

Planning Committee



SOUTH
KESTEVEN
DISTRICT
COUNCIL

Thursday, 14 May 2026 at 10.00 am
Council Chamber - Council Offices,
St. Peter's Hill, Grantham. NG31 6PZ

Committee Councillor Penny Milnes (Vice-Chairman)

Members:

Councillor Harrish Bisnauthsing, Councillor Pam Byrd, Councillor Helen Crawford, Councillor Patsy Ellis, Councillor Paul Fellows, Councillor Gloria Johnson, Councillor Vanessa Smith, Councillor Sarah Trotter, Councillor Mark Whittington, Councillor Paul Wood, Vacancy (Grantham Independent Group) and Vacancy (Democratic Independent Group)

Agenda

This meeting can be watched as a live stream, or at a later date, [via the SKDC Public-I Channel](#)

‘Due to the amount of business on the agenda, there is likely to be an interval after the first 6 agenda items, with the committee reconvening at 1pm’

- 1. Election of Vice-Chairman**
- 2. Register of attendance and apologies for absence**
- 3. Disclosure of interests**
Members are asked to disclose any interests in matters for consideration at the meeting
- 4. Minutes of the meeting held on 16 April 2026** (Pages 3 - 25)

Planning matters

To consider applications received for the grant of planning permission – reports prepared by the Case Officer.

The anticipated order of consideration is as shown on the agenda, but this may be subject to change, at the discretion of the Chairman of the Committee.

- 5. Application S25/2394** (Pages 27 - 36)
- Proposal:** Section 73 application to vary condition 1 (Approved Plans) of planning permission reference S24/1453 (Application for reserved matters relating to layout, scale, appearance, landscaping and access following outline planning permission S22/106)
- Location:** The Gables, Honington Road, Barkston, Lincolnshire, NG32 2NG
- Recommendation:** To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to conditions
- 6. Application S25/1860** (Pages 37 - 57)
- Proposal:** Outline application for residential development. All matters reserved except access
- Location:** Claypole Road, Newark, Stubton, NG23 5BU
- Recommendation:** To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to conditions
- 7. Application S24/2218** (Pages 59 - 117)
- Proposal:** Section 73 application to remove Condition 21 (Pennine Way Bridge) and vary Condition 36 (Off-site highways works) of planning permission S08/1231 to remove the obligation to deliver the Pennine Way bridge
- Location:** Poplar Farm, Grantham
- Recommendation:** To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to conditions and subject to the completion of a Section 106 Agreement
- 8. Application S25/0024** (Pages 119 - 145)
- Proposal:** Use of land as glamping site including 3no. eco-friendly glamping pods, utility building, creation of car parking area and associated landscaping
- Location:** Land at 8 Bourne Road, Folkingham
- Recommendation:** To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to conditions
- 9. Any other business, which the Chairman, by reason of special circumstances, decides is urgent**

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Meeting of the Planning Committee

Thursday, 16 April 2026, 10.00 am



SOUTH
KESTEVEN
DISTRICT
COUNCIL

Committee Members present

Councillor Charmaine Morgan
(Chairman)
Councillor Penny Milnes (Vice-Chairman)
Councillor Harrish Bisnauthsing
Councillor Pam Byrd
Councillor Helen Crawford
Councillor Patsy Ellis
Councillor Paul Fellows
Councillor Gloria Johnson
Councillor Sarah Trotter
Councillor Mark Whittington
Councillor Paul Wood

Officers

Emma Whittaker, Assistant Director
(Planning & Growth)
Phil Jordan, Development Management
& Enforcement Manager
Adam Murray, Principal Planning Officer
Miranda Beavers
Letitia Barrowcliff, Assistant/Graduate
Planning Officer
Venezia Ross-Gilmore, Senior Planning
Officer
Martha Rees, Legal Advisor
Joshua Mann, Democratic Services
Officer.

116. Register of attendance and apologies for absence

Apologies for absence were received from Councillor Vanessa Smith and Councillor Phil Dilks in his capacity as Cabinet Member for Planning.

117. Disclosure of interests

Councillor Mark Whittington noted that he was a Member of Barrowby Parish Council, which had objected to applications S26/0037 and S26/0038, however, he did not feel pre-determined and approached the applications with an open mind.

On behalf of application S26/0363, the Chairman acknowledged on behalf of the committee that SKDC was the applicant, however, disclosed that this would not affect how members of the Planning Committee determined the application. They would do so with an open mind and in accordance with their planning training.

Regarding application S26/0363, the Chairman also disclosed for that they were a member of Grantham Town Council. However, they had not had any prior involvement and remained open minded.

118. Minutes of the meeting held on 19 March 2026

The minutes of the meeting held on 19 March 2026 were agreed as an accurate record.

119. Application S26/0037 and S26/0038

Given the interlinked nature of applications S26/0037 and S26/0038, the Chairman used their discretion to hear the officer presentations, public speakers and debate together.

Application S26/0037

Proposal: Section 73 application to vary Condition 10 (Off-site highways works) of planning permission S25/0542 to allow up to 120 occupations

Location: Land at Rectory Farm (Phase 1), Grantham

Recommendation: To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to conditions

Application S26/0038

Proposal: Section 73 application to vary Condition 11 (Off-site highways) of planning permission S24/0140 to allow up to 180 occupations

Location: Land at Rectory Farm (Phase 1), Grantham

Recommendation: To authorise the Assistant Director - Planning & Growth to GRANT planning permission, subject to conditions

Noting comments in the public speaking session by:

Applicant -

Rebecca Smith

Together with:

- Provisions within South Kesteven Local Plan 2011-2036, Design Guidelines for Rutland and South Kesteven Supplementary Planning Document and National Planning Policy Framework (NPPF).
- Comments received from Lincolnshire County Council (Highways & SuDS).
- Comments received from Barrowby Parish Council.
- Comments received from National Highways.

The following comments were made by the public speaker:

- In May 2025, additional geotechnical and drainage surveys were undertaken with further work being undertaken in December 2025.
- The applicant held monthly meetings with National Highways.

- Design details were substantially agreed with all design work scheduled to be completed in May 2026.
- The applicant was progressing the appointment of the works contractor.
- The works were due to occur in early 2027, undertaking junctional improvement schemes at the same time. These were projected to be complete by the end of 2027.

During questions to public speakers, Members commented on the following:

- It was queried and confirmed that improvements to both junctions were to be undertaken at the same time, under the same scheme.
- It was queried how the applicant intended to balance safety considerations during the works with the accelerated need for housing. The speaker confirmed that independent transport consultants engaging with Highways believed the model to be safe and acceptable.

During questions to officers and debate, Members commented on the following:

- The Planning Officer explained the inspector's safety analysis, considering the projected impact of the additional dwellings. The Planning Officer noted that the analysis had been calculated using peaks and troughs across the week to account for fluctuations.
- It was confirmed that the analysis included ratio flow capacity, a calculation of traffic queuing time which showed the scheme to cause a slight increase in traffic queuing time but was still acceptable within the modelling.
- It was confirmed that there was still capacity on the highway to cater for queuing at the junction.
- It was also confirmed that the analysis and modelling accounted for the impact of other new developments in the area.
- A Member queried whether these projections had accounted for additional diverted traffic during incidents on the A1. They were concerned about this and suggested speed reduction measures were undertaken at the Barrowby A1 junction. The Planning Officer noted the concerns and agreed to raise them with Highways, however, they were not relevant to the current application.
- The timeline for delivery was confirmed to be by the end of June 2026 for the initial 150 dwellings and the full 300 dwellings would take the full delivery schedule.
- It was confirmed that, within the conditions, the developer had a duty to maintain any trees on the site for an initial five-year period.
- It was commented by a member that further research indicated that due to the high level of accidents on the A1 in the vicinity of the junction that it was of national interest to have the junction works completed as soon as possible and that the improvements were supported by the East Midlands Council.

- A member commented that it would not be fair to the developers to Refuse the application in view of the highways evidence provided.
- Councillor Mark Whittington abstained from voting on both applications S26/0037 and S26/0038.

S26/0037 - Final decision:

It was proposed, seconded and **AGREED** to authorise the Assistant Director – Planning & Growth to **GRANT** planning permission, subject to conditions:

Approved Plans

- 1) The development hereby permitted shall be carried out in accordance with the following list of approved plans:

Site Wide Plans

- Green Infrastructure Strategy Plan (Ref: 8247-L-01-C)
- Composite Proposed Site Plan (Ref: GRA01.PL001K)
- Proposed Site Plan (Ref: GRA01.PL002G)
- Composite Proposed House Type Plan (Ref: GRA01.PL004G)
- Proposed House Type Plan (Ref: GRA01.P002B)
- Composite Storey Height Plan (Ref: GRA01.PL006E)
- Proposed Storey Height Plan (Ref: GRA01.P003A)
- Composite Proposed Movement Plan (Ref: GRA01.PL008E)
- Proposed Materials Layout (Ref: 102-894/P004B)
- Composite Proposed Store and Bin Plan (Ref: GRA01.PL011E)
- Close Coupled Substation – Pyramid Roof Detail (Ref: GTC-E-SS-0012_R2-1_1of1)

House Types and Garages

- * Redpoll (Brick) (Ref: JD313X_AS)
- * Redpoll (Brick) (Ref: JD313X_OP)
- * Redpoll (Render) (Ref: JD313Y_AS)
- * Redpoll (Render) (Ref: JD313Y_OP)
- * Redpoll (Ref: JD331Y-AS)
- * Redpoll (Ref: JD331Y-OP)
- * Whinchat (Ref: JD315X-AS)
- * Whinchat (Ref: JD315X-OP)
- * Willowby (Brick) (Ref: JD319X-AS)
- * Willowby (Brick) (Ref: JD319X-OP)
- * Willowby (Render) (Ref: JD319Y-AS)
- * Willowby (Render) (Ref: JD319Y-OP)
- * Willowby (Ref: JS319X_AS)
- * Willowby (Ref: JS319X_OP)
- * Willowby (Ref: JS319HAX_OP)
- * Willowby (Ref: JS319HAX_AS)
- * Woodcock (Ref: JD326X-AS)
- * Woodcock (Ref: JD326X-OP)
- * Woodcock (Ref: JS326X_AS)
- * Woodcock (Ref: JS326X_OP)

- * Auklet (Ref: JD332Y_AS)
- * Auklet (Ref: JD332Y_OP)
- * Maple (Ref: JD401Y_AS)
- * Maple (Ref: JD401Y_OP)
- * Aspen (Ref: JD408X-AS)
- * Aspen (Ref: JD408X_OP)
- * Cardinal (Ref: JD411X_AS)
- * Cardinal (Ref: JD411X_OP)
- * JD412LG Brick AS Rev C01
- * JD412LG Y AS Rev C01
- * JD417L Brick AS Rev C01
- * JD417L Render AS Rev C01
- * Redwood (Brick) (Ref: JD416X_AS)
- * Redwood (Brick) (Ref: JD416X_OP)
- * Redwood (Render) (Ref: JD416Y_AS)
- * Redwood (Render) (Ref: JD416Y_OP)
- * Kingfisher (Brick) (Ref: JD421X_AS)
- * Kingfisher (Brick) (Ref: JD421X_OP)
- * Kingfisher (Render) (Ref: JD421Y_AS)
- * Kingfisher (Render) (Ref: JD421Y_OP)
- * Amber (Ref: JS203X_AS)
- * Amber (Ref: JS203X_OP)
- * Amber (JS203XHA_AS)
- * Amber (JS203XHA_OP)
- * Heron (Brick) (Ref: JS318X_AS)
- * Heron (Brick) (Ref: JS318X_OP)
- * Heron (Render) (Ref: JS318Y-AS)
- * Heron (Render) (Ref: JS318Y_OP)
- * Plover (Brick) (Ref: S304XHA_AS/OP)
- * Plover (Brick) (Ref: S304X_AS/OP)
- * Plover (Render) (Ref: S304Y_AS/OP)
- * Garage Design (Ref: GD1-P01-AS)
- * Garage Design (Ref: GS1C-P01-AS)
- * JD313L_Brick_GRA_Op
- * JD315L_Brick_GRA_Op
- * JD319L_Brick_GRA_As
- * JD326L_Brick_GRA_As
- * JD332L_Brick_GRA_As
- * JS318L_Brick_GRA_As
- * JS318L_Brick_GRA_Op

Unless otherwise required by another condition of this permission.

Reason: To define the permission and for the avoidance of doubt.

During Building Works

Construction Management Plan

- 2) The development hereby permitted shall be undertaken in accordance with the Construction Management Plan and Construction Phase Surface Water Management Plan approved as part of application

reference: S23/0092, unless otherwise agreed in writing by the Local Planning Authority.

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

Before the Development is Occupied

Sustainable Buildings

- 3) Prior to first occupation of each dwelling hereby permitted, the sustainable building measures approved as part of application reference: S23/0092 shall be completed in full for each dwelling, in accordance with the agreed scheme.

Reason: To ensure the development mitigates against and adapts to climate change in accordance with Local Plan Policy SB1.

Surface and Foul Water Drainage

- 4) Before any part of the development hereby permitted is occupied / brought into use, the works to provide the surface and foul water drainage scheme approved as part of the application reference: S23/0092 shall have been completed in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Thereafter, the application scheme shall be retained and maintained in full, in accordance with the approved details.

Reason: To ensure the provision of satisfactory surface and foul water drainage in accordance with Policy EN5 of the adopted South Kesteven Local Plan.

Hard Landscaping

- 5) Before any part of the development hereby permitted is occupied / brought into use, all hard landscaping works shall have been carried out in accordance with the hard landscaping details approved as part of application reference: S23/0092, unless otherwise agreed in writing by the Local Planning Authority.

Reason: Hard landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Materials

- 6) Before any part of the development hereby permitted is occupied / brought into use, all external surfaces shall have been completed in accordance with the Materials Layout (Received 27 April 2023) approved as part of application reference: S23/0592, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Boundary Treatments

- 7) Before any part of the development hereby permitted is occupied / brought into use, the boundary treatments shall have been completed in accordance with the Boundary Treatment details and Phasing and

Build Route approved as part of application reference: S23/0092, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To provide a satisfactory appearance to any boundary treatments and by screening rear gardens from public view, in the interests of privacy and amenity of the occupants of the proposed and neighbouring dwellings and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Estate Road

- 8) Before any part of the development hereby permitted is occupied, all of that part of the estate road and associated footways that forms the junction with Barrowby Road 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 the details approved under application reference: S23/0092, unless otherwise agreed in writing by the Local Planning Authority.

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.

Soft Landscaping

- 9) Before the end of the first planting / seeding season following the occupation / first use of any part of the development hereby permitted, all soft landscaping works have been carried out in accordance with the soft landscaping details approved under application S23/0092, unless otherwise agreed in writing by the Local Planning Authority.

Reason: Soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policy DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

Off-Site Highways Works

- 10) No more than 120 dwellings within the development hereby approved shall be occupied, until either the scheme shown on drawing 103790 PEF ZZ XX DR Y SK002 (Linden/Jelson Eastern junction 'top up' scheme), the scheme shown on drawing 103790 PEF ZZ XX DR Y SK001 (GDOV Eastern junction 'top up' scheme as required under condition 28 of planning permission S17/1262), [the scheme shown on Proposed General Arrangement Plan (Ref: SK18/SB JCN/Rev P1)] or any other alternative scheme providing the same mitigation that may be submitted to and approved in writing by the LPA has been completed.

Reason: To ensure that the A1 / A52 junction has adequate capacity to accommodate the additional traffic generated by the development.

Off-Site Highways Works (Western junction)

- 11) No more than 448 dwellings within the development hereby approved, either alone or in combination with planning permission S16/2819 shall be occupied, until the scheme shown on drawing no. 106648-SK006 Rev A (the Western junction GDOV scheme) has been completed.

Reason: To ensure that the A1 / A52 junction has adequate capacity to accommodate the additional traffic generated by the development.

Ongoing Conditions

Landscaping Protection

- 12) Within a period of five years from the first occupation of the final dwelling / unit of the development hereby permitted, any trees or plants provided as part of the approved soft landscaping scheme, that die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced in the first planting season following any such loss with a specimen of the same size and species as identified in the approved soft landscaping scheme, unless otherwise agreed by the Local Planning Authority.

Reason: To ensure the provision, establishments and maintenance of a reasonable standard of landscaping in accordance with the approved designs and in accordance with Policy DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

Landscape Management Plan

- 13) Following the first occupation of the final dwelling / unit hereby permitted, the Landscape and Biodiversity Management Plan and Preliminary Ecological Appraisal approved under application ref: S23/1745 shall be adhered to in full thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: Hard and soft landscaping, and tree planting, make an important contribution to the development and its assimilation with its surroundings and in accordance with Policy DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

Application S26/0038 decision:

It was proposed, seconded and **AGREED** to authorise the Assistant Director - Planning & Growth to **GRANT** planning permission, subject to conditions:

Approved Plans

- 1) The development hereby permitted shall be carried out in accordance with the following list of approved plans:

Site Location Plan: 379-LP-01C

Site Wide Plans: 379-SK-01I, 379-SK-02I, 379-SK-03I, 379-SK-04I, 379-SK-05I, 8247-L-01C, GRA01.PL001D, GRA01.PL004A, GRA01.PL006A, GRA01.PL008B, GRAD01.PL009b

House Types and Garages: HWK.pe7; EVE.pe; WAY.pe; MOU.pe; MYL.pe; PEM.pe; Rip.pe; KNI.pe; ASL.pe; COT.CH.pe; SG.pe; DTG.pe

Unless otherwise required by another condition of this permission.

Reason: To define the permission and for the avoidance of doubt.

During Building Works

Construction Management Plan

- 2) All construction works on site shall be carried out in accordance the Construction Management Plan and Method Statement (Dated

February 2023) approved under application reference: S23/0300, unless otherwise agreed in writing by the Local Planning Authority.
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.

Ecological Mitigation

- 3) The development shall be carried out in accordance with the ecological mitigation measures specified in the Environmental Statement (Dated May 2018).

Reason: In the interests of ecology and biodiversity.

Before the Development is Occupied

Estate Road

- 4) Before any dwelling is occupied, all of that part of the estate road and associated footway that forms the junction with the main road 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 approved under application S25/0490, unless otherwise agreed in writing by the Local Planning Authority.

