

Application:	2021/0171/MAO		ITEM 3
Proposal:	Outline planning permission with all matters reserved except access for a maximum of 94,000m <sup>2</sup> of Class B8 and Class B2 and E(g) and ancillary business and service space (Class E).		
Address:	Greetham Quarry, Stretton Road, Greetham, Rutland, LE15 7NP		
Applicant:	Hereward Homes (Greetham) Ltd	Parish	Greetham
Agent:		Ward	Greetham
Reason for presenting to Committee:	Policy and objections		
Date of Committee:	20 Sept 2022		
Determination Date:	18 May 2021		
Agreed Extension of Time Date:			

## EXECUTIVE SUMMARY

**This proposal for 1 million square feet of commercial buildings is premature to the consideration of sites under the new Local Plan. It would result in uncontrollable HGV traffic through Greetham village to the detriment of the character and appearance of the Conservation Area.**

## RECOMMENDATION

**REFUSAL**, for the following reasons:

1. The proposal is premature to the emerging Local Plan in that it has not given the Local Planning Authority opportunity to consider the need for employment land of this scale and at this location. There is no demonstrable need for the development at this stage which might otherwise constitute a material consideration to set aside current development plan policy. The proposal is wholly out of scale with the adjacent village and in the absence of evidence that demonstrates this is the only location for this scale of employment land there is no justification for its approval. The scheme would thereby be contrary to Policies CS2, CS4, CS19 of the Core Strategy and SP7 and SP15 of the Site Allocations and Policies DPD.
2. The overall scale of development would lead to a significant increase of HGV's through the village of Greetham which is designated as a conservation area. The road through the village is narrow and already subject to significant traffic linking to the A1 in the east. Buildings along the street are intimately located with the carriageway and would be likely to suffer long term damage by the levels of traffic likely to be generated by the proposal. This would be detrimental to the character and appearance of the conservation area and have a detrimental impact on the heritage assets directly adjacent to the highway, contrary to Chapter 16 of the NPPF, Policies CS22 of the Core Strategy and SP20 of the Site Allocations and Policies DPD.
3. The HGV movements associated with this scale of development would remove all of the reserve capacity and more, through Greetham. Furthermore the B668 through Greetham is not suitable to take the amount of HGVs associated with this development due to how narrow the carriageway is and lack of suitable pedestrian footpaths. This development would only be viable with a routing agreement for HGVs stating that they must turn left out of the site towards the A1 and turn right into the site coming from the A1. However a routing agreement cannot be conditioned as it will not be enforceable or reasonable based on the end user and the number of end users being unknown. It therefore would be an uncontrollable condition and the impact of HGV's on the highway network through Greetham would be contrary to highway safety requirements contrary to Policy SP15.

4. The movement of HGV's through Greetham would lead to noise, vibration and disturbance to local residents along the Main Street, to the detriment of amenity, contrary to Policy SP15.

## Site & Surroundings

1. Greetham Quarry was an established quarry (limestone) situated within the north-east part of Rutland, to the west of the A1 and within 3 kilometers (km) of the County Boundary with Lincolnshire. A proposed north-western extension area is located on land to the north of Greetham village. Access to the existing site is gained via the B668 Stretton Road. The extant permissions, MIN/2004/1051/CC, and M/1999/0326/09, are both time limited with an expiry date of 30/09/2020 (the extant permissions are subject to section 73 applications to vary the date of the final restoration).
2. The quarry is now exhausted and awaits restoration in accordance with the approved scheme. Much of that work has been done.
3. Greetham Meadows, a Site of Special Scientific Interest (SSSI), is located approximately 500m north-east of the area. Stretton Road and Thistleton Lane form the eastern and north-eastern boundaries of the site which have established hedgerows. Land use in the wider area is mainly arable with occasional blocks of woodland. No Public Rights of Way (PRoW) traverse the site. Kendrew Barracks and the villages of Stretton and Cottesmore are approximately 1km east, 1.6km north-east and over 2km south-west respectively.

## Proposal

4. This is an outline application for the erection of business units on the former quarry floor, extending to 23.37 hectares. All matters are reserved except access which is included for full approval.
5. 2 Indicative Masterplans are submitted indicating a scheme of 2 buildings totalling 1 millionft<sup>2</sup> (92,200m<sup>2</sup>) of floorspace. The other scheme, over 5 units, is 770,000ft<sup>2</sup> (71,533m<sup>2</sup>)
6. Indicative sections show the buildings could be up to approximately 15m high which is approximately consistent with the height of the quarry face. The Parameters Plan states maximum building height at 121/5mAOD, with a development platform level of 103mAOD with a tolerance of up to +2m.
7. The proposed use of the buildings is as set out in the title above. For clarity, these are:
  - Class B8 - Use for storage or as a distribution centre.
  - Class B2 - General Industrial Use
  - Class E(g) - Office, R&D or an industrial use compatible with a residential area (i.e. Light Industrial)

## Relevant Planning History

None in terms of this proposal.

## Planning Guidance and Policy

National Planning Policy Framework (NPPF) 2021

Chapter 2 – Achieving Sustainable Development  
Chapter 6 – Building a strong competitive economy  
Chapter 9 – Promoting sustainable transport  
Chapter 11 – Making efficient use of land  
Chapter 12 – Achieving well designed places  
Chapter 15 – Conserving the natural environment  
Chapter 16 – Conserving the historic environment

### **Site Allocations and Policies DPD (2014)**

SP5 - Built Development in the Towns and Villages  
SP7 – Non-residential development in the Countryside:

#### **Policy SP7 – Non-residential development in the countryside**

Sustainable development in the countryside will be supported where it is:

- a) essential for the efficient operation of agriculture, horticulture or forestry;
- b) essential for the provision of sport, recreation and visitors facilities for which the countryside is the only appropriate location;
- c) essential investment in infrastructure including utilities, renewable energy and road side services required for public safety purposes;
- d) a rural enterprise comprising small scale alterations, extensions or other development ancillary to an existing established use appropriate to the countryside;
- e) new employment growth comprising small scale, sustainable rural tourism, leisure or rural enterprise that supports the local economy and communities;
- f) farm diversification that supports waste management development.

Provided that:

- i) the development cannot reasonably be accommodated within the Planned Limits of Development of towns and villages;
- ii) the amount of new build or alteration is kept to a minimum and the local planning authority is satisfied that existing buildings are not available or suitable for the purpose;
- iii) the development itself, or cumulatively with other development, would not adversely affect any nature conservation sites or be detrimental to the character and appearance of the landscape, visual amenity and the setting of towns and villages;
- iv) the development would not adversely affect the character of, or reduce the intervening open land between settlements so that their individual identity or distinctiveness is undermined; and
- v) the development would be in an accessible location and not generate an unacceptable increase in the amount of traffic movements including car travel.

