target Date

Yes.

Recommendation

That the application is Granted Conditionally subject to the following conditions:

- Time limit of the permission
- Development in accordance with approved plans
- Samples of materials including hard surfacing
- Windows and doors to be set in reveal
- Location and sound level specifications for ASHPs
- Surface levels for the estate roads and footways
- Implementation of tree protection measures
- Implementation of tree planting and landscaping
- Scheme for the provision of bat boxes, bat bricks and bird boxes
- Programme of archaeological work completed in accordance with WSI

Planning Permission Under Regulation 3 For Development By The Local Authority

Name and address of applicant:
City Of Lincoln Council And Lindum
Western Growth Community

Agent:
Mark Foster
Lindum Homes
2 Low Moor Road
Off Doddington Road
Lincoln
LN6 3JY

Part I - Particulars of Application

Application No: 2019/0294/RG3

Date of Application: 8th April 2019

Location of Development: Western Growth Corridor Skellingthorpe Road Lincoln
Lincolnshire

Particulars of Development: 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, 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 Beavor 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).

Part II – Particulars of decision

The City of Lincoln Council hereby gives notice that planning permission is granted for the development described above in accordance with the application and plans submitted. This permission is subject to various conditions presented under the relevant headings below:

Full Planning Permission

Standard Conditions

- 01) 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.

- 02) 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 commencement of works

- 03) 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.

- 04) 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.

- 05) 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 within 12 months of the completion of the approved remediation scheme being completed.

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.

- 06) 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.

- 07) 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 completed for that phase prior to the occupation of the final dwelling to be constructed within that 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

- 08) 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-CE00151 - 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.

- 09) 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) No more than 300 dwellings shall be occupied until the vehicular bridge accessing Tritton Road is 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 Planning Permission

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 20 years 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 submitted with the application. 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 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. The CEMP shall be implemented in accordance with the 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 is to be delivered in accordance with the approved strategy. For the avoidance of doubt, and subject to adherence to other relevant conditions, this condition is 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:

- o all previous uses
- o potential contaminants associated with those uses
- o a conceptual model of the site indicating sources, pathways and receptors
- o 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. The details shall be complied with at all times until such time as the streets are Adopted by the Highway 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) No more than 300 dwellings shall be occupied until 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) No more than 150 dwellings shall be occupied until 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) No more than 600 dwellings shall be occupied until 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) No more than 600 dwellings shall be occupied until 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) No more than 300 dwellings shall be occupied until 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) No more than 300 dwellings shall be occupied until 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) No more than 600 dwellings shall be occupied until 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) No more than 600 dwellings shall be occupied until 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) No more than 1600 dwellings shall be occupied until the design for the vehicular/pedestrian bridge over the railway to Beever 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) No more than 300 dwellings shall be occupied until the 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) No more than 600 dwellings shall be occupied until 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 Beavor 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 pedestrian/cycle crossing facilities and Birchwood Avenue bus lane/priority measures shall be implemented in accordance with details to be submitted and approved by the Local Planning Authority.

Reason: To 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 18.

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.

Table A

The above decision has been made in accordance with the submitted drawings identified below:

Drawing No.	Drawing Type	Date Received
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LWGC-AEC-XX-XX-DR-CE-00171 - P5	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00173 - P3	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00301 - P6	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00303 - P4	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00304 - P4	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00501 - P8	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00504 - P4	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00503 - P4	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00701 - P6	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00703 - P4	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-01201 - P4	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-01202 - P4	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-01203 - P4	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-01204 - P4	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-02101 - P2	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-02102 - P1	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-02103 - P2	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-02104 - P1	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-02105 - P1	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-02106 - P2	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00151 P6	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00152 P3	General	11th September 2020

LWGC-AEC-XX-XX-DR-CE-00153 P4	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00154 P4	General	11th September 2020

Relevant Policy/Policies:

The Local Planning Authority has adopted a policy framework to assess applications and the relevant policies and guidance are set out below.

Policy LP10 Meeting Accommodation Needs
Policy LP11 Affordable Housing
Policy LP13 Accessibility and Transport
Policy LP14 Managing Water Resources and Flood Risk
Policy LP17 Landscape, Townscape and Views
Policy LP20 Green Infrastructure Network
Policy LP21 Biodiversity and Geodiversity
Policy LP22 Green Wedges
Policy LP23 Local Green Space and other Important Open Space
Policy LP25 The Historic Environment
Policy LP26 Design and Amenity
Policy LP28 Sustainable Urban Extensions
Policy LP29 Protecting Lincoln's Setting and Character
Policy LP30 Lincoln Sustainable Urban Extensions
National Planning Policy Framework

Date of Determination: 20th January 2022



Kieron Manning Assistant Director - Planning
Directorate of Communities & Environment
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