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.

Hard Landscaping

- 5) Before any part of the development hereby permitted is occupied / brought into use, all hard landscaping works shall have been carried out in accordance with the details approved under application ref: S23/0300 except where amended by application ref: S24/0525 and the phasing set out in the approved Infrastructure Delivery Plan (Ref: GRTH-BR-001/Rev A), unless otherwise agreed in writing by the Local Planning Authority.

Reason: Hard landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Soft Landscaping

- 6) All soft landscaping works shall be carried out in accordance with the soft landscaping details approved under application ref: S23/0300 and the phasing set out in the approved Infrastructure Delivery Plan (Ref: GRTH-BR-001/Rev A), unless otherwise agreed in writing by the Local Planning Authority.

Reason: Soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policies DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

Materials

- 7) All external materials shall be completed in accordance with the details approved under application ref: S23/0300 and the phasing set out in the approved Infrastructure Delivery Plan (Ref: GRTH-BR-001/Rev A), unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Boundary Treatments

- 8) All works to provide the boundary treatments shall have been completed in accordance with the details approved under application ref: S23/0300 and the phasing set out in the approved Infrastructure Delivery Plan (Ref: GRTH-BR-001/Rev A), unless otherwise agreed in writing by the Local Planning Authority.

Reason: To provide a satisfactory appearance to any boundary treatments and by screening rear gardens from public view, in the interests of the privacy and amenity of the occupants of the proposed and neighbouring dwellings and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Surface and Foul Water Drainage

- 9) The works to provide the surface and foul water drainage shall have been completed in accordance with the details approved under application ref: S23/0300 and the phasing set out in the approved Infrastructure Delivery Plan (Ref: GRTH-BR-001/Rev A), unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the provision of satisfactory surface and foul water drainage in accordance with Policy EN5 of the adopted South Kesteven Local Plan.

Sustainable Building

- 10) Prior to first occupation of each dwelling hereby permitted, the approved sustainable building measures shall be completed in accordance with the details approved under application ref: S23/0500, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development mitigate against and adapts to climate change in accordance with Local Plan Policy SB1.

Off-Site Highways Works

- 11) No more than 180 dwellings within the development hereby approved shall be occupied, until either the scheme shown on drawing 103790 PEF ZZ XX DR Y SK002 (Linden/Jelson Eastern junction 'top up' scheme), the scheme shown on drawing 103790 PEF ZZ XX DR Y SK001 (GDOV Eastern junction 'top up' scheme as required under condition 28 of planning permission S17/1262), the scheme shown on Proposed General Arrangement Plan (Ref: SK18/SB JCN/Rev P1) or any other alternative scheme providing the same mitigation that may be submitted to and approved in writing by the LPA has been completed.

Reason: To ensure that the A1 / A52 junction has adequate capacity to accommodate the additional traffic generated by the development.

Off-Site Highways Works (Western junction)

- 12) No more than 448 dwellings within the development hereby approved, either alone or in combination with planning permission S16/2819 shall be occupied, until the scheme shown on drawing no. 106648-SK006 Rev A (the Western junction GDOV scheme) has been completed.

Reason: To ensure that the A1 / A52 junction has adequate capacity to accommodate the additional traffic generated by the development.

Ongoing Conditions

Landscaping Protection

13) Within a period of five years from the first occupation of the final dwelling / unit of the development hereby permitted, any trees or plants provided as part of the approved soft landscaping scheme, that die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced in the first planting season following any such loss with a specimen of the same size and species as identified in the approved soft landscaping scheme, unless otherwise agreed by the Local Planning Authority.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved plans and in accordance with Policy DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

Landscape Management Plan

14) Following the first occupation of the final dwelling / unit hereby permitted, the approved Landscape and Biodiversity Management Plan approved under application ref: S23/0300 shall be adhered to in full, unless otherwise agreed in writing by the Local Planning Authority.

Reason: Hard and soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policy DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

Surface Water Drainage

15) The approved surface water drainage scheme shall be retained and maintained in full, in accordance with the approved details.

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.

120. Application S26/0363

The meeting adjourned at 11.06 and resumed at 11.19.

Prior to the consideration of application S26/0363, Councillor Charmaine Morgan declared that she was a member of the Grantham Civic Society, however, approached the application with an open mind.

Proposal: Low pressure cleaning of statues excluding plinth

Location: Guildhall Arts Centre, St Peter's Hill, Grantham, Lincolnshire, NG31 6PY

Recommendation: To authorise the Assistant Director for Planning & Growth to APPROVE listed building consent subject to conditions

There were no public speakers.

Together with:

- Provisions within South Kesteven Local Plan 2011-2016, Design Guidelines for Rutland and South Kesteven Supplementary Planning Document and National Planning Policy Framework (NPPF).
- Comments received from Grantham Town Council.

During questions to officers and debate, Members commented on the following:

- It was queried whether the application could have been dealt with under delegated powers. It was confirmed that the application was brought to committee for transparency given that SKDC were the applicant.
- Concern was noted by a member whether the work would cause oxidisation. This was confirmed not to be the case as patina would be reapplied during the works to prevent oxidisation.
- It was noted that the plinth did not require cleaning.
- The Chairman noted that Grantham Civic Society had expressed the desire for a specialist metal conservator to be used. It was agreed that Officers would consult with Grantham Civic Society were the application approved and a note would be added to the decision notice to this effect.
- If any damages to the statues were identified during the works then it was noted that SKDC would have a responsibility to rectify the issue, given the legal duty derived from the statues being listed assets. It was also noted that should further works be required these would likely require a further planning application.

Final decision

It was proposed, seconded and **AGREED** to authorise the Assistant Director for Planning & Growth to **APPROVE** listed building consent subject to conditions:

Time Limit for Commencement

1 The works hereby consented shall be commenced before the expiration of three years from the date of this consent.

Reason: In order to ensure that the works are commenced in a timely manner, as set out in Sections 18 and 74 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

Approved Plans

2 The works hereby consented shall be carried out in accordance with the following list of approved plans and reports:

- i) Location Plan received 02 March 2026

ii) Design and Access Statement received 02 March 2026
Unless otherwise required by another condition of this permission.

Reason: To define the permission and for the avoidance of doubt.

Prior to Commencement

3 Prior to any works being undertaken, a detailed methodology for the proposed cleaning shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that appropriate methods are utilised in treating the historic fabric in accordance with Policy EN6 and DE1 of the adopted South Kesteven Local Plan.

4 The works proposed shall have been completed in accordance with the approved methodology.

Reason: To ensure the satisfactory preservation of this listed building and in accordance with Policy EN6 of the adopted South Kesteven Local Plan.

Advisory note: With regard to Condition 3 prior to works being undertaken the methodology would be undertaken in consultation with Grantham Civic Society.

The meeting at adjourned at 11.36 and resumed at 13.07.

121. Application S25/1912

Prior to the commencement of the application, the Chairman disclosed the following statement:

“It has been brought to my attention that an agent here today was previously employed by the council as a planning officer and may be known to some members. All members have been trained and will determine the applications before them today in line with that training. Any member who feels differently should make a declaration accordingly.”

Councillor Mark Whittington left the Chamber.

Proposal: Outline application for a residential development with all matters reserved except for access

Location: Land West of The Charters, Greatford Road, Uffington

Recommendation: To authorise the Assistant Director – Planning & Growth to:

- Undertake a formal statutory consultation advertising the recommendation to approve planning permission as a departure from the development plan; and

- In the event that the formal consultation does not raise any material planning considerations that have not previously been assessed as part of the current process, to authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to conditions and the completion of a Section 106 Agreement

Noting comments in the public speaking session by:

District Ward Councillor -	Vanessa Smith (Written Statement)
Against -	Alan Richardson, Mark Lewis, Sarah Woolf
Applicant's Agent -	Mike Sibthorpe

Together with:

- Provisions within SKDC Local Plan 2011 – 2036, National Planning Policy Framework (NPPF) and Design Guidelines for Rutland and South Kesteven.
- Comments received from Anglian Water Services.
- Comments received from Conservation Officer (SKDC).
- No comments received from Environment Agency.
- Comments received from Environmental Protection Services.
- Comments received from Heritage Lincolnshire.
- No comments received from Historic England.
- Comments received from Lincolnshire County Council – Minerals and Waste.
- Comments received from Lincolnshire County Council - Highways & SuDS.
- Comments received from Lincolnshire Fire and Rescue.
- Comments received from Lincolnshire Wildlife Trust.
- Comments received from The Gardens Trust.
- Comments received from Tree Officer (SKDC).
- Comments received from Uffington Parish Council.

The following comments were made by the public speakers:

- Planning permission on the site had previously been refused in 1994 on the grounds of highways safety. Since then, the level of traffic had increased.
- The proposals would be a departure from the Local Development Plan.
- The proposals would be to the detriment of the conservation area and this detriment was not outweighed by the increased housing supply.
- There was no evidence that the proposals met a local need.
- A series of trees on the site had recently been removed unlawfully and had caused a reduction in bats seen in the area.
- There would be a loss of privacy for existing properties.
- Some speakers questioned the extent of the ecological analysis.

- The agent believed the proposals could be suitably integrated to tackle the housing land supply shortfall in line with the titled balance.
- The agent also argued that the proposals would not detract from the local setting.

During questions to public speakers, Members commented on the following:

- It was queried when The Charters was built. The speaker explained that The Charters was built in 1994 and was initially within the conservation area.
- The agent was queried why the trees on site had been removed unlawfully. The agent confirmed they had been removed at the request of the electricity board as the trees were interfering with the electricity pylons. However, the applicant would be willing to replace them.
- It was queried and confirmed that there was regular public transport from Stamford and the Deepings.
- It was confirmed that the existing access point from the village hall would require widening.
- It was confirmed there would be both road and pavement access to all properties within the development.

During questions to officers and debate, Members commented on the following:

- Clarification was sought about the safety implications given the highways concerns resulting in the 1994 refusal. It was confirmed that the National Planning Policy Framework was updated in 2011, changing Highways approach to safety analysis.
- It was confirmed that the unlawfully removed trees would be replaced under enforcement powers or via condition on the planning application.
- The Planning Officer confirmed that there had been a preliminary ecological appraisal in which biodiversity net gain (BNG) metric was used as a basis for the ecological analysis and, if approved, the BNG baseline would be calculated as if the removed trees were still present. A further ecological analysis survey would be conducted at the reserve matters stage.
- Some Members noted concern about the impact of the village hall on access to some of the site.
- It was confirmed that the suitability of the road and access points for emergency vehicles would be controlled within the building regulations.
- It was suggested that small growth of the village would benefit local amenities.
- Some Members noted that they were more comfortable with the southern side of the site than the northern side which was more imposing on the conservation area. Some Members were concerned about the precedent of incremental diminishing of the conservation area.
- A Member expressed that they did not believe there was substantial gain from the proposals and noted concern about increased traffic, local opposition, and conflicts within SP4.

- Members were concerned about the indicative layout of the proposals and urged the applicant to reconsider should the application be approved. The Planning Officer reminded Members that the layout was indicative to demonstrate the principle that the site could facilitate six dwellings.
- It was believed that no protected species were impacted by the proposals.

It was AGREED to extend the meeting until 17.00.

It was proposed and seconded to approve the application, including the additional recommendations published within the Additional Information Report. However, this proposal fell when voted on by the committee.

- Following the unsuccessful proposal, Members noted their primary concerns with the application as being the impact on the conservation area, the impact on the heritage, character and setting of the area, the disproportionate size compared to the village, and the local opposition.
- It was noted from the plan showing the size of trees to remain on the lower site, that it was possible to determine that had the row of trees not been removed without the consent of SKDC Tree Officers, it would not be possible for the houses proposed in the indicative plan, adjacent to the boundary, to be built. There would be inadequate space for the layout proposed.

The meeting adjourned at 15.10 and resumed at 15.29.

- Given the concerns noted by Members of the committee, the Planning Officer advised Members that the impact of the development on the conservation area was a matter which could be supported by the comments received from the Conservation Officer, whilst noting the committees concerns about the impact on the character and appearance of the area.

Final decision

It was proposed, seconded and AGREED to authorise the Assistant Director – Planning & Growth to **REFUSE** planning permission for the following reasons:

1. The proposed development would result in less than substantial harm to the significance of the Uffington Conservation Area by virtue of the removal of the traditional, narrow, long plot form to the rear of Main Street, that would not be outweighed by the public benefits associated with the erection of 6 dwellings, which is recognised as a significant benefit. As such, the proposed development would be contrary to Policy EN6 of the adopted South Kesteven Local Plan and Section 16 of the National Planning Policy Framework. The material considerations

in this case, including the presumption in favour of sustainable development, would not outweigh the identified harm.

2. The proposed development would, as a matter of principle, result in the incongruous extension of residential development into the open countryside contrary to the prevailing urban morphology of Uffington resulting in harm to the character and appearance of the village. The proposed harm would be contrary to Policy DE1 of the adopted Local Plan and Section 12 of the National Planning Policy Framework. The material considerations in this case, including the public benefits associated with the erection of 6 dwellings, would not outweigh the identified harm.

The resolution also included a delegation to the Assistant Director for Planning and Growth to make minor changes to the wording of the refusal resolution.

RECORDED – Councillor Paul Wood voted against the resolution.

122. Application S25/2183

Proposal: The erection of 10no. dwellings, associated infrastructure and green space

Location: Land Off Brambling Walk, Rippingale, Bourne, PE10 0WB

Recommendation: To authorise the Assistant Director – Planning & Growth to undertake a formal statutory consultation advertising the recommendation to approve planning permission as a departure from the development plan; and in the event that the formal consultation does not raise any material planning considerations that have not previously been assessed as part of the current process, to authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to conditions and the completion of a Section 106 Agreement.

Noting comments in the public speaking session by:

Parish Councillor -
Against -
Applicant's Agent -

Annette Lumb
Dennis Laybourne, Timothy Dimascio
Andrew Hodgson

Together with:

- Provisions within SKDC Local Plan 2011-2036, Rippingale Neighbourhood Plan 2023-2036, National Planning Policy Framework (NPPF) and Design Guidelines for Rutland and South Kesteven Supplementary Planning Document.
- Comments received from Parish Council.
- Comments received from Environmental Protection.
- Comments received from Lincolnshire County Council Education.
- Comments received from Lincolnshire Fire and Rescue.
- Comments received from Black Sluice Internal Drainage Board.

- Comments received from Affordable Housing Officer (SKDC).
- Comments received from Heritage Trust.
- Comments received from NHS Lincolnshire.
- Comments received from Anglian Water.

The following comments were made by the public speakers:

- Flooding was a serious issue within the village. The dyke had regularly burst, and the old sewage system was at maximum capacity. Despite residents raising concerns with the relevant authorities, they had just been provided with sandbags. These repeated instances had demoralised local flood volunteers.
- The area lacked sufficient amenities and had already seen a 12% increase in size over the previous two years.
- The proposed site was situated on high land within the village, adding to sewage overflow during the frequent flooding.
- Noise, dust, and pollution would impact residents during the development works.
- A member of the public requested copies of the Development Management Plan should the works go ahead.
- There was poor highways access to the site.
- A neighbouring member of the public noted that the separating hedge on the boundary of the site required maintenance within the covenants of his property. He had also built a retaining wall given that the site was situated higher than his garden. A concern was raised as to whether a development so close to the boundary could put pressure on the boundary wall.
- The agent explained that they were liaising with the lead flood authority and the build programme was scheduled to last for 12 months.
- The agent also explained that anybody from the village could purchase the dwellings at a discounted rate of 80% market value for perpetuity, and a financial contribution of £54,000 for local education facilities and £9,000 to the NHS Trust for local NHS facilities.

During questions to public speakers, Members commented on the following:

- It was noted that there was no daily bus service and the nearest medical centre was at Billingborough.
- After some public speakers claimed there was no need for the additional housing in the village, a Member questioned the public speakers' basis for this. The speaker said that they had viewed the 2021 census and noted that at least two bedrooms were vacant in 66% of properties in Rippingale.
- Further detail was sought about the residents correspondence with Anglian Water following the flooding issues. The speaker noted that Anglian Water had replaced a one-way valve but couldn't guarantee that this would be effective.
- It was confirmed that there had historically been a well on the site but its location was not known.

- The agent was asked how the neighbouring gentleman would be able to maintain the bordering hedge, in line with the conditions of his property covenant. The agent explained that a maintenance strip would be left to allow access between the hedge and any potential fencing.
- Members sought further clarification from the agent about efforts to tackle the flooding issue. The agent confirmed that plans had been submitted to account for drainage water and the issue with the manhole cover which had caused the foul water had been resolved.
- It was confirmed that the developer believed there was appetite for larger properties within the area.
- It was queried what environmental efforts had been made within the proposals. The agent confirmed that credits had been gained off-site and the site proposals included open spaces.

Councillors Gloria Johnson and Paul Wood left the Chamber.

During questions to officers and debate, Members commented on the following:

- It was confirmed that the distance between the garden of the neighbour raising concerns regarding the elevation differences and proximity to his boundary was 0.6 meters.
- Clarity was sought about the waste storage and collection proposals. The Planning Officer advised that a bin collection point landscaping condition could be included were Members minded to do so.
- It was noted that the Parish Council had not allocated alternative sites to account for the tilted balance.
- It was suggested that the current flooding issues needing resolving initially, but the surface water strategy would prevent the proposals from adding to the issue.
- Members believed the proposals were not in a sustainable location given the lack of amenities with their being no local bus, schools or shops or health care facilities and all travel dependent on cars.

Final decision

It was proposed, seconded and AGREED to authorise the Assistant Director for Planning & Growth to **REFUSE** planning permission for application S25/2183 for the following reason:

1. The proposed development is located on the edge of Rippingale, a Smaller Village within the Settlement Hierarchy identified in Policy SP2 of the adopted South Kesteven Local Plan. The village has limited services and facilities to meet the day-to-day residents of future occupants of the proposed development and, in the absence of suitable alternative means of sustainable transport, future residents would be reliant on private vehicles. Therefore, the application site is not considered to be a sustainable location for major residential development. The application is therefore contrary to Policy SD1 and

ID2 of the adopted South Kesteven Local Plan and Paragraph 110 of the National Planning Policy Framework. The public benefits associated with the provision of 10 dwellings, including affordable housing, would not outweigh the significant and demonstrable adverse impacts associated with the unsustainable nature of the location.