SP15 – Design & Amenity (inc highway safety issues)  
SP20 – The Historic Environment

### **Core Strategy DPD (2011)**

CS1 – Sustainable Development Principles  
CS2 – Spatial Strategy  
CS4 - The Location of Development  
CS3 - The Settlement Hierarchy  
CS18 – Sustainable Transport  
CS19 - Promoting Good Design  
CS22 - The Historic and Cultural Environment

### **Neighbourhood Plan**

Greetham Neighbourhood Plan was made in October 2017

### Policy CH1 – Built Form

Development within the Parish should be of a scale and density in keeping with the built form of the character area within which it is located, taking account of surrounding buildings, streets and spaces. Development should integrate with the street scene, through particular attention to boundary treatments; and where appropriate, conserve the character and appearance of the Conservation Area and its setting.

### Policy CH2 – Green Infrastructure

Development should minimise impacts on biodiversity and provide net gains in biodiversity where possible. Planting of indigenous trees and shrubs to enhance biodiversity, soften the impact of development and/or enhance local character, will be supported.

## Officer Evaluation

8. The main issues are planning policy, highway safety, residential amenity, drainage, and ecology.

### Principle of the use

9. Policy CS2 – Spatial Strategy – development must be of an appropriate scale and design that reflects local character, enhancing the role of Oakham as the main centre serving the villages for...employment. Supporting small scale development for employment in...the villages.etc.
10. Policy CS4 – Location of Development  
Policy CS4 seeks to direct development to the most sustainable locations and states that, in the countryside, development will be strictly limited to that which has an essential need to be located there and restricted to particular types of development which support the rural economy.
11. Policy CS14 – New provision for Industrial and Office Development and Related Uses  
This policy aims to provide for new employment development sites in the main towns and Local Service Centres through employment allocations. This proposal is a windfall site and contrary to this policy.
12. Policy CS16 – The Rural Economy  
The policy seeks to support the economy of rural areas by allowing the re-use of suitable rural buildings for employment uses which are appropriate to a rural area. Economic development in the countryside should be of a scale and type that reflects its surroundings. The Council supports new development for small scale employment proposals towards the local service centres. The scale of this proposal does not meet the criteria set out in the strategy for the rural economy as set out in proviso a). The proposed site is outside the planned limits of development for Greetham and therefore doesn't meet Proviso e), which allows for small scale development for employment purposes in the local service centres. The proposal would be all new build and therefore, it doesn't accord with proviso f) which only supports the conversion and re-use of appropriately located rural buildings in the countryside for employment-generating uses.
13. Site Allocations & Policies DPD  
  
Policy SP7 – Non-residential Development in the Countryside  
Policy SP7 is consistent with, but develops on, the broad guidance of Core Strategy Policy CS16. As the proposal is considered contrary to Policy CS16, it follows it is also contrary to Policy SP7 and does not accord with the criteria out in Policy SP7 which supports sustainable development in the countryside if it meets the criteria.

14. Any proposed use should be appropriate to its location and in particular should not generate significant traffic movements in unsustainable locations. The likelihood is the proposal will generate extra trips depending on the end employment use of the buildings.
15. Furthermore, the Council's Employment Land Report (updated in May 2018) set out a short term take up scenario which indicated an existing over-supply of employment land in Rutland. The alternative long term take up scenario shows that there is a requirement to provide an additional 25 hectares of employment land in addition to existing commitments. However, it is considered the long term approach should be considered through the New Local Plan and employment allocations. The scale of development for employment land in this location exceeds requirements in advance of the preparation of the New Local Plan, if there are more sustainable sites for employment available within Rutland these would come via the Local Plan process.
16. This proposal should also be considered against other Local Plan policies such as amenity, highways, design etc and the policies of the adopted Greetham Neighbourhood Plan.
17. Overall,

Whilst Policy CS16 strategy aim is to support the economy of rural areas, economic development in the countryside should be of a scale and type that reflects its surroundings but not for the use proposed. This is reinforced by Policy SP7, non-residential development in the countryside. As such the proposal is considered contrary to the Council's adopted planning policy due to the scale and location of the proposal which does not have an essential need to be in this location.
18. As set out above, the Neighbourhood Plan does not have specific policy to deal with this proposal but seeks to protect the character of the village.
19. It is therefore necessary to examine whether there are any material circumstance that would warrant overriding the established development plan policy for the site whereby a grant of permission could be recommended.
20. Is the proposal sustainable development? NPPF Para 8 states that achieving sustainable development means that the planning system has 3 overarching objectives which are interdependent and need to be pursued in mutually supportive ways so that opportunities can be taken to secure net gains across each objective:
  - Economic objective
  - Social objective
  - Environmental objective
21. The text of these 3 objectives and relevant paragraphs is reproduced in the Appendices.
22. A scheme of this magnitude should ideally be pursued through the preparation of the Local Plan so that it can be properly assessed, with others from the 'call for sites', against other employment sites and potentially allocated accordingly. In other words the application is premature to the proper consideration of sites through the Local Plan. The site was put forward for consideration under the now withdrawn Local Plan and was included as an allocation in the original 2017 version. After the Plan was delayed to consider the closure of St Georges, the allocation was dropped, simply because the St Georges site would have provided significant new employment land meaning that this site was not required. At this stage in the new Local Plan process it is too early to state the precise requirements going forward but the approval of this site now would be considered premature to the outcome of the proper assessment of other sites (following the call for sites) and the

allocation of land based on proper assessment and consultation with the community. There is no clear need to allocate such a large employment site at this stage.

23. There is no overriding compelling evidence to suggest that this amount of employment land is required at the present time. The applicant has submitted a 'Commercial Property Case' document to demonstrate the local demand, citing many sites in and around Peterborough that have been sold and others firms that are seeking premises.
24. It also states that, in terms of land supply:
  - a) *At present there are only two units available larger than 100,000 sq ft across East Anglia. Both are located at Gateway Peterborough and one of the units is under offer.*
  - b) *There are currently no new speculative units under construction within a 50 mile radius of the Greetham Quarry.*
  - c) *In terms of land supply there is only development, Flagship Park, Peterborough which has outline consent for B1, B2, B8 and units larger than 100,000 sq ft. The site is approx. 61 acres.*
25. The summary of that report states:
  - a) *The site is well located with excellent access to the A1 with the ability to travel both north and south. Its location close to the employment centre of Peterborough will be attractive to occupiers. We have seen from recent Peterborough transactions that many of the occupiers sited the positive employment dynamics as a significant reason for relocation to the area. Greetham and Rutland can benefit from this demographic. There is a window of opportunity for alternative sites such as Greetham Quarry that could accommodate buildings of up to 1 million sq ft.*
  - b) *The scale and size of the proposed units is in keeping with the buoyant 'big box' market and will go some way to helping soak up the swelling demand in this sector. This demand is expected to continue to grow in the immediate and longer term and make a correspondingly larger contribution to the economy. It is our strong belief that should a planning consent be forthcoming for B2 and B8 development then it would command a good level of demand from a variety of occupiers.*
26. Greetham is not Peterborough, where large scale development such as this is more appropriately, and comfortably, located. There is also an allocation for warehousing adjacent to the A1 at Grantham which would be more appropriately located than this site and which has properly been through the South Kesteven Local Plan (2020) consultation/examination exercise. The Plan specifically allocates a new Southern Gateway strategic employment location of up to 118 hectares of B1, B2 and B8 uses, centred on the new A1/ Southern Relief Road interchange, to support the continuing economic growth of Grantham, and development of the Spitalgate Heath Garden Village and Prince William of Gloucester Barracks for Grantham involving some 3425 new homes and 8Ha of employment opportunities within the plan period.
27. The Plan also allocates 9.8Ha of employment land at Empingham Road Stamford.
28. Para 50 of the NPPF states that Refusal of planning permission on grounds of prematurity will seldom be justified where a draft plan has yet to be submitted for examination; or – in the case of a neighbourhood plan – before the end of the local planning authority publicity period on the draft plan. Where planning permission is refused on grounds of prematurity, the local planning authority will need to indicate