2. The applicant has failed to enter into a Section 106 Agreement to secure the affordable housing and the education, healthcare and BNG monitoring contributions required to mitigate the impact of the development on local infrastructure as required by Policy ID1 of the adopted South Kesteven Local Plan 2011-2036.

The resolution also included a delegation to the Assistant Director for Planning and Growth to agree the final wording for the reason for refusal, in consultation with the Chair and Vice-Chair of the Committee.

123. Application S25/2342

It was AGREED to extend the meeting until 18.00

The meeting adjourned at 16.52 and resumed at 17.01.

Proposal: Outline application for the phased development of up to 3 serviced plots for self-build/custom house building (all matters reserved apart from access)

Location: Land between no.9 and no.21 Main Road, Uffington PE9 4SN

Recommendation: To authorise the Assistant Director – Planning to REFUSE planning permission

Noting comments in the public speaking session by:

District Councillor -
Parish Councillor -
Applicant -

Vanessa Smith (written statement)
Uffington Parish Council (written statement)
Richard Evans

Together with:

- Provisions within SKDC Local Plan 2011 – 2036, Design Guidelines Supplementary Planning Document and National Planning Policy Framework (NPPF).
- Comments received from Historic England.
- Comments received from The Gardens Trust.
- Comments received from Uffington Parish Council.
- Comments received from Lincolnshire County Council (Highways and SuDS).
- Comments received from SKDC Conservation Officer.
- Comments received from Heritage Lincolnshire.
- Comments received from Anglian Water.

The following comments were made by the public speakers:

- The written sentiments from the District Councillor and Parish Council favoured the proposals, citing the land was currently underutilised and the proposals complied with the local policy on both infill and edge-of-development.
- They argued the proposals were in keeping with the character of the village and wouldn't compromise the conservation area.
- The applicant argued the proposals were SP4 compliant and reminded Members of the tilted balance given that SKDC could not demonstrate a five-year housing land supply.
- No statutory consultees had objected to the proposals.

During questions to public speakers, Members commented on the following:

- It was confirmed that Mill Mount could still be accessed via the public footpath which had previously been diverted.
- Tree maintenance would be the responsibility of the homeowners.
- It was confirmed that the adjacent farmhouse would be the nearest listed building.
- Members queried whether design consideration had been given to the building heights. The applicant confirmed that six different design options were submitted during the pre-application and this was the preferred one.
- Members were reminded of the definition of open countryside.
- It was confirmed that the materials used and design choice of individual plots would be the decision of the individual plot buyers.
- Clarification was sought about the waste collection provisions. The applicant confirmed that a traffic survey had been undertaken, demonstrating that the bin lorry could access the site.

During questions to officers and debate, Members commented on the following:

- The Planning Officer confirmed that the site was not considered to meet the planning definition of open countryside given its proximity to the village and the conservation area.
- A Member suggested additional weight should be given to favourable consideration given the shortage of self-build properties. The Planning Officer noted there were currently 222 self-build properties registered within South Kesteven.
- It was confirmed that lorries could use the roads if they were not adopted by Lincolnshire Country Council.
- Members were reminded that it was not a material planning consideration to account for the views of local residents.
- The sensitivity of the site as identified by the Conservation Officer was highlighted.
- Members were reminded that they needed to be consistent in their approach to decision-making. Whilst matters of planning judgement were a balancing act and can be weighted differently, there is a

requirement to be consistent in the way in which similar issues are balanced.

- A member who visited the site noted its current natural appearance and soft appearance of the trees in the boundary setting which reflected the rural setting of the listed building and parkland opposite. There was a concern raised, in response to a comment by a speaker, that if the site were to be developed that the natural tree line would be cut right back impacting on the setting to create a boundary more in keeping with a residential setting.
- In summing up a concern was also raised regarding the height of the tallest proposed new build.

Final decision

It was proposed, seconded and **AGREED** to authorise the Assistant Director – Planning to **REFUSE** planning permission for the following reasons:

- 1 The proposed dwellings would not be located within a substantially built up frontage, nor the main built up part of the settlement. The dwellings would be on the edge of the settlement and would result in harm to the character of the area as it is considered that the site would extend obtrusively into the open countryside, and would extend the pattern of development to the north of the village into open countryside, in a form of development that is not typical for the character or layout of the village, contrary to Policy DE1 of the adopted Local Plan. The public benefits in this case, including the provision of self-build dwellings, which are a significant benefit, would not outweigh the identified harm.
- 2 The site is identified within the Uffington Conservation Area Appraisal and Management Plan as an important area of open space that forms part of the setting to the farm and also contributes towards an attractive entrance to the conservation area. The site is located on the edge of the settlement, within the Conservation Area and within the Kesteven Uplands Character Area. The development would encroach into open countryside and would result in less than substantial harm to the setting and significance of the conservation area, the setting of the adjacent Grade II listed building, West Hall Farm. The public benefits in this case, including the provision of self-build dwellings, which are a significant benefit, would not outweigh the identified harm. As such, the proposed development is contrary to Policy EN6 of the adopted Local Plan and Section 16 of the National Planning Policy Framework.

124. Application S25/2394

It was AGREED to defer application S25/2394.

125. Any other business, which the Chairman, by reason of special circumstances, decides is urgent

There was none.

The meeting concluded at 18.00.

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**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Planning Committee

14 May 2026



S25/2394

Proposal:	Section 73 application to vary condition 1 (Approved Plans) of planning permission reference S24/1453 (Application for reserved matters relating to layout, scale, appearance, landscaping and access following outline planning permission S22/106)
Location:	The Gables, Honington Road, Barkston, Lincolnshire, NG32 2NG
Applicant:	Mr & Mrs Willett, Willett Homes
Agent:	Mr Tom Reeve, Reeve Architecture & Design
Application Type:	Section 73 application to vary Reserved Matters
Reason for Referral to Committee:	At the discretion of the Chair of the Planning Committee
Key Issues:	<ul style="list-style-type: none"> • Impact on the character and appearance of the area • Impact on neighbours' residential amenities • Impact on highway safety

Report Author

Hannah Nouch, Development Management Planner



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Corporate Priority:

Growth

Decision type:

Regulatory

Wards:

Peascliffe & Ridgeway

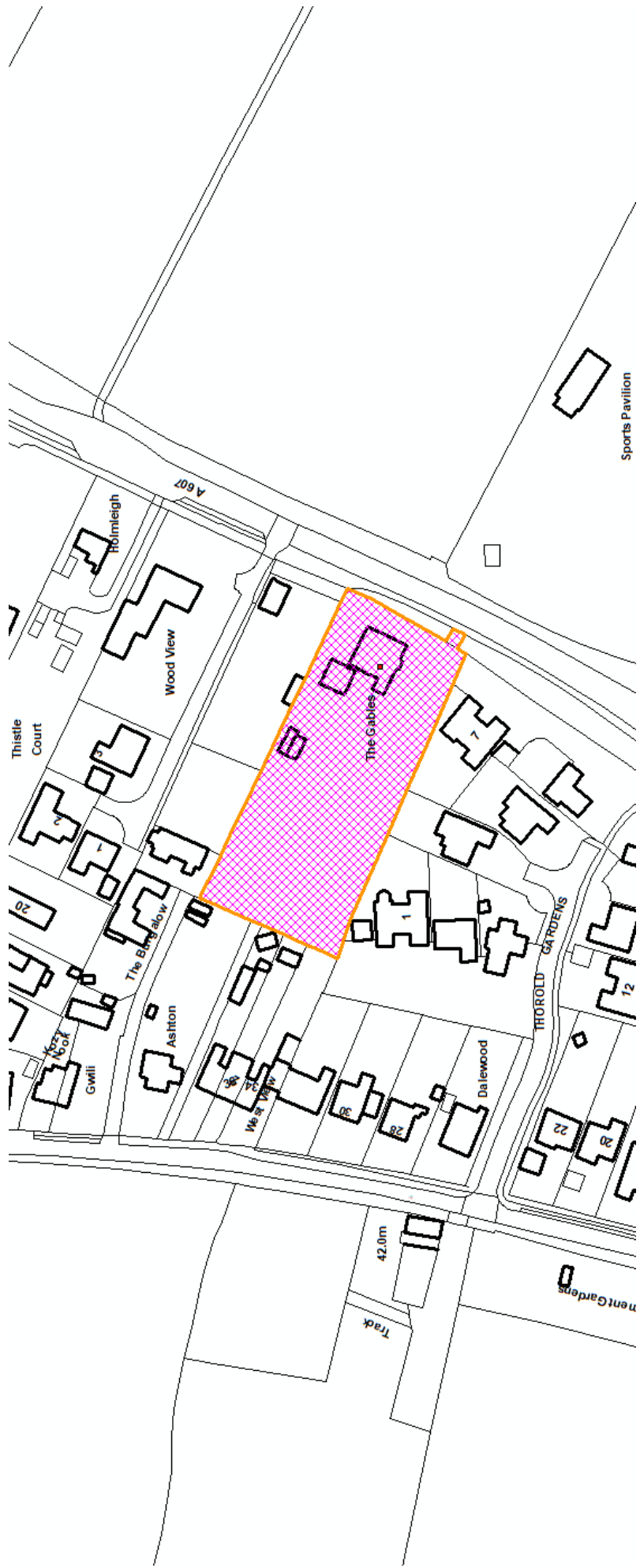
Reviewed by:

Adam Murray – Principal Development Management Planner

7 April 2026

Recommendation (s) to the decision maker (s)

To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to conditions



Key



Application
Boundary



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1 Description of Site

- 1.1 The application site lies to the western side of Honington Road, within the village of Barkston.
- 1.2 The application site hosts a single detached dwelling with an attached garage, accessed via Honington Road. The application site also includes a parcel of additional land to the rear of the residential curtilage, located to the west of the existing dwelling. A first-floor extension and internal and external alterations to the residential dwelling were approved conditionally under application S24/1155.
- 1.3 The site is situated within the main built-up part of the settlement of Barkston and lies within an area predominately characterised by residential properties, with residential neighbours located to the south, southwest and west. To the north, the site is bounded by a commercial site comprising of a car dealership lot. There is open countryside to the eastern side of Honington Road.
- 1.4 A reserved matters application was approved under S24/1453 for reserved matters relating to layout, scale, appearance, landscaping and access following outline planning permission S22/1065.

2 Description of the proposal

- 2.1 This application is a Section 73 application to vary Condition 1 of the approved reserved matters application S24/1453. Condition 1 of this application relates to approved plans, with the proposal solely wishing to amend the layout of the site in relation to the proposed access driveway. The approved layout plan under S24/1453 approved an access driveway of a curving type that branched off to provide access to each of the properties, whereas the driveway as currently proposed would be linear in form running parallel with the southern boundary of the site. Following a request from the local planning authority tree-planting is now proposed south of the access driveway, between the access driveway and the boundary of the properties within Thorold Gardens. The access driveway would continue to branch off to serve each of the approved dwellings.
- 2.2 There are no other changes to the approved plans proposed, therefore this application is considering the changes to the access driveway and associated landscaping only.

3 Relevant History

- 3.1 S22/1065 – Outline Planning Permission – ‘Outline Planning Permission for residential development, comprising five detached dwellings (all matters reserved)’ – Approved Conditionally
- 3.2 S22/2073 – Full Planning Permission – ‘Residential development comprising the erection of four detached dwellings and renovation/enlargement of existing dwelling’ – Refused – Appeal Dismissed
- 3.3 S24/1155 – Householder Planning Permission – ‘Proposed first floor extension and attached vehicular garage. Including internal and external alterations.’ – Approved Conditionally
- 3.4 S24/1453 – Reserved Matters – ‘Application for reserved matters relating to layout, scale, appearance, landscaping and access following outline planning permission S22/1065’

4 Relevant Planning Policies and Documents

SKDC Local Plan 2011-2036

- Policy DE1 – Promoting Good Quality Design
- Policy SP3 – Infill Development
- Policy SB1 – Sustainable Building Measures
- Policy EN2 - Protecting Biodiversity and Geodiversity
- Policy EN5 - Water Environment and Flood Risk Management

National Planning Policy Framework (NPPF)

- Section 12 – Achieving well-designed places
- Section 9 - Promoting Sustainable Development
- Section 5 – Delivering a sufficient supply of homes

5 Representations Received

5.1 This application has been advertised in accordance with the Council's Statement of Community Involvement and 2 letters of representation were received on the first round of consultation. The points raised can be summarised as follows:

1. The road would be directly behind the boundary of No. 4 Thorold gardens and there will be increased noise. Clarification therefore is needed as to what the road surface would be made of and what will be done to reduce noise from car
2. Wish that the driveway materials used to be as efficient as possible to minimise road noise as this drive is very near to the boundary of the properties in Thorold Gardens
3. Instead of 'low level hedging' we would want this to be substituted by trees/tall shrubs which would also help with the impact of road noise. On S22/1065, the approved plan was conditional on the basis of driveway materials and landscaping, and therefore there is reason why this condition should not stand

5.2 The following comments were received following the provision of amended details to include tree planting along the southern boundary.

1. As the new road position is much closer to the southern boundary, then the planting of trees between the new road position and the southern boundary would help with noise reduction and privacy. Please can this be made a condition of the approval? They would need to be of a sufficient density and height in order to achieve this (please note the previous owner removed established trees following the last planning committee meeting where the previous plans were refused).

6 Representations as a Result of Publicity

6.1 **LCC Highways**

6.2 No objections

6.3 **Parish Council**

6.4 The Parish Council has reviewed the Section 73 application to vary Condition 1 of planning permission S22/1065 and wishes to raise the following concerns.

1. Revised driveway position and lack of measurements

The amended plans appear to reposition the driveway closer to the neighbouring property. However, no measurements or scaled dimensions are provided. Without this information, it is not possible to assess the impact on residential amenity or to determine whether the change materially affects the boundary treatment previously agreed.

2. Potential impact on agreed boundary landscaping

The original permission required the planting of trees and appropriate soft landscaping along the shared boundary to mitigate noise to neighbours. If the driveway is moved closer to the boundary, the available green area for this planting is reduced. The plans do not demonstrate how the required trees and shrubs can still be accommodated or maintained in accordance with the approved landscaping conditions.

3. Need for confirmation that all original conditions remain in force

The Parish Council seeks reassurance that all landscaping, boundary treatment, driveway surfacing and long-term management conditions attached to S22/1065 remain fully applicable. These conditions were essential to ensuring the development integrates appropriately with its surroundings and protects neighbouring amenity.

6.5 **Environmental Protection**

6.6 Environmental Protection has reviewed the documents in respect of the above application and has no further comment to make

7 Evaluation

7.1 The NPPG states, 'In deciding an application under section 73, the local planning authority must only consider the disputed condition/s that are the subject of the application - it is not a complete re-consideration of the application.'

7.2 The original planning permission will continue to exist whatever the outcome of the application under section 73. The conditions imposed on the original permission still have effect unless they have been discharged. In granting permission under section 73 the local planning authority may also impose new conditions - provided the conditions do not materially alter the development that was subject to the original permission and are conditions which could have been imposed on the earlier planning permission. For the purpose of clarity, decision notices for the grant of planning permission under section 73 should set out all of the conditions imposed on the new permission, and restate the conditions imposed on earlier permissions that continue to have effect.

7.3 The principle of development in this instance has previously been established through the approval of planning permission S24/1453 which granted reserved matters permission for the description of 'Application for reserved matters relating to layout, scale, appearance, landscaping and access following outline planning permission S22/1065'. This application seeks to vary condition 1 of the approval which relates to the approved plans. For the proposed amendments to the scheme to be considered acceptable as a minor material amendment, the removal or variation of conditions should not alter the impact of the development.

7.4 Character and appearance of the area

7.5 The design of the linear driveway would appear more engineered than the previously approved driveway layout, however, it is not considered to result in an unacceptable impact

on the character and appearance of the site when taking as a whole, nor would it result in an unacceptable visual impact in the street scene when taking in the context of the site.

- 7.6 The resulting visual character of the driveway would additionally be softened by the proposed trees along the southern boundary.
- 7.7 By virtue of the design, scale and materials to be used, the proposal would be in keeping with the site, street scene and surrounding context in accordance with the NPPF Section 12, and Policies DE1 and SP3 of the Local Plan.
- 7.8 Neighbours' residential amenities
- 7.9 The concerns raised in representation and by the Parish Council relating to the new position of the access drive are noted, as it is acknowledged that the drive would be situated closer to the properties on Thorold Gardens. It is considered whilst there would be a level of impact resulting to these properties, it would not result in an unacceptable relationship or level of adverse impact. Nevertheless, following the receipt of the comments requesting mitigation measures in relation to noise, an amended landscaping plan has been submitted demonstrating there would be tree planting along the shared southwestern boundary with Thorold Gardens. This planting would act as a buffer between the driveway and the properties of Thorold Gardens, offering a level of mitigation to address the concerns raised.
- 7.10 The driveway material is a further point that has been raised by both the Parish Council and within representation. The driveway details have not been provided at this stage but there is a condition attached that encompasses the provision of these details prior to the driveway being brought into use.
- 7.11 Taking into account the nature of the proposed change and the scale of the proposed change, it is considered that there would be no unacceptable adverse impact on the residential amenities of the occupiers of adjacent properties in accordance with the NPPF Section 12, and Policy DE1 of the Local Plan.
- 7.12 Highways Impacts
- 7.13 The Highways Authority have raised no objections to the proposed change, with the change to the driveway layout not resulting in any increased highway safety impacts.
- 7.14 The proposal would retain adequate access, parking and turning facilities and would not have an unacceptable adverse impact on highway safety in accordance with the NPPF Section 9.
- 7.15 Ecology and Biodiversity
- 7.16 Local Plan Policy EN2 seeks to ensure the conservation and enhancement of ecological networks and deliver a net gain in biodiversity for all development proposals.
- 7.17 Additionally, Biodiversity Net Gain (BNG) became mandatory on all small sites on 2 April 2024 unless relevant exemptions apply. In the case of this application, it is for reserved matters to a previously approved outline planning permission that was submitted and approved prior to the introduction of the BNG requirement. Therefore, this application is exempt from the BNG requirement.
- 7.18 Nevertheless, Policy EN2 would still be applicable.
- 7.19 There would not be a biodiversity net gain achieved on the site due to the nature of the proposal, however there would be soft landscaping provided as part of the scheme. The

trees proposed would offer potential habitat opportunities. The previous condition relating to bat and bird boxes would remain attached to the condition.

7.20 Flood Risk and Drainage

7.21 The application site is located within Flood Zone 1, with a low risk of fluvial flooding. The flood maps show that the site is shown to have a very low risk of surface water flooding. The proposed drainage was specified as to be via soakaway under the outline application, which is acceptable in principle and the details of which can be considered under the appropriate building regulations process.

8 **Crime and Disorder**

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

9 **Human Rights Implications**

9.1 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. It is considered that no relevant Article of that act will be breached.

10 **Planning Balance and Conclusions**

10.1 Taking the above into account, it is considered that the proposed change to the access the proposal is appropriate for its context and is in accordance with the NPPF (Sections 9 and 12) and Policies DE1 and SP3 of the South Kesteven Local Plan. There are no material considerations that indicate otherwise although conditions have been attached.

11 **Recommendation**

11.1 To authorise the Assistant Director – Planning to GRANT planning permission subject to the recommended schedule of conditions.

Time Limit for Commencement

1) The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason: In order that the development is commenced in a timely manner, as set out in Section 91 of the Town and Country Planning Act 1990 (as amended).

Approved Plans

- 1) The development hereby permitted shall be carried out in accordance with the following list of approved plans:
 - i. Site Location Plan re. 2237SP01 received 21 August 2025
 - ii. Proposed Block Plan re. 2237SP03 REV 06 received 10 December 2025
 - iii. Proposed Landscaping Plan re. 2237SP04 REV 07 received 9 March 2026

- iv. Proposed Illustrative plan re. 2237SP05 REV 06 received 10 December 2025
- v. Plot 1 and 2 South and North Elevation re. 2237P1 01 REV 01 received 23 May 2025
- vi. Plot 1 and 2 East and West Elevation re. 2237P1 02 REV 01 received 23 May 2025
- vii. Plot 1 and 2 Ground Floor Plan re. 2237P1 03 REV 01 received 23 May 2025
- viii. Plot 1 and 2 First Floor Plan re. 2237P1 04 REV 01 received 23 May 2025
- ix. Plot 3 and 4 East and West Elevation re. 2237P3 01 REV 01 received 23 May 2025
- x. Plot 3 and 4 North and South Elevation re. 2237P3 02 REV 01 received 23 May 2025

Unless otherwise required by another condition of this permission.

Reason: To define the permission and for the avoidance of doubt.

During Building Works

- 2) Notwithstanding the submitted details, before any construction work above ground is commenced, details of any soft landscaping works shall have been submitted to and approved in writing by the Local Planning Authority. Details shall include:
 - i. planting plans;
 - ii. written specifications (including cultivation and other operations associated with plant and grass establishment);
 - iii. schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;

Reason: Soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policies DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

- 3) Notwithstanding the submitted details, before any development above damp-proof course, details of the hard surfacing of the access road within the site shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter, the development shall be carried out in accordance with the approved details prior to first occupation of the development hereby permitted.

Reason: To ensure that the proposed hard surfacing materials assimilate with the character of the area and does not give rise to any unacceptable adverse impacts on residential amenity of neighbouring occupiers; as required by Policy DE1 of the adopted Local Plan.

11.2 **Before the development is occupied**

- 4) Before any part of the development hereby permitted is occupied, the works to provide the boundary treatments shall have been completed in accordance with the approved boundary treatment details on 'Proposed Landscaping Plan' re. 2237SP04 REV 05 and 'Proposed Materials Plan' re. 2237SP06.

Reason: To provide a satisfactory appearance to any boundary treatments and by screening rear gardens from public view, in the interests of the privacy and amenity of the occupants of the proposed and neighbouring dwellings and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

- 5) Prior to the occupation of the dwelling hereby permitted, 1 bird box and 1 bat box shall have been installed for each dwelling.

Reason: To support biodiversity provision on site in line with Policy EN2 of the SKDC Local Plan.

- 6) Before any part of the development hereby permitted is occupied, the external surfaces shall have been completed in accordance with the 'Proposed Materials Plan' re. 2237SP06.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

- 7) Before the end of the first planting/seeding season following the occupation/first use of any part of the development hereby permitted, all soft landscape works shall have been carried out in accordance with the approved soft landscaping details.

Reason: Soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policies DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

- 8) The approved sustainable building measures detailed within the Sustainability Statement received 21 August and 'Proposed Illustrative Plan' re. 2237SP05 REV 05 and shall be completed in full, in accordance with the agreed scheme prior to the first dwelling hereby permitted is occupied.

Reason: To ensure the development mitigates and adapts climate change in accordance with Local Plan Policy SB1 and SD1

- 9) Before any part of the development hereby permitted is occupied, all hard and soft landscape works shall have been carried out in accordance with the approved hard and soft landscaping details shown on 'Proposed Landscaping Plan' re. 2237SP04 REV 07 unless otherwise required by another condition of this permission.

Reason: Hard and soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

11.3 Ongoing Conditions

10) Within a period of five years from the first occupation of the final dwelling/unit of the development hereby permitted, any trees or plants provided as part of the approved soft landscaping scheme, that die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced in the first planting season following any such loss with a specimen of the same size and species as was approved in condition above unless otherwise agreed by the Local Planning Authority.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs and in accordance with Policies DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.



**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Planning Committee

14 May 2026



S25/1860

Proposal:	Outline application for residential development. All matters reserved except access.
Location:	Claypole Road, Newark, Stubton, NG23 5BU
Applicant:	Mr R Wills
Agent:	Mr Mike Sibthorp - Mike Sibthorp Planning
Application Type:	Outline Planning Application
Reason for Referral to Committee:	Application is a departure from the Development Plan and Officer's a minded to approve the application; and Called in by Councillor Milnes citing concerns relating to the principle of development, impact on the character of the area, drainage, archaeology and BNG
Key Issues:	<ul style="list-style-type: none"> • Principle of Development • Impact of the development on the character of the area • Surface water flooding and sewage
Technical Documents:	<ul style="list-style-type: none"> • Design, Access & Planning Statement • Preliminary Ecological Appraisal and BNG Metric

Report Author

Debbie Wetherill, Development Management Planner



01476 406271



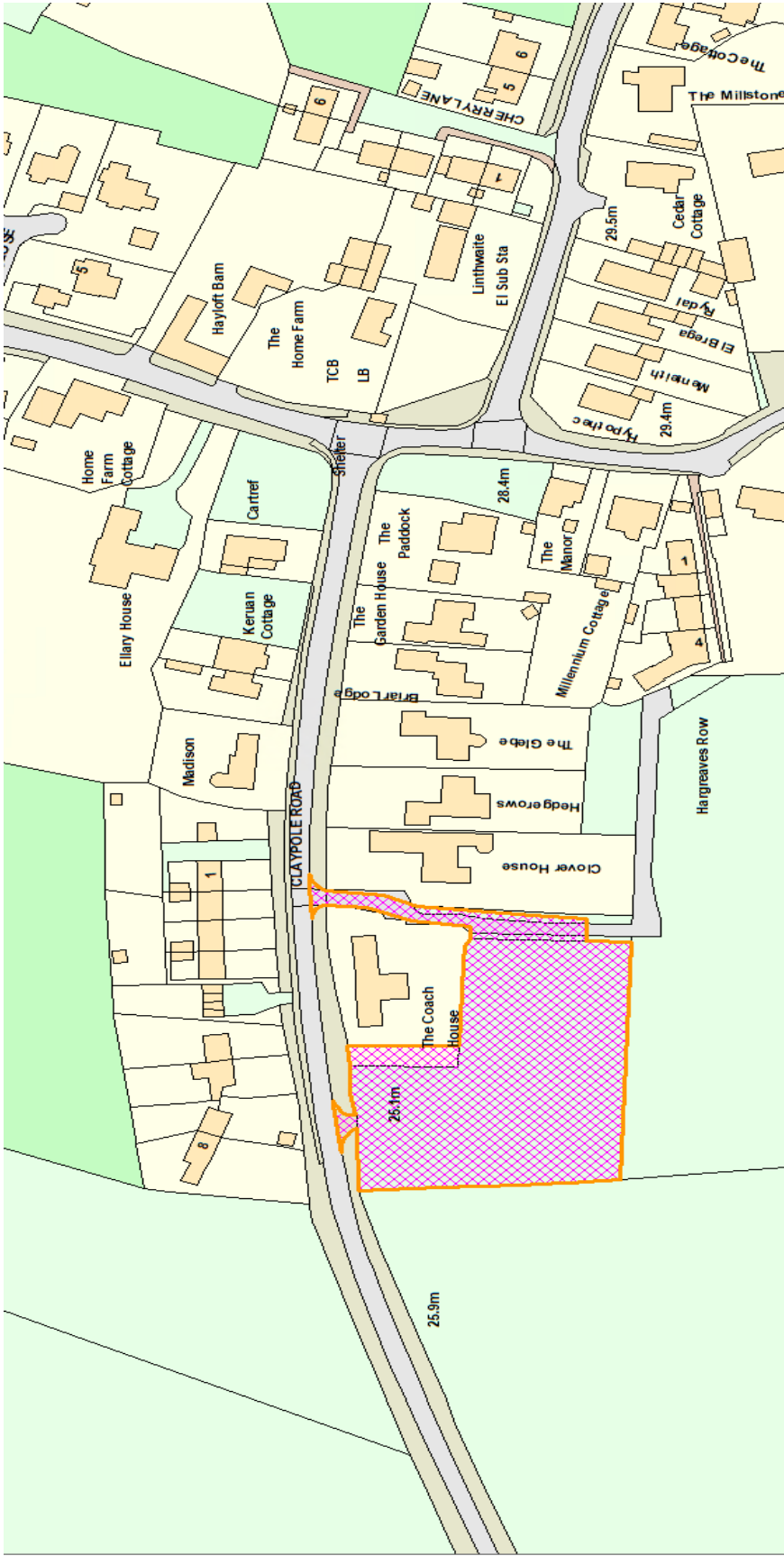
deborah.wetherill@southkesteven.gov.uk

Corporate Priority:	Decision type:	Wards:
Growth	Regulatory	Loveden Heath

Reviewed by:	Adam Murray – Principal Development Management Planner	6 May 2026
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Recommendation (s) to the decision maker (s)

To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to conditions.



Key



**Application
Boundary**



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1 Description of Site

- 1.1 The application site comprises of an 'L' shaped parcel of land to the southern side of Claypole Road, located west to the edge of the built-up form for the village of Stubton. The parcel of land is approximately 0.37ha located directly west to the side and extends further south behind the last dwelling on the southern side of Claypole Road known as The Coach House.
- 1.2 To the west and south of the site is open countryside, while to the east are further dwellings fronting Claypole Road, separated with a driveway serving the property and adjoining land. Similarly, there is frontage residential dwellings north on the opposing side of the highway which extend further west out of the village toward Claypole.

2 Description of the Proposal

- 2.1 The application is seeking outline planning permission for the erection of up to 5 dwellings, with all matters except for access reserved.
- 2.2 Whilst layout would be a reserved matter, an indicative layout plan has been provided illustrating the proposed development will serve a possible 3 dwellings from the existing access point combined with a new access also from Claypole Road, which would serve a further 2 dwellings.
- 2.3 The submitted plan details the 'L' shaped parcel of land with a potential 5-dwelling development of the site, comprising a mix of frontage dwellings, and dwellings set to the rear and south of The Coach House.

3 Relevant History

- 3.1 There is no relevant site history.

4 Relevant Planning Policies and Documents

SKDC Local Plan 2011-2036

- Policy DE1 – Promoting Good Quality Design
- Policy EN1 – Protection and Enhancement of the Character of the District
- Policy EN2 – Protecting Biodiversity and Geodiversity
- Policy EN5 – Water Environment and Flood Risk Management
- Policy SB1 – Sustainable Building Measures
- Policy SP1 – Spatial Strategy
- Policy SP2 – Settlement Hierarchy
- Policy SP4 – Development of the Edge of the Settlement

National Planning Policy Framework (NPPF)

- Section 4 – Decision Making
- Section 5 – Delivering a sufficient supply of homes
- Section 9 - Promoting Sustainable Development
- Section 12 – Achieving well-designed places

Stubton Neighbourhood Plan

- NE1, NE2, NE3 and BE2

Supplementary Planning Document

- Design Guidelines for Rutland and South Kesteven Supplementary Planning Document (Adopted November 2021)

5 Representations Received as a result of Publicity

5.1 This application has been advertised in accordance with the Council's Statement of Community Involvement and 5 letters of representation have been received. The points raised can be summarised as follows:

1. Localised flooding and drainage.
2. Overhead electricity equipment within the site.
3. Impact on character of village
4. Unsustainable village
5. Proposed built form does not reflect the pattern of linear development
6. Expanding the village boundaries
7. Back land development.
8. Large dwellings, not affordable

6 Representations Received

6.1 Parish Council

6.2 Full comments can be found on the Councils website, the Parish Councils comments are summarised as follows:

6.3 It is the Parish Council's view that the proposed development is not infill as it does not fit the definition of a small gap between existing buildings or satisfy SP3 (a) which requires a site to be "within substantially built up frontage".

6.4 The proposed development is not infill as it does not fit the definition of a small gap between existing buildings.

6.5 The criteria listed b – f in SP4 Edge of Settlement has not been met as the development does not reflect the current built form of Claypole Road which comprises entirely single frontage dwellings.

6.6 The proposals do not correspond with current built form, which is single frontage development.

6.7 The development would introduce a cul-de-sac style of design which would look out of keeping with the existing pattern of development.

6.8 The proposals are too dense for an edge of village site

6.9 The proposal does not comply with Stubton Neighbourhood Plan NE1 and NE2

6.10 The Parish Council would prefer fewer dwellings, perhaps incorporating dwellings 1 & 2 on the indicative block plan which follow the existing built form along Claypole Road.

- 6.11 Have concerns of localised flooding and surface water flooding as much of Stubton is not on mains drainage.
- 6.12 Should the application be granted the parish would request conditions of adequate and improved drainage and sewage. Appropriate soft and hard landscaping including permeable driveways and access.
- 6.13 Would prefer to see a more modest development and not extend into open countryside.
- 6.14 Development should be of traditional design to reflect the rural nature of the small village and single frontage dwellings.
- 6.15 If approved the speed limit should be extended, limiting the speed of 40mph from the brow of the hill in to the village from Clapole.
- 6.16 **Highways and SUDS**
- 6.17 The proposal is for outline application for residential development, and it does not have an impact on the Public Highway or Surface Water Flood Risk. The applicant is required to contact the IDB regarding the specification for culverting the ditch and LCC for the construction of the vehicle access. No objections subject to conditions and informatives.
- 6.18 **Environmental Agency**
- 6.19 The Environmental Agency raise no objections to the application but draw the applicant attention to building regulations for non mains foul drainage.
- 6.20 **Anglian Water**
- 6.21 Anglian Water have no objections subject to conditions in relation to waste water treatment, used water network and surface water disposal.
- 6.22 **Heritage Lincolnshire**
- 6.23 The site for the proposed development lies in an area of archaeological interest. To the east of the village there are cropmarks indicating trackways of medieval or post medieval date leading into the settlement. To the west of the proposed development cropmarks though to mark the presence of enclosures and boundaries of prehistoric date have been plotted by the National Mapping Programme and are recorded in the Lincolnshire Historic Environment Record (HER). Lidar mapping shows that ridge and furrow earthworks which extend into the site are connected with earthworks of the same system in areas to the south.
- 6.24 The village itself is mentioned in the Domesday Book of 1086, indicating that the settlement is probably of late Saxon date at least. The church of St Martin is situated to the east of the village and although it was built in the early 19th century, it was to replace an earlier church in the village.
- 6.25 An archaeological watching brief undertaken at the south end of Fenton Road in 2007 recovered pottery of medieval date and a pit possibly of the same period. In the same area a metal mount was found and although its exact function could not be determined, there are comparable Anglo-Saxon and medieval examples A single sherd of medieval pottery was recovered during a programme of archaeological monitoring and recording during development to the south-west of the parish church in 2001.
- 6.26 Recommendation: It is considered that the site offers a potential for archaeological remains to be present based on the extent and type of remains recorded in the vicinity. Insufficient

information is available at present with which to make any reliable observation regarding the impact of this development upon any archaeological remains.

6.27 Therefore, given this it is recommended that the developer should be required to commission a Scheme of Archaeological Work, in the form of an archaeological evaluation to determine the presence, character and date of any archaeological deposits present at the site. This evaluation should initially consist of trial trenching. Prior to the trial trenching a topographic survey should record all upstanding earthworks extant on the site. Further archaeological mitigation work may be required if archaeological remains are identified in the evaluation. All archaeological works should be undertaken in accordance with a Written Scheme of Investigation submitted to and approved by the Local Planning Authority.

6.28 **Lincolnshire Wildlife Trust**

6.29 Our conservation officers have reviewed the referenced development against a series of strategic conservation and ecological criteria. In review of the variation documents presented The Trust has no substantive comments or recommendations on the proposal.

7 Evaluation

7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise. In this case, the adopted development plan comprises of the following documents:

7.2 - South Kesteven Local Plan 2011-2036 (Adopted January 2020)

7.3 - Stubton Neighbourhood Plan 2014-2026 (Made 3 July 2015)

7.4 The Lincolnshire Minerals and Waste Local Plan forms part of the development plan in relation to minerals planning.

7.5 The policies and provisions set out in the National Planning Policy Framework are also a material consideration in the determination of planning applications, alongside the adopted Design Guidelines for Rutland and South Kesteven.