clearly how granting permission for the development concerned would prejudice the outcome of the plan-making process.

29. The Planning Policy Team is waiting for the latest census figures to be published before we go out to tender and we haven't finalised the call for sites process, so granting planning permission to this site without considering the evidence of need or consideration of any more suitable sites that may have been put forward as part of the call for sites which closes in around the time of this meeting is premature.
29. For the reasons set out above it is recommended that the application is premature to the Local Plan process and that there are no overriding material considerations that would justify outweighing the development plan in this case at this stage.

#### Design/Layout

30. The application is in outline form with only the use of the existing access included for full consideration. 2 different illustrative masterplans have been submitted demonstrating how the site might be developed for commercial purposes. The details of these plans are set out above and are shown in the Appendix.
31. The internal layout of the site would appear to work from a practical accessibility point of view for HGV's and cars.

#### Impact of the use on the character of the area

32. The site is reasonably well screened from public view by the existing trees and hedges surrounding the site. The proposed buildings are indicated to fit within the height of the existing quarry faces. Notwithstanding this, this is a huge scheme for a site on the edge of a relatively small village. The use of these units for employment purposes would not provide a huge employment opportunity if mainly B8 storage and distribution purposes. HGV's running at all hours would also be likely to cause some impact on the character of the area and local amenity as would B2 general industrial uses. The scale of development does not sit well adjacent to the village neither is it integrated with it. There is proposed to be a landscaped bund between this site and the new residential site adjacent. But there are no details of this at present.

#### Impact on the Character and Appearance of the Conservation Area

33. As set out by the Conservation Officer, the main impact is on HGV's travelling through the village, impact not only on the character of the village, which already carries all traffic eastwards towards the A1, but on the very historic fabric of the village which contributes to its historic significance as a conservation area in the first place.
34. As set out in the Highway Officer comments, if the units were operated by many different individual firms or if one operator utilised many different haulage companies to service their buildings, it would be very difficult to enforce any agreement, legal or otherwise, to ensure that HGVs did not travel through the village. For that reason it is concluded that the proposal would have a detrimental impact on the character of the conservation area, contrary to the policies and advice in the development plan and the NPPF set out above.

#### Impact on the neighbouring properties

35. The development would be largely screened from the nearest residents. However noise from HGV's operating potentially 24/7 would be noticeable together with other support vehicles with reversing alarms etc. In the event that HGV's could not be prevented from travelling through the village this would also have a significant impact on residential amenity.

36. It should be noted that the proposal includes the potential use of units for B2 purposes which is 'general industrial' use which could also be likely to cause noise, odours and disturbance to local residents in such relatively close proximity.
37. Whilst the noise assessment of the 3 quarry related applications concludes that they would be compatible with each other, the lack of clarity over the end users of this site together with their operating circumstance means that the proposal could have an injurious impact on the new housing proposal if both are approved.

### Highway issues

38. Policy SP15(l) and (m) state:

Proposals will be assessed to ensure they effectively address the following matters:

#### **l) Access and Parking**

The development should make provision for safe access by vehicles, pedestrians, wheelchair users and cyclists as well as provide good links to and from public transport routes. Developers will be expected to retain existing footpaths, cycle routes and bridleways or to make provision for their reinstatement, and to make provision for new routes to link with existing networks. This includes taking opportunities to enhance access to the countryside through improvements to the rights of way network.

Adequate vehicle parking facilities must be provided to serve the needs of the proposed development. Development proposals should make provision for vehicle and cycle parking in accordance with the parking standards set out in Appendix 2, including parking for people with disabilities. There should where practicable be convenient external access for mobility scooters to the rear gardens of residential properties to facilitate parking and storage, if suitable provision has not been made at the front or side of the dwelling. In exceptional circumstances, particularly in the town centres of Oakham and Uppingham, the application of these standards may be varied in order to reflect the accessibility of the site by non-car modes or other identified local requirement.

#### **m) Impact on the highway network**

Development should be designed and located so that it does not have unacceptable adverse impact on the highway network. Where necessary mitigation measures will be required to ensure that any impact is kept within acceptable limits. Development that would have an unacceptable adverse impact on the highway network will not be permitted.

The concerns of the highway authority are set out in full in the Consultee section of this report below. It is however concluded that this development would only be acceptable from a highway safety position if a routing agreement condition for HGVs could be attached to any consent requiring vehicles to turn left out of the site towards the A1 and turn right into the site coming from the A1. However it is considered that such a condition would not be enforceable or reasonable based on the end user and the number of end users being unknown. The council would therefore be unable to reasonably enforce any breach of condition.

### Levels

39. The existing ground for this proposal is relatively flat in the former quarry floor, save for the elements that have been restored to a slope where they fall within the footprint of the development.



## Noise

40. The development itself would not be impacted by noise as it's a commercial use. As set out in other reports, there is potential for noise disturbance to proposed new residents and also existing residents in the village, particularly if the routing of HGV's cannot be controlled.

## Dust

41. The proposal would be unlikely to be impacted by dust from the adjacent proposed quarry extension and would produce limited dust itself.

## Section 106 Heads of Terms

42. None discussed in view of recommendation

## Crime and Disorder

43. It is considered that the proposal would not result in any significant crime and disorder implications.

## Human Rights Implications

44. Articles 6 (Rights to fair decision making) and Article 8 (Right to private family life and home) of the Human Rights Act have been taken into account in making this recommendation.
45. It is considered that no relevant Article of that act will be breached.