7.6 It is also appreciated that the Local Planning Authority are also in the process of conducting a Local Plan Review. The Regulation 18 consultation on the draft Plan was carried out between February and April 2024. A further regulation 18 consultation on the proposed housing and mixed-use allocations was carried out between July and August 2025. At this stage, the policies contained within the draft Plan Review can be attributed very little weight in the determination of planning applications. However, the updated evidence base which accompanies the ongoing Plan Review is a material consideration and must be taken into account in the determination of planning applications.

7.7 Furthermore as of March 2025, the Council are presently unable to demonstrate a 5-year supply of housing land and as a result, the policies most important for determining the application are deemed to be out-of-date by virtue of footnote 8 and paragraph 11d) of the Framework. Paragraph 11d) requires that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or where specific policies in The Framework, indicate that development should be restricted.

7.8 **Principle of Development**

- 7.9 Policy SP1, spatial strategy states proposals should protect the best and most versatile agricultural land to protect opportunities for food production and the continuance of the agricultural economy. The 'best and most versatile agricultural land' is defined in the NPPF as agricultural land of grade 1, grade 2 and grade 3a with grade 1 classification being the best. Natural England's Land Classification Map shows the land contained within the site classed as Grade 3 and therefore within an area of land that could be considered good to moderate land.
- 7.10 In this case, the proposal relates to a site of roughly 0.39 hectares and comprises part paddock and part garden area in and around The Coach House, which is presently the last building on the south side of the road. The proposed development, therefore, would be located to the rear being south and immediately to the west of the existing main built-up part of the settlement and as such is not considered to be previously developed land.
- 7.11 It is not possible to distinguish between Grade 3A and 3B without the submission of detailed soil samples. However, given the proximity to the built-up settlement it is likely that the land would be Grade 3B. As such, the proposal would not result in the loss of BMV agricultural land.
- 7.12 Decisions about the location and scale of new development will be taken on the basis of the settlement hierarchy set out in Policy SP2. Policy SP2 (Settlement Hierarchy), alongside Policy SP1, seeks to focus the majority of new development to Grantham to support and strengthen its role as a Sub-Regional Centre, followed by the three other market towns being Stamford, Bourne and The Deepings, then in the hierarchy comes the larger villages, followed by smaller villages. SP2 states that development in Smaller Villages, development will be supported in accordance with Policy SP3, SP4 and all other relevant policies, where development will not compromise the village's nature and character.
- 7.13 The application site is situated to the south of Claypole Road to the western edge of the existing built-up area of Stubton. The existing built form on the southern side of Claypole Road ends with The Coach House, whilst to the north on the opposing side of the highway there is built form that extends slightly further west, toward Claypole, with a further 4 dwellings past the building line of the Coach House on the southern side.
- 7.14 Whilst the Coach House is an established form of residential development that connects with the main built up part of Stubton, the application site is located to the rear and its west side, which is considered to be an extension of the existing built form of Stubton on the southern side of Claypole Road beyond its existing limitations and, therefore, Policy SP4 (Development on the edge of settlements) is the relevant policy to establish the principle of development on this site. Despite this, the applicant's submission is on the basis that the site is infill development as within Policy SP3 of the SKDC Local Plan. SP3 states:
- 7.15 In all settlements defined in Policy SP2, infill development, which is in accordance with all other relevant Local Plan policies, will be supported provided that:
- a. it is within a substantially built-up frontage or re-development opportunity (previously development land);
 - b. it is within the main built-up part of the settlement;
 - c. it does not cause harm or unacceptable impact upon the occupiers amenity of adjacent properties;

- d. it does not extend the pattern of development beyond the existing built form; and it is in keeping with the character of the area and is sensitive to the setting of adjacent properties.
- 7.16 The proposal would not meet criteria a), b) or the first part of d) and therefore Policy SP3 is not the applicable policy.
- 7.17 Policy SP4 states that proposals for development on the edge of a settlement, which is in accordance with all other relevant Local Plan policies, will be supported provided that essential criteria are met. This requires the proposal to:-
- (a) Demonstrate clear evidence of substantial support from the local community through an appropriate, thorough and proportionate pre-application community consultation exercise. Where this cannot be determined, support (or otherwise) should be sought from the Town or Parish Council or Neighbourhood Plan Group or Forum.
 - (b) Be well designed and appropriate in size, scale, layout and character to the setting and area.
 - (c) Be adjacent to the existing pattern of development for the area, or adjacent to developed site allocations as identified in the development plan.
 - (d) Not extend obtrusively into the open countryside and be appropriate to the landscape, environmental and heritage characteristics of the area.
 - (e) In the case of housing development, meet a proven local need for housing and seeks to address a specific targeted need for local market housing; and
 - (f) Enable the delivery of essential infrastructure to support growth proposals.
- 7.18 There has been no pre-application community consultation exercise carried out and it is therefore not able to be clearly evidence that there is substantial support from the local community for the proposal.
- 7.19 It is noted that a number of objections to the proposal have been received from local residents and the parish council who have not confirmed their support for the proposal. The scheme is therefore considered to be contrary to SP4(a). Furthermore, comments have been raised concerned that the housing does not meet any proven local need. However, as the housing policies contained within the Local Plan are currently out of date, the absence of clear evidence of substantial support from the local community or targeted need cannot be given any great weight in the overall planning balance. In these circumstances, Paragraph 11(d) requires that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework when taken as a whole.
- 7.20 The application is for outline planning permission with all matters reserved (except for access), however it is possible to assess that the size of the plot (0.39ha) as a matter of principle could accommodate 5no.dwellinghouse in a similar pattern and density to adjacent development and that access to an adopted highway would be possible. The plot of land is adjacent to existing development within the village, most notably The Coach House and so it can be described as being adjacent to an existing pattern of development in the area. As such, it is the Officers assessment that the parcel of land can be described as being on the edge of the settlement.
- 7.21 It is appreciated that the proposed development would exceed the quantum of development envisaged for a Smaller Village within the adopted Local Plan. As such, the proposed development is deemed to be a departure from the plan.

- 7.22 However, the NPPF also requires developments to make effective use of land. In this case, it is Officers' assessment that the development of the site for a larger quantum of dwellings would be the most efficient use of the site, providing a form of development which would be consistent with the density of development within the immediate area, whilst also providing an appropriate contribution to the Council's overall housing land supply.
- 7.23 Notwithstanding this, Paragraph 11(d) requires planning permission to be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, or where the NPPF provides a strong reason for refusing the application. This includes consideration of achieving well designed places, making effective use of land, and directing development towards sustainable locations. These relevant material considerations are discussed further below including how the loss of BMV and the contradiction to SP(a) would be weighed against the tilted balance in the decision as well as any further material planning considerations that arise against the site-specific criteria below.
- 7.24 **Impact on the character and appearance of the area**
- 7.25 Policy DE1 (Promoting Good Quality Design) of the adopted Local Plan states (amongst other criteria) that to ensure high quality design is achieved throughout the District, all development proposals will be expected to make a positive contribution to local distinctiveness vernacular and character of the area. Proposals should reinforce local identity and not have an adverse impact on the street scene, settlement pattern or the landscape / townscape character of the surrounding area. Proposals should be of an appropriate scale, density, massing, height and material, given the context of the area.
- 7.26 Part 12 of the NPPF (Achieving well-designed places) states that good design is a key aspect of sustainable development and new development should be visually attractive as a result of good architecture and appropriate landscaping.
- 7.27 Policy NE2 of the Stubton Neighbourhood Plan states:
- 7.28 New development must be appropriate to the character, natural historic and cultural attributes and features of Stubton's landscape. Developments must respect and retain the landscape character of Stubton Parish and incorporate features which contribute to the conservation, enhancement or restoration of these features.
- 7.29 In particular, new development should, wherever possible:
- Maintain existing hedgerows, trees and woodland and encourage the planting of new trees and hedgerows. Where new trees are proposed, these should wherever possible, be appropriate disease resistant and native species.
 - Protect and enhance the existing landscape character and the important features that define the character, setting and views of the Parish (as set out within the Stubton Landscape Character Assessment). In particular, development which would impact on Stubton Neighbourhood Plan 39 Map showing key views from Stubton Parish towards surrounding areas and the escarpment slopes (shown in orange) views into and, where appropriate, out of the village should demonstrate that these features have been sensitively and appropriately considered and incorporated/mitigated as necessary.
- 7.30 Policy BE2 of the Stubton Neighbourhood Plan states:
- 7.31 New development for appropriate uses should be sympathetic to the existing form, scale and character of Stubton Parish and be appropriate to its rural location, by ensuring

compatibility with the character of the landscape as well as buildings. Materials and boundary treatments should be sympathetic to the character of Stubton.

- 7.32 Layout, scale and appearance are all matters to be reserved and therefore are not being considered under this application. However, the principle of development and its potential impact on the character and appearance of the site and surrounding context is a material consideration.
- 7.33 Whilst these details have not been provided, the indicative layout plan can be commented upon to inform any future submissions, and the accompanying documents with the application detail an arrangement of 5no. dwellings with an 'L' shaped plot, located to the side and rear of The Coach House via two access points.
- 7.34 The two proposed access points will be direct from Claypole Road and will provide for two dwellings via the east side of The Coach House', and will be positioned to the rear, while a further three dwellings set out in a cul-d-sac style layout will be accessed west and to the side of The Coach House to the end of the village and built form of Stubton.
- 7.35 The northern side of Claypole Road opposite, proceeds further out of the village than built form to the south side and is characterised by a linear form of development, with semidetached and terrace dwellings typically fronting onto the highway, slightly set down and back with low boundary hedges/fencing. While the southern side, comprises mainly individual detached dwellings within substantial plots. However, the pattern of linear development to this area, changes somewhat with the existing development of Hargreaves Row interjecting from the east.
- 7.36 Whilst the Parish Council raise concerns over the indicative layout in a cul-de-sac style arrangement being out of character, it is noted that the village contains some more modern developments of Cul-d-Sac layout which have been sympathetically incorporated at an appropriate scale to the surrounding landscape. The settlement edges are typically varied often with lower density development with the example of the recently approved appeal site on Doddington Lane being similar in vein to this current submitted application.
- 7.37 Any views of the site from Claypole Road when entering the village from Stubton would mirror the existing built form to the northern side of the highway and with the requirement of landscaping as part of any reserved matters, would help assimilate and soft the development further within the landscape. When travelling west out of the village toward Claypole, the development is envisaged to seamlessly integrate with the existing built form and pattern of development and will barely be noticeable but for a passing glimpse
- 7.38 Policy DE1 and EN1 of the SKLP requires that development proposals should make a positive contribution to the local distinctiveness, vernacular and character of the area and that in assessing the impact of proposed development on the landscape, the relevant Landscape Character Appraisals should be considered
- 7.39 It is the officer's assessment that the application site is located in a sensitive edge of settlement location, where only low-density residential development would be acceptable so long as it is designed to assimilate within the surrounding settlement pattern, and where it would not obtrusively extend into open countryside.
- 7.40 The site is not currently highly visible from surrounding public vantage points due in part to existing built form and by the fact that this particular plot and the site to the west is largely enclosed by boundary hedges.

7.41 It is the officer's assessment that the construction of up to 5no. dwellings within the plot could be achieved in principle without resulting in negative impacts to local distinctiveness, vernacular or character and without significantly impacting the surrounding landscape in accordance with Policy DE1, SP4 and EN1 of the South Kesteven Local Plan

7.42 **Impact on neighbours' residential amenities**

7.43 Policy DE1 (Promoting Good Quality Design) of the adopted Local Plan states (amongst other criteria) that all development proposals will be expected to ensure there is no adverse impact on the amenity of neighbouring users in terms of noise, light pollution, loss of privacy and loss of light and provide sufficient private amenity space, suitable to the type and amount of development proposed. Paragraph 135 of the NPPF states that developments should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

7.44 There are no adjacent residential neighbours to the west or south of the proposed development and highway separates the application site from the residential properties to the northern side of Claypole Road. The layout and orientation provided within the indicative layout details that a satisfactory relationship is possible with the occupants of the nearest dwelling being 'The Coach House'. However should the application be approved further assessment would be undertaken as part of the reserved matters. Therefore it would not be considered that the siting of up to 5 dwellings could be accommodated within the application site without any significant impact on the amenity of

7.45 Taking into account the above matters it is considered that a reserved matters application could be submitted in accordance with Policy DE1 and SP4 of the Local Plan in respect of impact on amenity of both future occupiers and occupiers of adjacent properties.

7.46 **Highways Issues**

7.47 Paragraph 116 of the NPPF advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

7.48 Lincolnshire County Council have commented the proposal is an outline application for residential development, and it does not have an impact on the Public Highway or Surface Water Flood Risk, such that the application is acceptable subject to conditions.

7.49 It is noted that LCC have requested conditions relating to the technical specification of the proposed access. However, these matters would be covered under the Highways Act, and it is not appropriate to duplicate this process through planning conditions.

7.50 The applicant is required to contact the IDB regarding the specification for culverting the ditch and LCC for the construction of the vehicle access.

7.51 The proposal would result in adequate access, parking and turning facilities and would not have an unacceptable adverse impact on highway safety in accordance with the NPPF Section 9.

7.52 **Ecology and Biodiversity**

7.53 Local Plan Policy EN2 seeks to ensure the conservation and enhancement of ecological networks and deliver a net gain in biodiversity for all development proposals.

7.54 Additionally, Biodiversity Net Gain (BNG) became mandatory on all small sites on 2 April 2024 unless relevant exemptions apply. In the case of this application, the required BNG metric has been provided that demonstrates that in order to achieve the required 10% gain an additional 0.22 habitat units and 0.12 hedgerow units must be created at the site.

7.55 The applicant has therefore provided reassurances and evidence to purchase off site credits should they be unable to provide onsite post development, of at least 3.82 biodiversity units (comprising 2.46 habitat units and 1.36 hedgerow units). However, formal confirmation of the BNG provision is secured through the statutory condition.

7.56 A Preliminary Ecological Appraisal (PEA) accompanies the submission, and details that there was no protected species identified within the site. The PEA offers recommendations based on the sites habitat values and mitigations in the event wildlife would be encountered.

7.57 Therefore, subject to conditions, the proposed development would comply with Policy EN2 of the adopted Local Plan, and Section 15 of the National Planning Policy Framework.

7.58 **Flood Risk and Drainage**

7.59 The site is located within Flood Zone 1 with a low risk of fluvial flooding, with a chance of surface water flooding, with a low risk of surface water flooding. Nevertheless, the representations on the application have identified that both Claypole Road, the application site and surrounding fields have experienced surface water and drainage issues.

7.60 The application form states that surface water would be disposed of via soakaways and mains sewers, however the representations received state that mains sewers may not be possible and that there is a layer of clay in the area which could make soakaways an unsuitable option, therefore a condition would be attached requiring an appropriate drainage strategy be provided for the site.

7.61 Subject to the condition, the scheme would be considered to comply with Policy EN5 of the SKDC Local Plan.

7.62 **Climate Change**

7.63 It is acknowledged that the application submission does not specifically provide details about how the proposed dwellings would accord with the policy obligations of Local Plan Policy SB1, which requires developments to minimise carbon emissions and support low carbon travel. As such, a condition has been attached to require the submission of further details of sustainable building measures, in accordance with the requirements of Policy SB1.

8 Crime and Disorder

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

9 Human Rights Implications

9.1 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. It is considered that no relevant Article of that act will be breached.

10 Planning Balance and Conclusions

10.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise.

- 10.2 The current proposal is an outline planning application which seeks permission for the erection of up to 5 dwellings on an paddock/garden land with all matters reserved, with the exception of access.
- 10.3 The proposal would be a departure from the development plan insofar as the proposal would result exceed the quantum of development envisaged for a Smaller Village. There is an identified policy contradiction to SP4(a) given that the proposal has not evidenced clear substantial local support. As such, the proposal is contrary to Policy SP2 and SP4 of the adopted Local Plan.
- 10.4 Notwithstanding this, as of March 2025, the Council are presently unable to demonstrate a 5-year supply of housing land and as a result, the policies most important for determining the application are deemed to be out-of-date by virtue of footnote 8 and paragraph 11d) of the Framework. Paragraph 11d) requires that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or where specific policies in The Framework, indicate that development should be restricted.
- 10.5 The indicative layout would deliver up to 5no.dwellings, which would be a significant benefit of the development, however, would only make a minor contribution to the supply of housing. The provision of this additional housing is a significant benefit, which Officers would attribute moderate weight.
- 10.6 The scheme would result in economic benefits associated with the construction and occupation of the proposed development; these benefits would be applicable to any form of residential development and therefore are also attributed some limited weight. It is considered that 10% BNG uplift is capable of being achieved as a result of the development and this can be secured by appropriate condition, and as such is a benefit of the proposal.
- 10.7 The negative impacts have been weighed against the benefits of the proposal. The identified negative impacts in this instance do not outweigh the benefits identified, when assessed against the policies in the Framework taken as a whole.
- 10.8 Taking all of the above into account, it is Officer's assessment that the application proposals are contrary to the adopted Development Plan when taken as a whole; however, the material considerations in this case, including the tilted balance, would outweigh the identified conflict, such that planning permission should be granted.

11 RECOMMENDATION:

- 11.1 To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to conditions.

Time Limit for Commencement

- 1 The development hereby permitted shall be commenced before the expiration of three years from the date of this permission or two years from the approval of the last of the reserved matters, whichever is the latter.

Reason: In order that the development is commenced in a timely manner, as set out in Section 92 of the Town and Country Planning Act 1990 (as amended).

- 2 Details of the reserved matters set out below shall have been submitted to the Local Planning Authority for approval within three years from the date of this permission:
 - i. Layout;
 - ii. Scale
 - iii. Appearance
 - iv. Landscaping

Approval of all reserved matters shall have been obtained from the Local Planning Authority in writing before any development is commenced.

Reason: To enable the Local Planning Authority to control the development in detail and in order that the development is commenced in a timely manner, as set out in Section 92 of the Town and Country Planning Act 1990 (as amended).

Approved Plans

- 3 The development hereby permitted shall be carried out in accordance with the following list of approved plans:
 - i. Existing Site Location Plan MSP 2145 001 received 7th October 2025
 - ii. Block Plan MSP 2145 002 received 7th October 2025 in so far as it relates to the position of the access

Unless otherwise required by another condition of this permission.

Reason: To define the permission and for the avoidance of doubt.