## **Consultations**

### **46. Highways**

#### Objection

The applicant has provided a detailed transport assessment and have submitted supplementary technical notes following discussion with the RCC highways RCC highways had a meeting with the Parish Council to discuss a range of issues they had with the proposed development, including the proposed highway improvements at the eastern end of Greetham such as the chicane. The Parish Council advised that they would not want a chicane at this location as it would cause more congestion through the centre of the village. However the Parish Council have continually expressed concerns about damage to properties by increase traffic through the narrowest section of the village and on the 7th September 2021 raised concerns about the speed of traffic Highways, therefore, consider the chicane as a suitable highway improvement, as it formalises the pinch point preventing 2 vehicles from passing, widens the footpath and also reduces vehicle speeds as they have to give way to approaching traffic The applicant provided 2 calculations for traffic flows through Greetham and the available capacity on the network. The first calculation used an average width between 2 given points, of 5.67m. This gave a AADT value of 7,385 vehicle movements per day. The second calculation used the minimum carriageway width at the narrowest point, 4m. This gave an AADT value of 4454 vehicle movements per day

Following discussions with the Parish Council, RCC highways agreed that the worst case should be used within the calculation and therefore the AADT value of 4454 vehicle movements per day has been used. The existing vehicle movements + committed development + the proposed development leaves the highway with a total reserve capacity of 32%. As such, it confirms that there is sufficient reserve capacity currently to

accommodate the additional car traffic associated with the proposed development in the forecast design year. The predicted traffic through Greetham from the proposed development only takes into account trips of employees and clients to and from the site. It does not take into account HGV movements as the developer has recommended that all HGV movements will be towards the A1 via a routing agreement. RCC highways have discussed a routing agreement with the planning officers and whether this could be conditioned. As the end user of the site is unknown and there could possibly be a number of units within the site, the condition cannot be enforceable, nor would it be reasonable. The condition could also not be controlled. The HGV movements associated with this size of development would remove all of the reserve capacity and more, through Greetham. Furthermore the B668 through Greetham is not suitable to take the amount of HGVs associated with this development due to how narrow the carriageway is and lack of suitable pedestrian footpaths. Based on the above, the LHA recommend refusal for the following reasons:- This development would only be viable with a routing agreement for HGVs stating that they must turn left out of the site towards the A1 and turn right into the site coming from the A1. However a routing agreement cannot be conditioned as it will not be enforceable or reasonable based on the end user and the number of end users being unknown. It therefore would be an uncontrollable condition

**47. Greetham Parish Council**

Biodiversity Assessment of Former Quarry, Greetham - Planning Reference 2021/0170/MAO & 2021/0171/MAO

We previously advised the planning authority of legal advice provided to Greetham PC regarding our concerns the biodiversity assessment undertaken by the developer in support of the above applications and evaluated by the Mineral Planning Authority's statutory advisor for Ecology, Ms Sue Timms, failed to provide proper evaluation and understanding of the biodiversity impacts of the calcareous grassland required by the planning consent for the former quarry. This advice stated: "The ecologist can only report on what his/her survey reveals about the site in its current state. However, the failure of the applicant to restore the land is a material consideration that the decision maker should take into account. The potential biodiversity value of the restored land should attract substantial weight. I think it is very unlikely that the current biodiversity value of the land would be given more importance than its value once restored." The response to this advice from Ms Timms, below, is welcome in part and addresses the importance of former limestone quarries for the development of calcareous grasslands:

The importance of these former limestone quarries for supporting calcareous grasslands is identified within the County Biodiversity Action Plan 2016 - 2026. This is very relevant to the former Greetham quarry, particularly as there remains legal obligations for it to be restored to a calcareous grassland. It is important to remember too that the operator has stated such works are nearly complete requiring only a further 2 months work to finalise. Would you please ensure this detail is posted on the planning portal.

The Parish has presented many photos of HGV's trying to [pass each other together with damage to buildings. An assessment of potential impact on historic buildings has also been submitted.

**48. Highways England**

No objection (based only on the potential impact on the A1 strategic route)

49. **Discover Rutland**

On behalf of the Discover Rutland Management Committee, I feel it important to raise concerns regarding this application for such a large scale development which will not only negatively impact the local tourism businesses, the local landscape and the planned wildlife site, but also the health of local residents. A number of our members have also requested we represent them through this objection. With Rutland County Council declaring a Climate Crisis for the county earlier this year and our shared ambition to become England's 'Greenest County' and our own Green objective set out in the Tourism Strategy which was accepted by RCC in 2020, the committee feel this application goes against the intentions set out in RCC policies and does not comply with the Greetham Neighbourhood Plan policy. The location of the site compromises numerous tourism businesses, including: Greetham Valley: Hotel, Golf Course, Lodges, Fishing, Restaurant | In The Stix glamping site Rutland Caravan & Camping with lodges | The Wheatsheaf | The Plough Inn | Hallidays' Folly This list includes some of the most prominent tourism businesses in the county, with Greetham Valley being a large employer and together with the camping site, they attract a large percentage of the area's visitors who seek rural, peaceful, fresh air environments. As I'm sure you are aware, tourism is one of the biggest economic drivers in Rutland, generating £142,000,000, 1.9million visitors and supporting 1,772 FTE employees in 2019 (STEAM), and to impede these businesses would affect the whole industry in Rutland. The committee also believe that the village of Greetham already suffers from traffic congestion issues, being one of the main entry and exit routes to the county for visitors, and the proposed increase of cars and HGVs would be detrimental to the first and last impression of Rutland.

50. **Ketton & Tinwell Neighbourhood Plan Group**

We are writing to object to both these applications for the future development of Greetham Quarry. We are making this representation on our own behalf, although our work in producing a Neighbourhood Plan for our two villages is being done under the auspices of the Ketton Parish Council, and the Tinwell Village Meeting. We fully endorse the detailed and comprehensive document produced in opposition to the proposals by the Greetham Action Group (SWAG), and also that by Ketton Parish Council. We see no point in reproducing their comments in detail. However we do wish to emphasise two major points of principle that we feel are at stake here. Both villages of Ketton and Tinwell are affected considerably by the substantial quarrying activities of the Hanson company at Grange Top Quarry in Ketton, for the manufacture of cement. Whilst we share with all in Rutland a deep concern about the nature and control of development throughout the County, any matters to do with quarrying and its aftermath are of particular interest to our two villages.

1) The Principle of Restoration; The planning history of the Greetham Quarry in recent times is covered in depth in the Report of the DC&L committee dated 19th February 2021 to Rutland County Council in respect of the applications 2020/0971/MIN and 2020/0972/MIN. These applications were made by Mr. John Gough, Planning Director of Mick George Ltd., the owners, on 27th August 2020, and refer to an extension of time requested for restoration of the Quarry from 30th September 2020 to 31st March 2022, for reasons of practicality in view of the use of an existing roadway. The plan and outcome of restoration are clearly stated, and remain in accordance with the original applications, M/1999/0326/09/CC and MIN/2004/1051/CC, and reaffirmed by the permission in 2013/1061/DIS. Para 5 of the DC&L report states the plan of restoration to be "a mosaic of habitats to meet Leicestershire and Rutland's Local Biodiversity Action Plan, targets including calcareous grassland, herb rich grassland, dry and wet woodlands, scrub land, reed marsh and exposed rock faces." Achievement of these objectives is clearly impossible under the Development proposals to which we are objecting. Both Councillors and Planning Officers in Rutland County Council will be aware of the long and protracted

negotiations that have taken place over the years in respect of Ketton Quarry, not least in respect of restoration of workings once quarrying is concluded. Strict plans and timetables for the restoration work have been a condition of the permission to quarry. We have two major concerns on this point: i) To allow a restoration plan previously agreed as part of a valid planning process to be overturned in such a wholesale manner would make a mockery of the way that Rutland County Council makes and delivers its Local Plan policies; and ii) If the Greetham proposals are permitted, and the restoration scheme overturned, we are deeply concerned about the precedent being set for the way restoration following quarrying activities occurs throughout Rutland, and particularly here in Ketton.

51. 2) Development of Distribution Centres as a Strategic Issue in Rutland: The Application includes a document by Jaynic (the Developers) "The Commercial Property Case - January 2021". This document is quite illuminating, as it clearly looks to a strategic objective of such development along the A1 corridor, pointing out their success in the Peterborough area, and citing the existence of anticipated strong demand for this scheme given a dearth of similar facilities nearby. The site is relatively close to the A1, affording direct connections south to London and the port of Felixstowe, and north via both the M18 and M62 in Yorkshire directly off the A1 to the population centres in the Northwest and Yorkshire and Humberside, as well as further north along the A1 towards Tyne and Tees. Yet there is nothing in any Rutland Local Plan, past or draft, that cites a desire to develop the County strategically in this way - an Eastern Counties version of the so-called "Golden Triangle" of Milton Keynes, Leicester and Coventry. Nor indeed we feel sure would such a plan be remotely endorsed by the residents. This is again a very worrying precedent to be set, should it be approved, on what is a Greenfield site under Planning Law. Summary; As noted in our introduction, we strongly support the detailed and thorough work already done by the Greetham Action Group (SWAG) and also by Ketton Parish Council, but do ask that the wider consequences of the Applications that we have set out here also be taken into account.

## 52. **Ketton Parish Council**

Ketton is very similar to Greetham in many respects. Both villages are close to the A1, designated as Local Service Centres in Rutland's Settlement Hierarchy, have quarries and are mostly linear villages clustered around a busy E/W route. Therefore, if these planning applications are accepted it will set a precedence for similar developments in villages such as ours, especially given that we are on an A road linked to the A1, have a branch link at Hansons to the main train line, and a very large quarried area. The proposed development is outside the planned limits of development. It is totally unsympathetic and far too big and dominating for a rural village and its environment, being situated just 20m from the nearest property in Greetham village. The B road through the village is narrow with pinch points and an S bend. Inevitably E/W traffic will travel through the village, and given the purpose of the proposed development, this traffic will be constant day and night. For Ketton there is the very real probability that vehicles will transit past Exton and come via Empingham into Ketton via the Empingham Road to gain access to the A47 and/or A43. Both routes can be reached from the A1, but there is no way to prevent this other than restrictions to the width of the roads which would cause issues with bus routes etc The scale of the proposed development, and the business of distribution centres will generate an unacceptable number of both light and heavy vehicle movements near or through Greetham. This will result in constant noise, vibration, air (both dust and vehicle emission) and visual pollution, which will negatively affect the residents, heritage assets and businesses (Greetham Camping, Wheatsheaf Inn etc). It will also significantly increase Greetham's carbon footprint at a time when Rutland is working towards a carbon reduction target; Rutland has the 14th largest C footprint in the UK and is 4x the average C footprint. The quarry was given permission on the understanding that it would be restored on

completion of use. Restored limestone quarries have a huge potential to achieve biodiversity gain, as calcareous grassland is a scarce but biodiverse-rich habitat. Distribution centres, such as is proposed here, function more effectively if situated on motorway interchanges, not on a B road linked to the A1 in one of its most congested and accident prone stretches

**53. Archaeology**

Having reviewed the application against the Leicestershire and Rutland Historic Environment Record (HER), we do not believe the proposal will result in a significant direct or indirect impact upon the archaeological interest of any known or potential heritage assets due to the area previously been quarried. We would therefore advise that the application warrants no further archaeological action (NPPF Section 16, para. 189-190), although it recommended that you seek the advice of your specialist (Historic Building Officer/Conservation Officer) and Historic England regarding any potential impacts of the development upon the setting and significance of the several listed buildings/structures, including the Grade II listed nos. 1 & 3 Bridge Lane and the Manor House, all designated heritage assets.

**54. CPRE Rutland**

Comment: CPRE Rutland objects to the application for warehousing at this site, for the following reasons. - Conditions attached to the planning permissions for the use of the land for mineral extraction required restoration to be carried out to a high standard to bring the land back into agricultural use, once quarrying operations had ceased, the reason being to ensure satisfactory restoration and landscaping. Moreover, there is a requirement for the provision of calcareous and herb rich grassland, indigenous trees and hedges to provide habitat biodiversity. A net gain in biodiversity is a strategic objective. The current application is not compatible with such a scheme. - Despite being set on land lower than that prevailing around the site, the proposed massive warehouses will be visible on routes to and from the village rising by at least 6 metres above the surrounding ground level. Local Plan policies seek to avoid such detrimental effects. The scale should be "appropriate to the location and sensitive to its surroundings". It is not agreed that buildings of the volume proposed can satisfy that requirement. - Activity associated with large scale warehousing is a 24 hour per day operation. This will result in noise, dust and emissions associated with the significant lorry and van movements, together with light pollution on this side of the village. - There would be significant detrimental impact on the nearby SSSIs. In summary, a development on the scale proposed would seriously limit the enjoyment of substantial areas of green space and have an unacceptable impact on the neighbourhood through visual, noise, traffic and pollution effects and do little to support the rural economy. The site restoration which was designed to deliver a net gain in biodiversity would be severely compromised

**55. Environmental Protection (26 March 2021)**

I wish to place a holding objection on the basis that a lighting assessment has not been submitted. In addition, there is further information I am requesting in relation to the noise assessment and contaminated land (the details of which are as follows), so that I am fully satisfied of the impact of the proposed scheme. I would want to see an assessment to demonstrate the scheme meets the E3 environmental zone as defined The Institute of Lighting Professionals Guidance note for the reduction of obtrusive light. We would also want to see how effective the visual barrier separating commercial development from proposed housing in terms of reducing obtrusive light. I have read the report and the methodology used for the calculation of sound on sensitive receptors and largely agree with its overall conclusions the assessment of impact to be calculated through