Prior to Commencement

- 4 Before the development hereby permitted is commenced, a written scheme of archaeological investigation must have been submitted to and approved in writing by the Local Planning Authority.

The archaeological investigations shall also have been completed in accordance with the approved details

Reason: In order to provide a reasonable opportunity to record the history of the site and in accordance with Policies EN6 of the adopted South Kesteven Local Plan and Paragraph 205 of the NPPF.

- 5 Before the development hereby permitted is commenced, a scheme for the treatment of surface and foul water drainage shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the provision of satisfactory surface and foul water drainage is provided in accordance with Policy EN5 of the adopted South Kesteven Local Plan.

- 7 The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP)], prepared in accordance with the approved Biodiversity Gain Plan and including:

a) a non-technical summary;

(b) the roles and responsibilities of the people or organisation(s) delivering the (HMMP)

(c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;

(d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion the HMMP works;

(e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority, has been submitted to, and approved in writing by, the local planning authority.

The development shall be undertaken in accordance with the approved details.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 (and policy EN2).

- 8 The development hereby permitted shall be undertaken in accordance with a Construction Management Plan and Method Statement that shall first be approved in writing by the Local Planning Authority. The Plan and Statement shall indicate measures to mitigate the adverse impacts of vehicle activity and the means to manage the drainage of the site during the construction stage of the permitted development. It shall include;

o the phasing of the development to include access construction;

o the on-site parking of all vehicles of site operatives and visitors;

- o the on-site loading and unloading of all plant and materials;
- o the on-site storage of all plant and materials used in constructing the development;
- o wheel washing facilities;
- o the routes of construction traffic to and from the site including any off-site routes for the disposal of excavated material and;
- o 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 (temporary or permanent) connect to an outfall (temporary or permanent) during construction.

Reason: In the interests of the safety and free passage of those using the adjacent public highway and 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.

Prior to the development being occupied

- 6 Before any part of the development hereby permitted is occupied/brought into use, the works to provide the surface and foul water drainage shall have been completed in accordance with the approved details.

Reason: To ensure the provision of satisfactory surface and foul water drainage is provided in accordance with Policy EN5 of the adopted South Kesteven Local Plan.

Ongoing Conditions

- 7 No development above damp-proof course shall take place until details demonstrating how the proposed dwelling would comply with the requirements of Local Plan Policy SB1 and SD1 must be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of how carbon dioxide emissions would be minimised through the design and construction of the building; details of water efficiency. The approved sustainable building measures shall be completed in full, in accordance with the agreed scheme, prior to the first occupation of the dwelling hereby permitted.

Reason: To ensure the development mitigates and adapts climate change in accordance with Local Plan Policy SB1 and SD1

- 8 This permission relates to a maximum of 5 dwellings on the site.

Reason: To define the permission and for the avoidance of doubt.

- 9 Monitoring reports shall be submitted to the local planning authority in writing in accordance with the methodology and frequency specified in the approved (HMMP).

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 (and policy EN2).

10 Notice in writing shall be given to the Council when the Habitat Management and Monitoring Plan (HMMP) works have started.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990.

11 The created and/or enhanced habitat specified in the approved Habitat Management Monitoring Plan [HMMP] shall be managed and maintained in accordance with the approved [HMMP].

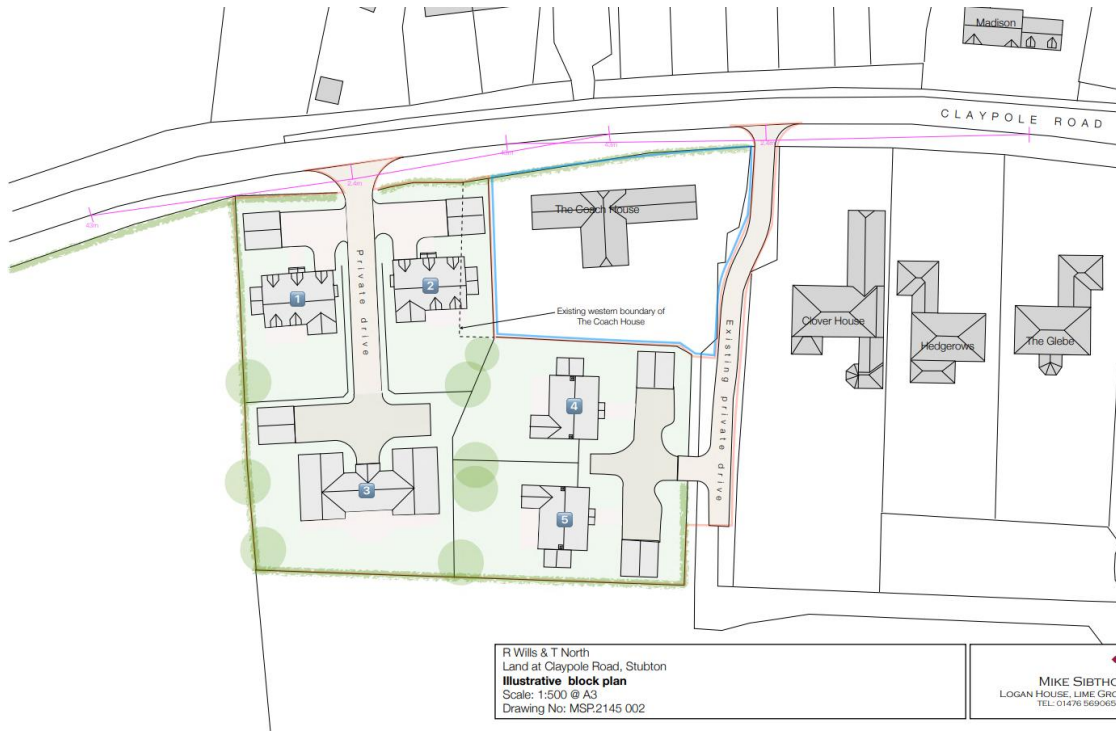
Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990.

Informatives

Highway Informative 02 In accordance with Section 59 of the Highways Act 1980, please be considerate of causing damage to the existing highway during construction and implement mitigation measures as necessary. Should extraordinary expenses be incurred by the Highway Authority in maintaining the highway by reason of damage caused by construction traffic, the Highway Authority may seek to recover these expenses from the developer.

Highway Informative 03 The permitted development requires the formation of a new/amended vehicular access. These works will require approval from the Highway Authority in accordance with Section 184 of the Highways Act. Any traffic management required to undertake works within the highway will be subject to agreement. The access must be constructed in accordance with a current specification issued by the Highway Authority. Any requirement to relocate existing apparatus, underground services, or street furniture because of the installation of an access will be the responsibility, and cost, of the applicant and must be agreed prior to a vehicle access application. The application form, costs and guidance documentation can be found on the Highway Authority's website, accessible via the following link: <https://www.lincolnshire.gov.uk/licences-permits/apply-dropped-kerb>.

Highway Informative 08 Please contact the Lincolnshire County Council Streetworks and Permitting Team on 01522 782070 to discuss any proposed statutory utility connections, Section 50 licences and any other works which will be required within the public highway in association with the development permitted under this Consent. This will enable Lincolnshire County Council to assist in the coordination and timings of these works. For further guidance please visit the Highway Authority's website via the following link: Traffic Management - <https://www.lincolnshire.gov.uk/traffic-management>



Financial Implications reviewed by: Not applicable

Legal Implications reviewed by: Not applicable

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**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Planning Committee

14 May 2026



S24/2218

Proposal:	Section 73 application to remove Condition 21 (Pennine Way Bridge) and vary Condition 36 (Off-site highways works) of planning permission S08/1231 to remove the obligation to deliver the Pennine Way bridge
Location:	Poplar Farm Grantham
Applicant	Norwich Hub Ltd and Buckminster Trust Estate
Application Type:	Section 73 planning application
Reason for Referral to Committee:	At the discretion of the Assistant Director – Planning & Growth; and due to the application requiring a Section 106 Agreement to secure financial contributions
Key Issues:	<ul style="list-style-type: none"> • Impact of the proposal on highways safety and capacity • Impact of the proposal on overall design quality • Infrastructure for Growth
Technical Documents:	<ul style="list-style-type: none"> • Statement on behalf of the Landowners • Viability Appraisal Report

Report Author

Adam Murray – Principal Development Management Planner



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Adam.Murray@southkesteven.gov.uk

Corporate Priority:

Growth

Decision type:

Regulatory

Wards:

Grantham Arnoldfield

Reviewed by:

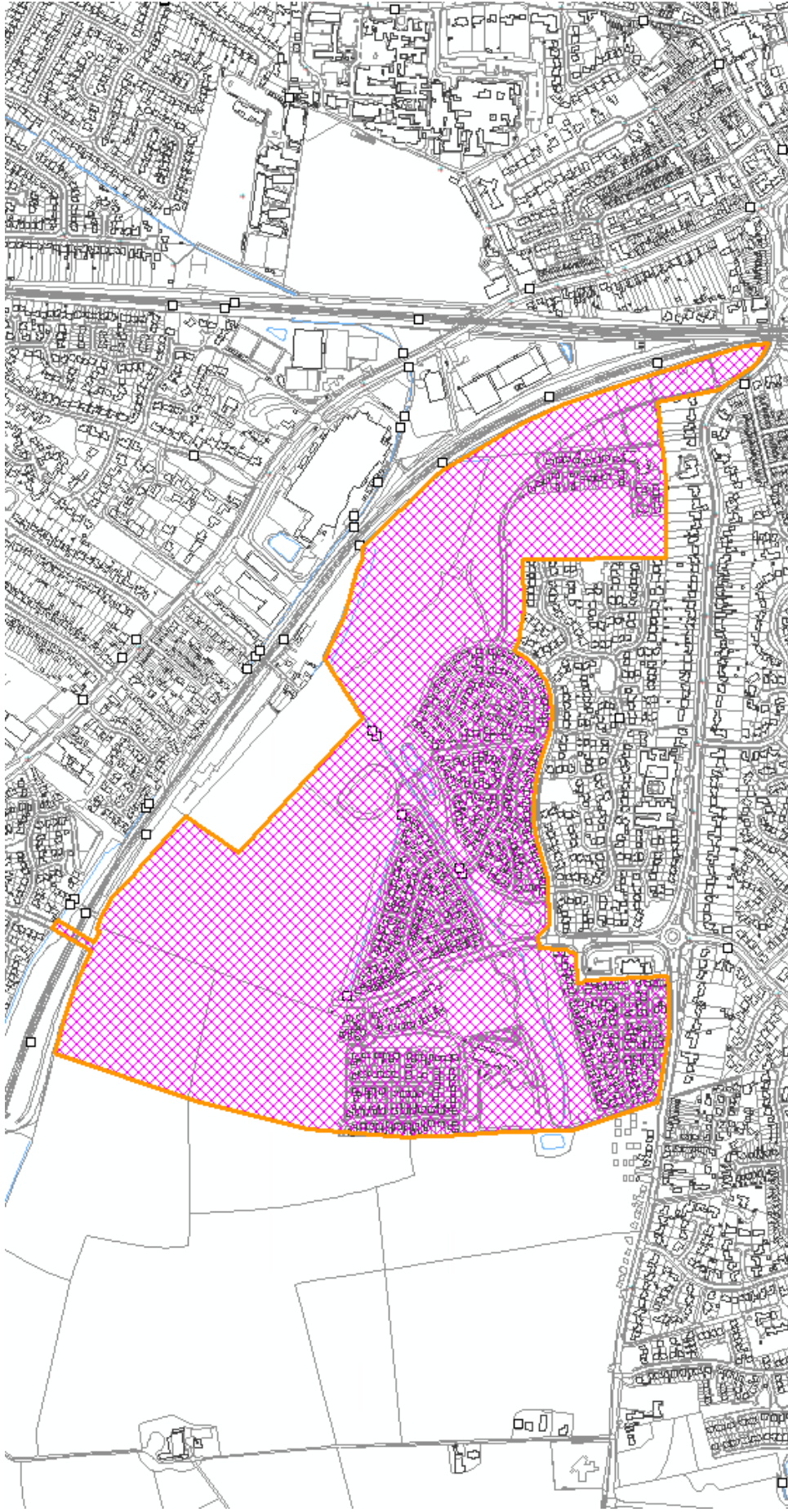
Phil Jordan, Development Management & Enforcement Manager

6 May 2026

Recommendation (s) to the decision maker (s)

To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to conditions and subject to the completion of a Section 106 Agreement.

S24/2218 – Poplar Farm, Grantham



Key



Application
Boundary



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Addendum to Committee Report S24/2218 – Poplar Farm, Grantham

1 Introduction

1.1 Members will recall that this application was previously discussed at the Planning Committee meeting on 19 March 2026. At that meeting, the Committee resolved to defer the application for further information relating to the financial viability of delivering the bridge and further evidence of the landowner's negotiations with Network Rail.

1.2 The relevant minutes of the meeting stated:

It was proposed, seconded and AGREED to authorise the Assistant Director – Planning & Growth to DEFER planning permission for the following reasons:

Whilst Members remain concerned that the bridge was necessary for connectivity reasons, it was felt that further information is required to allow Members to fully balance the relevant material planning considerations. As such, it was agreed to obtain further information on the following matters:

1. Evidence of the negotiations undertaken with Network Rail to obtain their approval to deliver the bridge, including any information relating to the preparation of technical designs for the bridge, correspondence in relation to the appointment of contractors to undertake the works, and evidence of negotiations regarding the ransom strip.
2. Updated evidence in relation to the viability of delivering the bridge – this is to include further modelling of the viability assessment to include an updated cost of the bridge and the Network Rail ransom. This is to include testing at various intervals throughout the development to understand if the bridge can be afforded at any point in the development. This will also include a further review of the Section 106 package in light of any additional costs associated with the bridge.

2 Updates since March 2026

2.1 Following the application being deferred at the March 2026 Committee meeting, Officers have engaged in further discussions with an independent viability specialist appointed on behalf of the Council; the Applicant has provided further evidence in relation to negotiations with Network Rail; and Officers have obtained further information in relation to the connectivity purposes of the Pennine Way bridge. Further commentary on these matters is provided below. This report should be read in conjunction with the March 2026 Committee Report in terms of representations received and other matters, including policy context. Full copies of all representations received can be viewed on the Council's website portal for this application.

2.2 Connectivity

2.2.1 Members discussion of the application during the March Committee highlighted a number of concerns in relation to the necessity of the bridge for connectivity purposes, which included debate in relation to the planning history of the site and the importance of the bridge in the historic permissions. The Officer assessment within the original committee report, and subsequently advised during the meeting, is that the Pennine Way bridge is not necessary to mitigate the impacts of the development but would be a desirable element of highways infrastructure in order to improve the connectivity of the town.

- 2.2.2 The Pennine Way Link Road is secured as part of Condition 21 of the outline planning permission (S08/1231) as well as part of the Section 106 Agreement, which is linked to the outline permission. The National Planning Policy Framework (NPPF) identifies that planning conditions should be kept to a minimum and only imposed where they are:
- *Necessary*
 - *Relevant to planning*
 - *Relevant to the development permitted*
 - *Enforceable*
 - *Precise; and*
 - *Reasonable in all other respects*
- 2.2.3 Paragraph 57 of the Framework also identifies that planning conditions and obligations should be used to make an otherwise unacceptable development, acceptable.
- 2.2.4 In the context of this legal framework, the key test of the current application is whether the bridge is necessary to mitigate the impacts that would arise from the residential development of Poplar Farm. i.e. would the development of Poplar Farm without the bridge have an unacceptable impact on highway safety, highway capacity, or provide residents of Poplar Farm with an unacceptable standard of connectivity to local services and facilities, particularly when considered against the wider benefits associated with the development.
- 2.2.5 The original committee report provided a detailed consideration of the highway safety and capacity impacts of the removal of the bridge, as well as Officer's assessment of the impact on the connectivity of Poplar Farm. This previous assessment is not repeated as part of this addendum.
- 2.2.6 To provide analysis of this issue, it should be noted that the Department for Transport (DfT) have produced a national Connectivity Tool, which is intended to assist in understanding the connectivity of places in England and Wales. The Connectivity Tool can be used to assess how any location in England and Wales is connected to everyday services by walking, driving, cycling and public transport. The travel connectivity metric, which informs the scoring system displayed within the connectivity tool, defines connectivity as someone's ability to get where they want to go. It measures the opportunity to travel to various destinations, weighted by a person's overall likelihood of using those options.
- 2.2.7 Figure 1 (below) shows the overall connectivity score for Poplar Farm. The site scores 50 out of 100 in terms of overall connectivity on a national scale. The score provided shows the overall connectivity of the site to everyday services by walking, cycling and public transport and excludes driving from this aspect of scoring. Whilst a score of 50 could be interpreted as indicating that Poplar Farm benefits from a moderate level of connectivity, this score should be viewed in the context of the connectivity of the remainder of Grantham and the wider District. When viewed in this context, it is noted that Poplar Farm (without the provision of the Pennine Way bridge) has the same level of connectivity as the other suburban areas of Grantham. Therefore, whilst Officer's would acknowledge that the Pennine Way bridge would provide a number of benefits, in terms of enhancing the permeability of Grantham town by providing an alternative route for traffic to move north-south without passing through the town centre, it is not necessary to provide a suitable level of connectivity for residents of Poplar Farm. As a result, it is considered that the bridge is not necessary to make the

Poplar Farm development acceptable in planning terms, and as such, would not meet the legal tests for an obligation or planning condition.