BS4142:+A1:2019 Methods for rating and assessing industrial and commercial sound has reached. The long-term magnitude of change has been calculated as +4 at the proposed 30 dwellings, which is on the threshold of minor to moderate impact. A penalty of just +3dB for the rated sound was used in the assessment. I am concerned the modelling did not appear to take into account HGV reverse alarms that would have a higher penalty (+6) and are frequently complained about. Has the design and the orientation of loading HGVs been taken into account. It appears the opening doors of the units and loading bays are orientated towards the village. What activities are likely in the units and what would be the sound break-out if the large doors are left open? The buildings could be reorientated so as the loading bays are facing away from the village and use the building units as a sound-barrier. Has this been considered or not? I noted the noise management plan refers to alarms but in the real world where different vehicles are using the site, the type of reversing alarm is not under the control of the operator. Therefore, visiting vehicles could cause an issue. It is very common for complaints about alarms especially as many are set at 10dB above the ambient noise of the operation and therefore, they become clearly audible. The +4 margin at the proposed housing is a fine theoretical margin that in reality may be exceeded. From our experience 24/7, 365 day per year operations can and do cause complaints. This can occur from a miscalculated or unexpected sound source that only becomes apparent once the site becomes operational. In addition, impact sound can be very intrusive. The impact is relentless, so therefore we must be fully confident the data is robust to ensure the amenity is protected. Are there any commercial units where real sound measurements be taken to confirm the modelling? I am also interested to know whether there are any distinct or loud events that may regularly occur like vehicle doors slamming, or loads dropped into vehicles etc. Maybe real sound monitoring at a comparable commercial operation would provide this data. I would suggest the applicant make the effort to obtain this information so the fullest of possible soundscapes is described. On the current information it is apparent the main impact of the development would be on the proposed 30 residential dwellings. The impact on the existing dwellings in Greetham is at or below the background sound level that does show it would have a minor effect but to be sure, I would advise real time monitoring data is produced to ensure the robustness of the modelled impact. It is important to protect the amenity of the future residents that conditions are applied to this commercial development whose operation will inform the environmental mitigation for the proposed residential development. To control noise from the building services of the units, a condition requiring the following: Should outline permission be granted it is suggested that plant noise emissions could be controlled through the detailed design process via the selection of appropriate plant, careful micro-siting, the incorporation of noise reduction features such as silencers, screens and acoustic enclosures. In addition to the above, plant noise levels could also be controlled via a suitably worded condition. A noise management plan at the commercial operation should be required to control operational noise. If the commercial development is approved a noise management will be required as follows: Measures such as those detailed above could be incorporated into a Noise Management Plan for the site which could be secured via a condition requiring a suitable scheme to be submitted and approved by the Local Planning Authority prior to the commencement of operational activities. a) Plant and machinery should be maintained in good working order and used in accordance with the manufacturers instructions. Any defective items should not be used; b) Audible reversing warning systems on mobile plant should be of a type which, whilst ensuring that they give proper warning, have a minimum noise impact on persons outside the site; c) Plant from which the noise generated is known to be particularly directional should, wherever practicable, be orientated so that the noise is directed away from noise-sensitive areas; d) Equipment should be switched off or throttled down to a minimum when not required. Any covers, panels or enclosure doors to engines should be kept closed when the equipment is in use; e) Avoid unnecessary horn usage and revving

of engines; f) Keep vehicle routes through the site clear, well maintained and free from defects such as potholes. Avoid the use of speed humps where possible; g) Where practicable, personnel doors and roller shutter doors should be closed when not in use; h) Ensure that building facades are regularly inspected for defects/damage/wear and tear/weathering that may negatively impact upon the sound insulation performance of the building façade; i) Operatives should be trained to employ appropriate techniques to keep site noise to a minimum, and should be effectively supervised to ensure that best working practice in respect of noise minimisation is followed; j) In the event of any emergency or unforeseen circumstances arising that cause safety to be put at risk, it is important that every effort be made to ensure that the work in question is completed as quickly and as quietly as possible and with the minimum of disturbance to people living or working nearby. I would suggest the management plan be subject of review and modification if required. There should be input from the local community and possible a liaison group set up to oversee operations from such a substantial operation. More details of the buffer zone and a clear explanation of how it would mitigate both sound and light is required: A buffer zone that incorporates a raised vegetated landform topped with an acoustic fence to provide screening to the proposed housing area and existing residential premises within Greetham village which arose from an indicative modelling exercise which suggested that it would be necessary to incorporate mitigation measures at the interface between the proposed commercial development and residential development. Commercial traffic should be prevented from going through the village of Greetham and directed onto the A1. Impacts of development related traffic were assessed and it is not considered likely that the potential road traffic increases would give rise to significant noise impacts at receptor locations within the vicinity of the affected road network. On that basis I cannot see a reason to challenge the following conclusion on traffic noise as it has been done by the accepted methodology. As a precautionary approach to the Greetham Quarry extension we have asked for monitoring of PM10 to assess the cumulative impact of the quarry and the poultry unit and the potential for 35 exceedances of the 50µgm<sup>3</sup> per year. The monitoring was to give real data on the cumulative impact of the poultry and quarry, which are a highly variable sources of particulates. This information will be used to ensure the quarry operations do not harm human health. The contribution of the traffic would increase the level but this would be stable and predicted as minor by the accepted modelling and therefore I have no basis to challenge the findings of the report. The phase 1 contaminated land assessment shows an intrusive assessment and further phases are required as outlined in my colleague from the EA letters reference AN/2021/131580/01-L01

**56. Stretton Parish Council**

Comment:1. Stretton Parish Council believe that no development should take place until there is sufficient capacity in the sewage network for the existing villages of Stretton and Greetham, to allow for the planned extension of Stocken Prison, and additional capacity and future proofing for any other developments. 2. The increased traffic flow will impact Stretton village and there is concern regarding safety and the environment to residents. The impact to Greetham and its amenities are major, and the suitability of the road network to cope with HGV's every day combined with an already increased traffic flow from the Ram Jam development and Hambleton Bakery. 3. The plan sets a dangerous precedent for development of industrial land in a rural area

**57. Ecology (22 March 21)**

The ecology survey by Greenwood Environmental is acceptable apart from two elements - the lack of a reptile survey, and the net-gain assessment and association habitat compensation proposals. I have a holding objection pending resolution of these issues. A single metric has been used for the combined site - the housing element (2021/0170/MAO)

and the commercial element (2021/0171/MAO). In my detailed response I have had to consider both parts of the quarry re-development together, even though they are two separate applications. Most of the potential biodiversity enhancements are related to the commercial aspect, but this is also the part of the site that would experience most loss. As far as biodiversity net-gain is concerned, it is impossible to unpick the two applications, and the ecologists have made no attempt to do this in their biodiversity surveys and assessment. As an additional complication, there are two options for the commercial element layout, one of which has not been covered by the net-gain assessment. The acceptability of the redevelopment is dependent on the inclusion of new habitat creation within the landscaping proposals for the whole site. The development will result in the loss of a local priority habitat – calcareous grassland – but this habitat is infested with a pernicious non-native invasive plant (piri-piri burr). The value of the grassland is severely compromised by this. I do not believe that the best interests of biodiversity would be served by retention of this habitat – the piri-piri burr problem will only become worse, and there is a risk of the contamination spreading to adjacent quarried land in future. Any redevelopment scheme must include a plan for elimination of this plant. Although I find the Phase 1 survey acceptable, I have concerns over the net-gain assessment. Specifically, I am not happy with the way the calcareous grassland has been treated, both in the baseline and in the on-site mitigation. I cannot accept the net-gain assessment in its current form. On the evidence I have, the development will be in net loss once corrections to the submitted metric have been made. The proposed compensatory habitats are not sufficient to take it into net-gain. Offsetting is a possibility, but it is difficult to create limestone grassland successfully outside a quarry. We have some excellent examples of both creation and natural regeneration of calcareous grassland within former quarries in Rutland, and it is disappointing to see a proposal which only allows such a small amount of this priority habitat. A former limestone quarry is a superb opportunity to create this – to lose it to a warehouse is a huge missed opportunity. Limestone quarries can be good habitats for reptiles, especially common lizard; surveys are needed.

58. **Environment Agency**

We have reviewed the Geo-Environmental Desk Study Report (ref: 19-1174-P-R1-Rev A) by Obsidian Geo-consulting, dated February 2021 with regard to the risk posed to controlled waters. Environment Agency position The previous use of the proposed development site presents a potential risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is located above a principal aquifer and is within source protection zone 2. The application's Geo-Environmental Desk Study Report demonstrates that it will be possible to manage the risks posed to controlled waters by this development. Further detailed information will however be required before built development is undertaken. We believe that it would place an unreasonable burden on the developer to ask for more detailed information prior to the granting of planning permission but respect that this is a decision for the local planning authority. In light of the above, the proposed development will be acceptable if planning conditions are included requiring the submission of a remediation strategy. This should be carried out by a competent person in line with paragraph 178 of the National Planning Policy Framework. In addition we request a condition to ensure any proposals for infiltration drainage do not risk mobilisation of contamination. Without these conditions we would object to the proposal in line with paragraph 170 of the National Planning Policy Framework because it could not be guaranteed that the Cont/d.. 2 development will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution. Condition 1 No development approved by this planning permission 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: 1. A preliminary risk assessment which has identified: • all previous uses • potential contaminants associated with those uses • a conceptual model of the site indicating sources, pathways and receptors • potentially unacceptable risks arising from contamination at the site 2. 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 offsite. 3. 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. 4. 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. 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. We consider that the Desk Study Report provided in support of the planning application is sufficient to satisfy Part 1 of this condition. We consider that a Phase 2 intrusive investigation is the next appropriate phase of investigation to fully assess the potential risks to controlled waters. Condition 2 Prior to any part of the permitted development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy 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 to demonstrate that the site remediation criteria have been met. Reason To ensure that the site does not pose any further risk to the water environment by End 3 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. Condition 3 If, during development, contamination not previously identified is found to be present at the site then no further development (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. Condition 4 No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must 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. Advice to the applicant We recommend that developers should: • Follow the risk management framework provided in 'Land contamination: risk management' when dealing with land affected by contamination • Refer to our Guiding principles for land contamination for the type of information that we require in order to assess risks to controlled waters from the site – the local authority can advise on risk to other receptors, such as human health • Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are

appropriately managed • Refer to the contaminated land pages on gov.uk for more information

## 59. **Anglian Water**

Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

### Waste Water treatment

The foul drainage from this development is in the catchment of Cottesmore Water Recycling Centre that will have available capacity for these flows

### Used Water Network

Development will lead to an unacceptable risk of flooding downstream. Anglian Water will need to plan effectively for the proposed development, if permission is granted. We will need to work with the applicant to ensure any infrastructure improvements are delivered in line with the development. We therefore request a condition requiring phasing plan and on-site drainage strategy. (1) INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087. (2) INFORMATIVE - Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water. (3) INFORMATIVE - Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087. (4) INFORMATIVE: The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

### SW Disposal

The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer. From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments in the suitability of the surface water management. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly

involves the discharge of water into a watercourse. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be reconsulted to ensure that an effective surface water drainage strategy is prepared and implemented.

We have no objection subject to the following condition: Condition Prior to construction above damp proof course a Phasing Plan setting out the details of the phasing of the development shall be submitted to, and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in complete accordance with the approved Phasing Plan. Reason To ensure the development is phased to avoid an adverse impact on drainage infrastructure. We have no objection subject to the following condition: Condition Prior to the construction above damp proof course, a scheme for on-site foul water drainage works, including connection point and discharge rate, shall be submitted to and approved in writing by the Local Planning Authority. Prior to the occupation of any phase, the foul water drainage works relating to that phase must have been carried out in complete accordance with the approved scheme. Reason To prevent environmental and amenity problems arising from flooding. Planning Report FOR THE ATTENTION OF THE APPLICANT - if Section 3 or Section 4 condition has been recommended above, please see below information: Next steps Desktop analysis has suggested that the proposed development will lead to an unacceptable risk of flooding downstream. We therefore highly recommend that you engage with Anglian Water at your earliest convenience to develop in consultation with us a feasible drainage strategy. If you have not done so already, we recommend that you submit a Pre-planning enquiry with our Pre-Development team. This can be completed online at our website <http://www.anglianwater.co.uk/developers/pre-development.aspx> Once submitted, we will work with you in developing a feasible mitigation solution. If a foul or surface water condition is applied by the Local Planning Authority to the Decision Notice, we will require a copy of the following information prior to recommending discharging the condition: Foul water: Feasible drainage strategy agreed with Anglian Water detailing the discharge solution including: Development size Proposed discharge rate (Should you require a pumped connection, please note that our minimum pumped discharge rate is 3.8l/s) Connecting manhole discharge location (No connections can be made into a public rising main) Notification of intention to connect to the public sewer under S106 of the Water Industry Act (More information can be found on our website) Feasible mitigation strategy in agreement with Anglian Water (if required)

60. **PROW**

No objection

61. **Fisher German (Govt Pipeline)**

Recommended site visit but the pipeline runs along the northern side of Thistleton Lane.