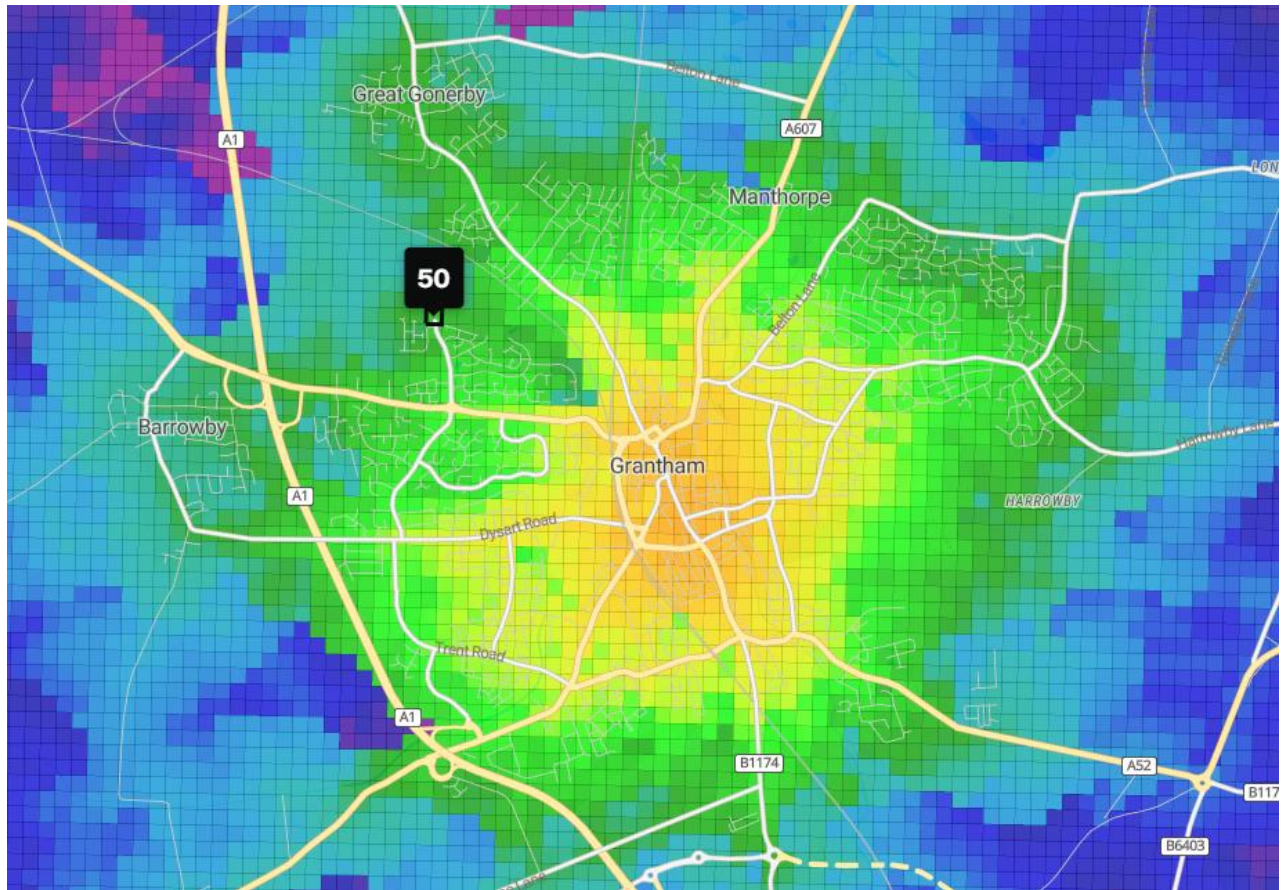


Figure 1 - Overall Connectivity Score

2.3 Negotiations with Network Rail

- 2.3.1 The Applicant has submitted a Statutory Declaration (Dated 1 May 2026), which sets out details of the notification provided to the Council of the commencement of negotiations with Network Rail, together with a summary of the negotiations undertaken with Network Rail. The statement and supplementary information sets out the negotiations that were undertaken with Network Rail in relation to the payment required to obtain the rights to undertake the works; as well as providing supplementary evidence of the application for a Basic Assessment Protection Agreement, which would have been required to ensure the safe operation of the railway during the works.
- 2.3.2 The submitted information indicates that there was direct engagement between Network Rail and the landowner in relation to the commercial terms required to deliver the bridge; these negotiations are stated to have commenced as early as August 2011. However, these negotiations were unsuccessful due to the significant disparity between the two parties regarding a reasonable commercial agreement.
- 2.3.3 It is acknowledged that the information provided does not provide evidence that the landowners provided written updates to the two Councils periodically every three months, as required under the terms of the current Section 106 Agreement.
- 2.3.4 Notwithstanding this, it is Officer's assessment that this does not change the position in respect of whether the bridge is necessary to make the development acceptable, particularly when considered against the benefits associated with development of the site.

2.4 Viability Update

2.4.1 As requested by Committee during the deferral of the application in March, further viability modelling has been undertaken to include an up-to-date cost of building the bridge together with the payment to Network Rail for the right to construct the bridge. The modelling has included a cashflow analysis to assess whether the bridge and the associated payment is viable at any point during the development. In addition, the viability modelling has considered a number of alternative development scenarios to assess all potential options for delivering the bridge. A copy of the independent viability report can be found at **Appendix 1** and has been published on the Council's website portal for this application.

2.4.2 The Applicant has provided a copy of the technical note and bridge designs prepared as part of the original planning permission for the site, which were used to provide an estimated cost for the bridge that was inputted into the viability appraisal completed as part of the outline permission. The viability consultant has obtained an updated cost, using the same costing methodology as the original appraisal, accounting for the inflation in build costs since 2011. This results in an updated bridge cost, including the associated detailed technical design and supervision costs, of £20.4 million.

2.4.3 The viability appraisal has also been updated to include the Network Rail payment/ransom, which has been set at 33% in line with the precedent established in Stokes v Cambridge. It should be noted that this is a best-case scenario for this payment and does not reflect the commercial terms that Network Rail have sought to negotiate during the engagement with the landowner, which has sought a 50% payment of the development value.

2.4.4 The cost of constructing the bridge together with the payment to Network Rail have been inputted into the viability appraisal undertaken in advance of the March Committee meeting. The result of this appraisal shows a viability deficit of £27.9 million pounds. The cashflow analysis undertaken for this scenario also concludes that the development remains in deficit throughout its lifetime, and therefore, the bridge cannot be viably delivered at any point within the development. Therefore, it can be concluded the bridge cannot be viably delivered together with the currently permitted quantum of affordable housing and Section 106 obligation.

2.4.5 Removal of the bridge cost and ransom payment from the appraisal (presented as Scenario 1) results in a viability surplus of £385,437 above the target profit level. This demonstrates that the remaining aspects of Poplar Farm are deliverable in full without the bridge being provided.

2.4.6 A number of alternative scenarios have also been assessed, which include the cost of the bridge with a reduction/ removal of the Section 106 requirements or affordable housing costs from the appraisal, in order to understand whether the bridge can be viably delivered in any situation. These scenarios are as follows:

2.4.7 Scenario 2

- Bridge delivered with full affordable housing quantum, but no Section 106 contributions and no sports pitches.
- Viability deficit of £10.04 million.
- This option is not viable.

2.4.1 Scenario 3

- Bridge delivered with affordable housing reduced to 14.75%, but no Section 106 contributions and no sports pitches.
- Viability surplus of £105,194
- This option is viable.

2.4.2 Scenario 4

- Bridge delivered with affordable housing reduced to 8%, but Section 106 contributions reduced from £12.2 million to £4 million plus sports pitches.
- Viability surplus of £148, 628
- This option is viable.

2.4.3 Consequently, the viability scenario testing indicates that the bridge could be viably delivered (based on the modelled assumptions). However, in order to do so, the development would need to have a reduced affordable housing contribution and a substantial reduction in the overall Section 106 contributions.

2.4.4 Whilst scenario 3 and scenario 4 are viable, it is Officer's assessment that these scenarios are unacceptable for a number of reasons.

2.4.5 In the case of scenario 3, this option would require a full reduction in the Section 106 contributions and the removal of the sports pitches from the development. This scenario would make the development unacceptable in planning terms because the development would fail to provide the infrastructure required to support the occupants of the development. For example, this scenario would result in the removal of the financial contributions towards the health centre delivery, the removal of the sports pitches and community hall as well as the removal of the financial contributions intended to support the establishment of a local bus service. It should also be noted that this scenario would result in Lincolnshire County Council (as Local Education Authority) failing to receive £7.06 million in contributions towards the delivery of the Poplar Farm Primary School, which they have forward funded. In addition, South Kesteven District Council would fail to receive £3.09 million in contributions towards the long-term maintenance of the public open space, which is being adopted. As such, the development would fail to provide sufficient infrastructure to support the requirements arising from the development, contrary to Policy ID1 of the adopted Local Plan.

2.4.6 This scenario would also result in a reduction of the affordable housing provision on site, which would mean that the development would not achieve the 20% affordable housing requirement established by Policy H2 of the adopted Local Plan.

2.4.7 In respect of scenario 4, this option would also require a reduction in the affordable housing provision on site, which would be below the 20% affordable housing requirement of Policy H2 of the adopted Local Plan.

2.4.8 Similarly, whilst the development would still provide some of the Section 106 financial contributions and sports pitches, this would be reduced to approximately 33% of the currently proposed Section 106 package. Whilst this would still include some financial contributions towards the provision of infrastructure, the overall package would be reduced and therefore, would mean that there are insufficient funds to provide the infrastructure improvements required to meet the capacity needs of the development. As such, the

development would fail to provide sufficient infrastructure to support the requirements arising from the development, contrary to Policy ID1 of the adopted Local Plan.

2.4.9 To summarise, whilst the bridge could be viably delivered by the development, it would require a substantial reduction in affordable housing and other Section 106 financial contributions from the development, such that they would fall below policy requirements. It is Officer’s assessment that the harm arising from these options would significantly and demonstrably outweigh the benefits resulting from the delivery of the bridge. As such, it is Officer’s assessment that scenario 3 and 4 would unacceptable in planning terms.

2.5 **Section 106 Contributions**

2.5.1 As detailed above, it is Officer’s assessment that the bridge is not necessary to mitigate the impacts of the development in respect of highway safety, capacity or public connectivity. As such, it is Officer’s assessment that the obligation to deliver the bridge, and by association the condition which secures it on the outline permission, should be removed. Scenario 1 detailed in the updated viability appraisal demonstrates that the development can viably be delivered in full, with the removal of the bridge obligation.

2.5.2 In such circumstances, a new Section 106 Agreement is required to secure the updated Section 106 package, which includes the index linked contributions, the obligation for the Developer/Owner to build the community hall in conjunction with the sports pitches and the £2,350,422 additional financial contribution, that is available as a result of the Pennine Way bridge from the original Section 106 package, which is to be directed towards enhancing or providing additional infrastructure on Poplar Farm in the first instance. These terms remain the same as per the additional items paper published in advance of the March Committee.

2.5.3 However, since the previous consideration of the item at Committee, NHS Lincolnshire Integrated Care Board (LICB) have submitted a representation to the application, which confirms that the LICB do not wish to utilise the allocated health care land at Poplar Farm to deliver a health centre. As such, they have requested that the financial contributions secured towards the delivery of the health centre are redirected to allow for funding to develop capacity at the existing health facilities within Grantham. Therefore, the Heads of Terms for the updated Section 106 Agreement are recommended to be amended to increase the scope of the use of the health contributions to allow for it to be used on existing facilities within the area, providing that the use would mitigate the impacts from Poplar Farm, rather than the current requirement for the funding to be used for an on-site facility only.

2.5.4 This revision would not preclude a health centre being delivered within the Poplar Farm Local Centre in the future as part of a subsequent reserved matters application or a new full application; albeit this would be unlikely to occur in light of the comments provided by NHS Lincolnshire.

2.5.5 The recommended Heads of Terms for the Section 106 Agreement are therefore, as follows:

Obligation	Existing Section 106 Agreement	Revised Section 106 Agreement
Affordable Housing	<p><u>23.3% of overall development</u></p> <ul style="list-style-type: none"> • 54 units by 246 occupations • 114 units by 786 occupations 	<p><u>23.3% of overall development</u></p> <ul style="list-style-type: none"> • Phasing and distribution to be subject to an Affordable Housing Plan prior to re-commencement

	<ul style="list-style-type: none"> • 402 units by 1398 occupations 	
Sports Pitches	<p>2.32 hectares with changing facilities</p> <ul style="list-style-type: none"> • Delivery by 901st occupation • Transfer to SKDC for adoption for £0 	<p>2.32 hectares with changing facilities</p> <ul style="list-style-type: none"> • Delivery by 1200 occupations • Transfer to SKDC for adoption for £0
Community Hall Site	<p>Deliver serviced site for 405 sq. metres floor area</p> <ul style="list-style-type: none"> • Land reserved for 5 years after final instalment paid • Transfer freehold for £0 	<p>Owner/Developer to deliver Community Hall in conjunction with sports pitches</p> <ul style="list-style-type: none"> • Financial contributions for community hall to be deducted from payments • Costs accounted for in viability = £1,227,909 • Community Hall to be offered for adoption by SKDC / Town Council; or transferred to Management Company.
Health Care	<p>Reserve a serviced site for 800 sq. metres floor area until 1500 units.</p>	<p>Financial contributions towards to be spent to increase health care capacity within existing facilities in the K2 Healthcare Grantham & Rural Primary Care Network, Swingbridge Surgery, St. Peter's Hill Surgery <u>or</u> a new health centre serving the development</p>
Green Space, Public Open Space and Play Areas	<p>SKDC to adopt all public open space and paid commuted sum for maintenance.</p> <p>LEAPs, LAPs and NEAPs to be delivered in accordance with triggers</p>	<p>SKDC to adopt existing public open space on re-commencement of development.</p> <p>Sports pitches to be adopted by SKDC following delivery</p> <p>All other public open space to be retained and managed by Management Company.</p>
Education Land	Completed	
Allotments	Completed	
Footpaths/Cycleways	Completed	

Pennine Way Link Fund	£8,200 per unit payable on units 450-750			
Bridge Construction	By 750 occupations			
Financial Contributions	Education	£ 4,816,000	Education	£ 5,655,879
	Health Care	£ 858,000	Health Care	£ 1,128,001
	Community Hall	£ 538,000	Community Hall	£ 0
	Transport	£ 195,000	Transport	£ 256,409
	POS Maint.	£ 1,884,000	POS Maint.	£ 2,476,911
	CCTV + PA	£ 106,000	CCTV + PA	£ 139,328
	Admin	£ 30,000	Admin	£ 39,268
		£ 8,427,000	Additional contribution	£2,350,422
				£12,046,218
		<p>Tariff-based payment system</p> <ul style="list-style-type: none"> • £1,545 per unit for 0-600 units • £5,000 per unit for 601-1200 units • £7,500 per unit for 1201-1800 units. <p>All contributions subject to indexation at RPI based on June 2011 date.</p>		<p>Tranche-based payment structure</p> <ul style="list-style-type: none"> • £46,218 payable on re-commencement • £1,500,000 payable on completion of 100 additional units • £1,500,000 payable on completion of 200 additional units • £1,500,000 payable on completion of 300 additional units • £1,500,000 payable on completion of 400 additional units • £1,500,000 payable on completion of 500 additional units • £1,500,000 payable on completion of 600 additional units • £1,500,000 payable on completion of 700 additional units • £1,500,000 payable on completion of 800 additional units <p>All contributions subject to indexation.</p>
Monitoring Fees	£30,000 subject to indexation		£30,000 subject to indexation	

2.5.6 It is Officer's assessment that the above Heads of Terms for the Section 106 Agreement would secure the necessary infrastructure to ensure that the impacts of the development are appropriately mitigated. Therefore, it is concluded that these obligations are compliant with the statutory tests of the CIL regulations, as well as local and national planning policy.

Therefore, subject to the completion of a Section 106 Agreement, the application would accord with Policy ID1, H2 and OS1 of the adopted Local Plan.

- 2.5.7 In the event that the Committee determines that the bridge is necessary to mitigate the impacts of the Poplar Farm development; a new Section 106 Agreement would be required to secure the reduction in the overall affordable housing contributions together with reduced Section 106 financial contributions. However, the officer assessment is that other viable options would be unacceptable in planning terms due to insufficient affordable housing provision and insufficient mitigation for infrastructure impacts.

3 Crime and Disorder

- 3.1 It is concluded that the proposals would not result in any significant crime and disorder implications.

4 Human Rights Implications

- 4.1 Article 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. It is concluded that no relevant Article of the Act will be breached in making this decision.

5 Planning Balance and Conclusions

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise.
- 5.2 The current application proposes to remove Condition 21 (Pennine Way bridge) and vary Condition 36 (Off-site highways works) of planning permission S08/1231 to remove the obligation to deliver the Pennine Way bridge. Whilst the obligation to deliver the Pennine Way bridge is to be removed, the potential for the bridge to be delivered as part of the planning permission would still remain.
- 5.2.1 It is appreciated that, Members expressed concerns that the bridge was necessary for connectivity purposes, as part of the consideration of the application at the March Planning Committee. Officers' assessment within the original committee report and subsequently advised during the meeting, is that the Pennine Way bridge is not necessary to mitigate the impacts of the development but would be a desirable element of highways infrastructure in order to improve the connectivity of the town. As detailed above, the Department for Transport have published a national connectivity tool, and the information provided as part of that tool would support the assessment that the bridge is not necessary to provide an appropriate level of connectivity for residents of Poplar Farm. On that basis, it is Officer's assessment that the bridge is not necessary to make the Poplar Farm development acceptable in planning terms, and as such, would not meet the legal tests for an obligation or planning condition. As such, Condition 21, which secures the obligation to deliver the bridge, is recommended to be removed from the permission.
- 5.2.2 Notwithstanding this, in the event that Members conclude that the bridge is necessary to mitigate the impact of Poplar Farm in planning terms, such that the obligation to deliver the bridge should remain, it is necessary to assess whether the development can viably deliver the bridge.

5.2.3 As detailed above, an updated viability appraisal has been undertaken, and independently assessed by a specialist, which tests a number of alternative scenarios – with and without the bridge – to understand if the bridge can be viably delivered and in which circumstances. The results of the testing can be summarised as follows:

Base Appraisal

- Bridge to be delivered plus Network Rail payment
- Full Section 106 financial contributions
- Full affordable housing contribution
- Result - £27.9 million deficit – **Not viable**

Scenario 1

- No bridge to be delivered
- Full Section 106 financial contributions
- Full Affordable housing contribution
- Result - £385,437 surplus – **Viable**

Scenario 2

- Bridge to be delivered plus Network Rail payment
- No Section 106 financial contributions
- Full Affordable Housing
- Result - £10.04 million deficit – **Not viable**

Scenario 3

- Bridge to be delivered plus Network Rail payment
- No Section 106 financial contributions
- Affordable housing reduced to 14.75%
- Result - £105,194 surplus – **Viable**
- Officer assessment is that this option is unacceptable in planning terms due to insufficient affordable housing provision and insufficient mitigation for infrastructure impacts.