62. **British Pipeline Agency**

Having reviewed the information provided regarding your works, the Total Finaline is not affected by them, and consequently no site visit or supervision will be required and the works are free to continue as planned. However, if the location of your work should change, please contact us immediately by emailing [finaline@bpa.co.uk](mailto:finaline@bpa.co.uk) Whilst we try to ensure the information we provided is accurate, the information is provided Without Prejudice and we accept no liability for claims arising from any inaccuracy, omissions or errors contained herein.

## **Neighbour Representations**

63. There have been 160 local representations received including 158 objections.
- The objections can be summarised as follows:
  - The quarry should be restored as previously approved for bio-diversity gain
  - Too large for the village
  - Village cannot cope with any more HGVs through the village
64. An on-line petition was submitted containing 328 signatures. Most were local but many were from UK wide and even Europe. The petition was headed: 'Prevent unwanted commercial development in rural village' but no more specific reasons were given.

## **Conclusion**

The proposal is on the edge of a relatively small settlement for the scale of development. The scale of development should be considered through the local plan process so the proposal is premature to the outcome of the current early work on the new local plan. There is no way of controlling the routing of HGV.s from the site so it is recommended that the application is also refused for amenity, highway safety and impact on heritage asset reasons.

**Appendix 1 – Illustrative Masterplans**



FOR INFORMATION



ILLUSTRATIVE ONLY - NOT FOR APPROVAL

- Legend**
- B2/B5 industrial/logistics space
  - B2/B5 ancillary office space
  - Existing landscaping
  - Infrastructure landscaping
  - On plot landscaping
  - Acoustic and visual buffer zone
  - Yards and carparking
  - Reinstated quarry cliff edge
  - 5m wide bund to quarry floor
  - Access road
  - R150 car park

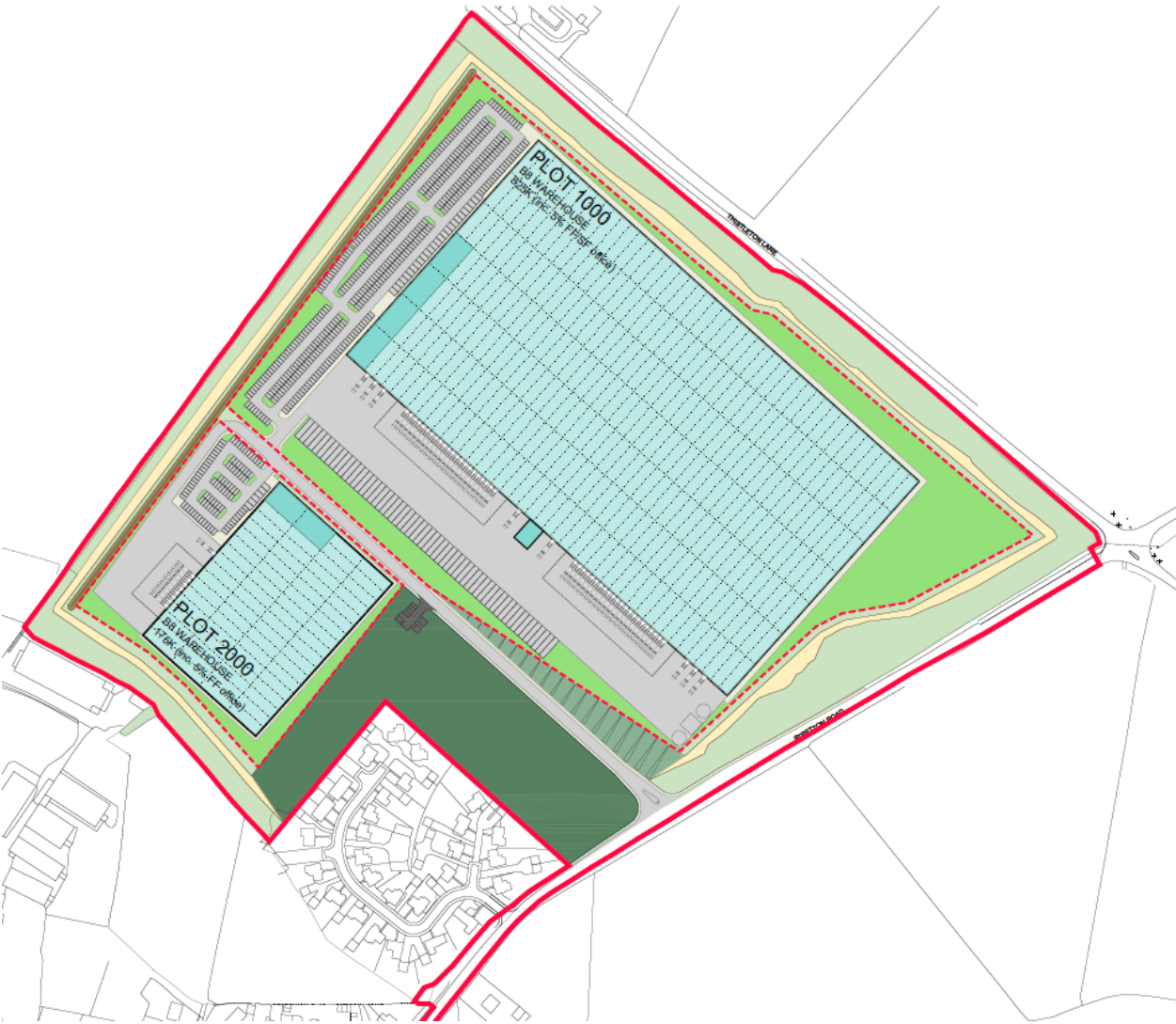
Site: Greatham  
 Title: RUTLAND  
 Project: ILLUSTRATIVE MASTERPLAN  
 COMMERCIAL DEVELOPMENT OPTION 2  
 Date: 25/09/20  
 Prepared by: HERWARD HOMES



Revision	Number	Author	Checked	Date
1	1250/A1	DHW		25/09/20
Drawing Number: 17101-FGA-00-10-CR-A-0125				



**Option 2**



FOR INFORMATION

ILLUSTRATIVE ONLY - NOT FOR APPROVAL

- Legend
- 80/50 industrial logistics space
  - 80/50 ancillary office space
  - Existing landscaping
  - Infrastructure landscaping
  - On plot landscaping
  - Acoustic and visual buffer zone
  - Yards and carparking
  - Reprofiled quarry cliff edge
  - 5 m wide bund to quarry floor
  - Access road
  - RIGID car park

Site: Greetham Quarry, Rutland  
 Illustrative Masterplan  
 Commercial Development Option 1  
 Site: Hereward Homes

**FRANK  
 SHAW  
 ASSOCIATES  
 LIMITED  
 ARCHITECTS**

Project: Greetham Quarry, Rutland  
 Client: Hereward Homes  
 Date: 25/09/20  
 Drawing Number: 17101-PSA-00-01-CP-A-0124

Option 1