Scenario 4

- Bridge to be delivered plus Network Rail payment
- Section 106 financial contributions reduced to £4 million
- Affordable housing reduced to 8%
- Result - £148,628 surplus – **Viable**
- Officer assessment is that this option is unacceptable in planning terms due to insufficient affordable housing provision and insufficient mitigation for infrastructure

5.2.4 Taking the above into account, it is Officer's assessment that the Pennine Way bridge is not necessary to mitigate the impacts of the Poplar Farm development, such that Condition 21

does not meet the legal tests for conditions. Further, it is Officer's assessment the removal of the obligation to deliver the bridge is the only viable scenario which presents an acceptable development in planning terms insofar as it is the only scenario which can viably deliver the required affordable housing together with the necessary financial contributions towards necessary infrastructure through a Section 106 Agreement.

- 5.2.5 Furthermore, South Kesteven District Council are presently unable to demonstrate a 5-year housing land supply and, as a result, the tilted balance set out within Paragraph 11 of the National Planning Policy Framework applies.
- 5.2.6 As set out within the main report, the Council's latest 5 Year Housing Land Supply Statement (Published March 2025) recognises that only 77 dwellings are permitted to be delivered before the obligation to provide the Pennine Way Link Road is triggered, and therefore, a very limited number of dwellings are projected to be delivered within the next 5 years.
- 5.2.7 In this context, the proposed variation to remove the obligation to deliver the bridge would allow the delivery of the site to recommence, and it is understood that further housing completions could be expected to occur within the next 2 years. Therefore, removal of the obligation to deliver the bridge would lead to a boost in the Council's 5-year housing land supply. In the context of the current shortfall, this is a public benefit which Officer's would attribute significant weight.
- 5.2.8 However, in the event that Members consider the bridge to be necessary for connectivity purposes, significant weight would need to be given to the harm caused to the Council's 5-year housing land supply, in light of the fact that the existing evidence suggests that negotiations with Network Rail have to date been unsuccessful in negotiating reasonable commercial terms for the delivery of the bridge, such that housing delivery has stalled. This is likely to result in the removal of dwellings from the Council's 5-year housing land supply. This harm would be in addition to the harm caused by the policy conflict resulting from the reduction in affordable housing and Section 106 financial contributions.
- 5.2.9 Taking the above into account, it is the Case Officer's assessment that the proposed removal of Condition 21 and the variation to Condition 36 of outline planning permission S08/1231 would be in accordance with the adopted Development Plan, when taken as a whole, and the material considerations in this case would also weigh in favour of the grant of planning permission.

6 Recommendation

Recommendation – Part 1

- 6.1 To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to the completion of a Section 106 Agreement securing the necessary financial contributions set out within the report above, and subject to the proposed schedule of conditions detailed below.

Recommendation – Part 2

- 6.2 Where the Section 106 Agreement has not been concluded prior to the Committee, a period not exceeding twelve weeks after the date of the Committee shall be set for the completion of the obligation.
- 6.3 In the event that the agreement has not been concluded within the twelve week period and where, in the opinion of the Assistant Director – Planning & Growth, there are no extenuating circumstances which would justify a further extension of time, the Assistant Director –

Planning & Growth is authorised to refer the application to the Secretary of State on the basis that the application comprises development for more than 150 dwellings and the Local Planning Authority is minded to refuse the application for the following reason(s)

- (1) The Applicant has failed to enter in a planning obligation to secure the necessary affordable housing, open space, healthcare, education and highways contributions required to mitigate the impact of the development on local infrastructure, as required by Policy ID1, H2, OS1 and ID2 of the adopted South Kesteven Local Plan 2011-2036.**

Schedule of Condition(s)

Time Limit for Commencement

- (1) An application for the approval of reserved matters must be made no later than 23rd June 2026 and the development must be commenced no later than 2 years following the final approval of reserved matters

Reason: In order that the development is commenced in a timely manner, as set out in Section 92 of the Town and Country Planning Act 1990 (as amended)

- (2) Details of the reserved matters set out below shall be submitted to the Local Planning Authority for approval.
- a. Access
 - b. Appearance
 - c. Layout
 - d. Landscaping
 - e. Scale

Approval of all reserved matters shall have been obtained from the Local Planning Authority in writing before development is commenced in respect of that reserved matters area.

Reason: To enable the Local Planning Authority to control the development in detail and in order that the development is commenced in a timely manner, as set out in Section 92 of the Town and Country Planning Act 1990 (as amended).

Before the Development is Commenced

Master Plan & Design Code

- (3) All reserved matters applications shall accord with the Master Plan, Design Code approved under application ref: S11/1667, unless otherwise agreed in writing by the Local Planning Authority.

Thereafter, all development shall be constructed in accordance with the approved details.

Reason: To ensure a comprehensive and co-ordinated approach to the development, and a coherent form of development.

Surface and Foul Water Drainage

- (4) As part of any reserved matters application relating to layout and landscaping, details of the surface and foul water treatment for that reserved matters area, shall be submitted to and approved in writing by the Local Planning Authority.

The submitted details shall be based on the approved Flood Risk Assessment and SuDS principles and best practice and shall demonstrate how that reserved matters area will connect to the approved strategic infrastructure. The rate of discharge from the site to the culvert under the railway line must not be greater than 340 litres per second under a 100 year storm event plus a 30% climate change factor.

Reason: To ensure that the development does not give rise to any unacceptable risk of surface and foul water flooding, as required by Policy EN5 of the adopted Local Plan.

Site Levels

- (5) As part of any reserved matters application relating to layout, details of the existing site levels and proposed floor levels, with reference to an off-site datum point, shall have been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the development shall be carried out in accordance with the approved details.

Reason: To ensure that the development provides an appropriate form of development and accounts for the site's topographical context, as required by Policy DE1 of the adopted Local Plan.

Protected Species Surveys

- (6) As part of any reserved matters applications submitted pursuant to Condition 2, a report detailing the results of valid protected species surveys shall have been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the development shall be carried out in accordance with the recommendations contained within the approved report.

Reason: To ensure that the proposed development adequately safeguards protected species, as required by Policy EN2 of the adopted Local Plan and the Wildlife and Countryside Act.

Adoptable Highways

- (7) Prior to the commencement of any phase, or part of any phase of the development, engineering drawings showing the full construction, drainage and street lighting details (including road and pavement surfacing) of the adoptable highway, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory form of development and a co-ordinated approach to the overall development scheme.

Crime Prevention Measures

- (8) Prior to the commencement of any phase or part of any phase of development, written details of a package of crime prevention measures to be incorporated into the development shall have been submitted to and agreed in writing by the Local Planning Authority. These measures shall have been installed prior to occupation of the individual dwellings affected.

Reason: To reduce crime and the fear of crime and disorder as required by Policy DE1 of the adopted Local Plan.

Surface Water Management

- (9) Prior to commencement of any phase, or part of any phase of the development, written details of measures to ensure that overland water flows are intercepted and routed through the

balancing pond or other appropriate means of disposal shall be submitted to and agreed in writing by the Local Planning Authority, in consultation with the Environment Agency.

Thereafter, the development shall be carried out in accordance with the approved details.

Reason: To ensure that the proposed development does not give rise to any unacceptable risk of flooding on or off-site, as required by Policy EN5 of the adopted South Kesteven Local Plan.

Adoptable Highways

(10) Before any dwelling is commenced as part of any phase, all of that part of the estate road and associated footways that forms the junction with the main road 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 by the Local Planning Authority.

Reason: To ensure safe and suitable access for all users.

During Building Works

Phasing Plan

(11) The phasing of the development shall be in accordance with that agreed under application reference S15/2153, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a comprehensive and co-ordinated approach to the development.

Infrastructure Phasing

(12) Before any development of the any phase, other than Phase 1, referred to in Condition 2 and 4 above is commenced, a programme for the delivery of all access roads, open space and drainage facilities serving that phase, shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter, the development shall be carried out in accordance with the approved details

Reason: To ensure the timely delivery of infrastructure serving each phase of development, as required by Policy DE1 and ID1 of the adopted South Kesteven Local Plan.

Non-Residential Parking Requirements

(13) No development of any non-residential land or buildings shall commence before a scheme showing the vehicular access, parking and manoeuvring facilities relating to any such development has been submitted to and agreed in writing by the Local Planning Authority. Before any such development is brought into use, the vehicular access, parking, manoeuvring facilities approved pursuant to this condition shall have been provided and shall, thereafter, be permanently set aside and reserved for each purpose.

Reason: To ensure that there is sufficient parking to serve the non-residential development and prevent on-street parking. Therefore, ensuring a high quality design of development as required by Policy ID2 of the adopted Local Plan.

Strategic Landscaping Compliance

- (14) All strategic landscaping areas shall be carried out in accordance with the details approved under application ref: S11/1667, unless otherwise agreed in writing by the Local Planning Authority. This shall include the retention of any existing trees and hedgerows on the land in accordance with the approved details.

Reason: Landscaping makes an important contribution to the development and its integration into the character and appearance of the area, as required by Policy DE1 and EN1 of the adopted Local Plan.

LEAPs and POS Provision

- (15) Before the development hereby permitted is commenced on each phase, details of the design of any public open space and children's play areas to be provided on that phase shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter, the public open space and children play areas shall be provided in accordance with the phasing approved under Condition 11 above, unless otherwise agreed in writing.

Reason: To ensure the timely delivery of infrastructure and to meet the open space needs of the development, as required by Policy OS1 of the adopted Local Plan.

Non-Residential Travel Plan

- (16) Within 6 months of commencement of any non-residential development, a Travel Plan, to accord with the approved travel plan framework shall be submitted to and approved in writing by the Local Planning Authority. All plans shall include details to ensure the frequency of public transport serving the site meets the requirements of users. Thereafter, an annual survey shall be submitted by each occupier of the non-residential development, to the Local Planning Authority to assess the effectiveness of the measures contained within the Travel Plan.

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

Before the Development is Occupied

Footpath Implementation

- (17) Before each dwelling (or other development as specified) is occupied, the roads and / or footways providing access to that dwelling, for the whole of its frontage, from an existing public highway shall be constructed to a specification to enable them to be adopted as highways maintainable at the public expense, less the carriageway and footway surface courses.

The carriageway and footway surfaces shall be completed within three months from the date upon which the erection is commenced of the penultimate dwelling (or other development as specified)

Reason: To ensure safe and suitable access for all users.

Ongoing Conditions

Foul Drainage Disposal

- (18) All buildings are to be connected to the scheme for disposal of foul water approved under S16/1350, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure the permitted development does not give rise to any unacceptable risk of foul water pollution, as required by Policy EN4 and EN5 of the adopted South Kesteven Local Plan.

Off-Site Highways Improvements

- (19) Prior to first use of the Pennine Way bridge link (where delivered pursuant to the approved Masterplan), improvements at Gonerby Hill / Pennine Way junction to improve the junction by means of providing a traffic light controlled junction and widening of Pennine Way to enable a left turn filter lane, a pedestrian / cycle crossing on Barrowby Road at the Asda Roundabout together with upgrading of existing footways to provide footway / cycleways on Pennine Way (both north and south sections) and Barrowby Road together with all ancillary works in accordance with details that shall first be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highways safety and capacity.

A1/A52 Junction Improvements

- (20) Unless otherwise agreed in writing, no more than 750 dwellings within the development shall be occupied, until either the scheme shown on drawing 103790 PEF ZZ XX DR Y SK002 (Linden/Jelson Eastern junction 'top up' scheme), the scheme shown on drawing 103790 PEF ZZ XX DR Y SK001 (GDOV Eastern junction 'top up' scheme as required under condition 28 of planning permission S17/1262), the scheme shown on Proposed General Arrangement Plan (Ref: SK 18/SB JCN/Rev P1) or any other alternative scheme providing the same mitigation that may be submitted to and approved in writing by the LPA has been completed.

Reason: To ensure that there is adequate highways capacity to serve the development.

Grantham Southern Relief Road

- (21) No more than 1000 dwellings within the development shall be occupied, until the Grantham Southern Relief Road has been completed and is operational.

Reason: To ensure that there is adequate highways capacity to serve the development.

Pedestrian Connections

- (22) No more than 750 dwellings within the development shall be occupied until the existing vehicular and pedestrian routes on Hemsley Road and Pembroke Avenue have been constructed up to the site boundary with the adjacent Rectory Farm development.

Thereafter, a further additional and pedestrian connection is to be provided in the north-west corner of the site, in accordance with details which shall be submitted and approved as part of the reserved matters applications, pursuant to condition 2.

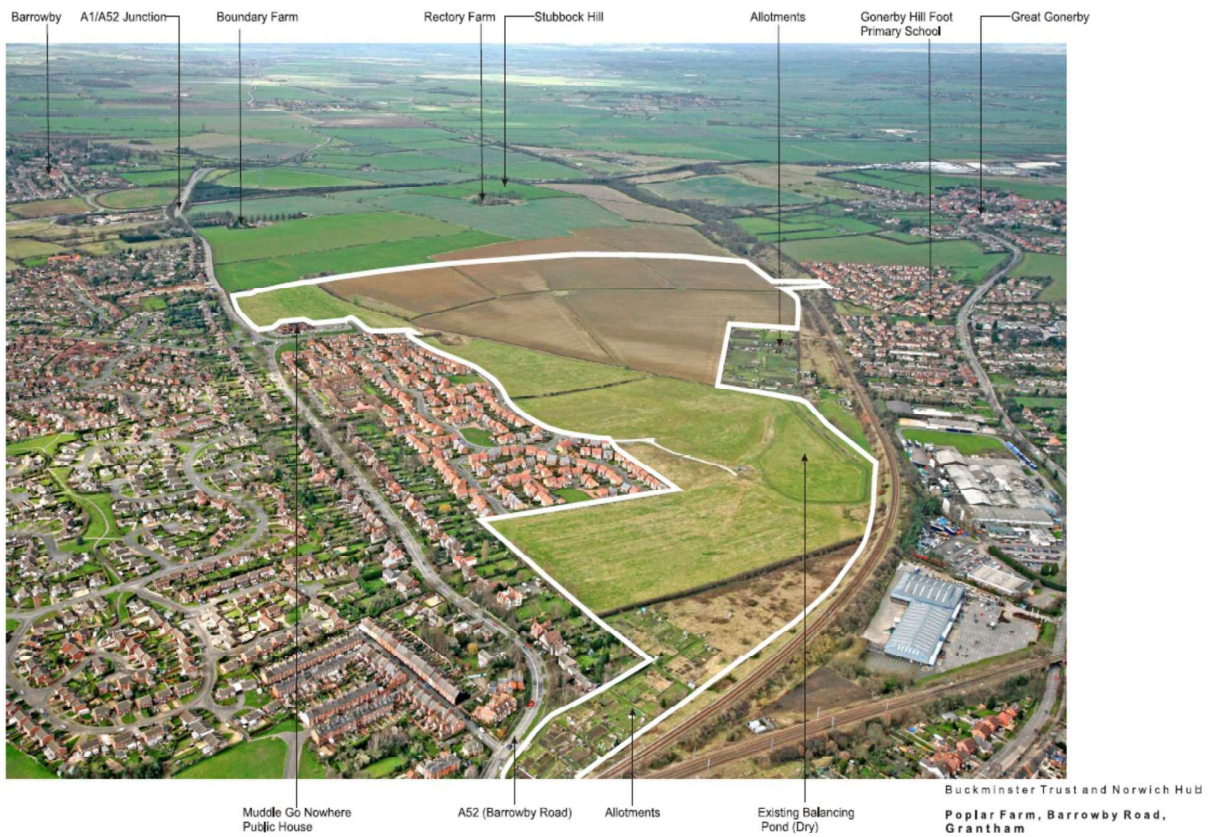
Reason: To ensure a comprehensive form of development for the North-West Quadrant Sustainable Urban Extension.



Appraisal & Development Services Ltd

Viability Appraisal Report

Poplar Farm, Grantham



5th May 2026

RICS REGULATED FIRM - 858348

COMPANY REGISTERED IN ENGLAND AND WALES – 11442275

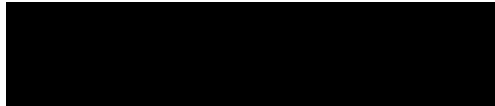


This report has been prepared by:



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John Barber FRICS



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1.0 INTRODUCTION AND SITE DESCRIPTION

The site is located approximately 1km northwest of Grantham town centre. It is bounded to the north and east by the Nottingham to Grantham railway line, housing and some employment uses. To the south of the site is residential development on both sides of the A52 Barrowby Road. To the west lies Stubbock Hill and Rectory Farm.

The site was granted outline planning in June 2011 for a mixed use urban extension comprising up to 1800 dwellings, community facilities, (including a primary school, community centre, retail use classes A1, A2, A3 & A5, doctor's surgery and elderly person's accommodation) and associated open space (including new playing fields, facilities and changing rooms, children's play areas, informal networks of open space and allotments) and a new road and a new road bridge to complete the Pennine Way Link. Ref S08/1231.

Since then the site has been partially developed with completion of 673 dwellings but has stalled and a S73 application has been submitted Ref S24/2218 to vary the original consent to remove Condition 21 (Pennine Way Bridge) and vary Condition 36 (Off-site highways works) of planning permission S08/1231 to remove the obligation to deliver the Pennine Way bridge.

This viability appraisal report is an assessment to determine what affordable housing and other S106 contributions can be supported in developing out the balance of the site should the S73 application be approved taking account of the original S106 contributions and what has been paid to date in this respect. Any revisions to the obligations in the original S106 will take the form of a deed of variation to the original S106 Agreement which was signed on the 21st June 2011 should the S73 application be approved.

The undeveloped site originally comprised some 68 hectares with approximately 22 Ha now available for future phases of development. Originally the land was predominantly in agricultural use, apart from an area of the eastern part of the site, which accommodated a dry balancing pond. The south-eastern corner of the site contains allotments and an area of rough grassland.

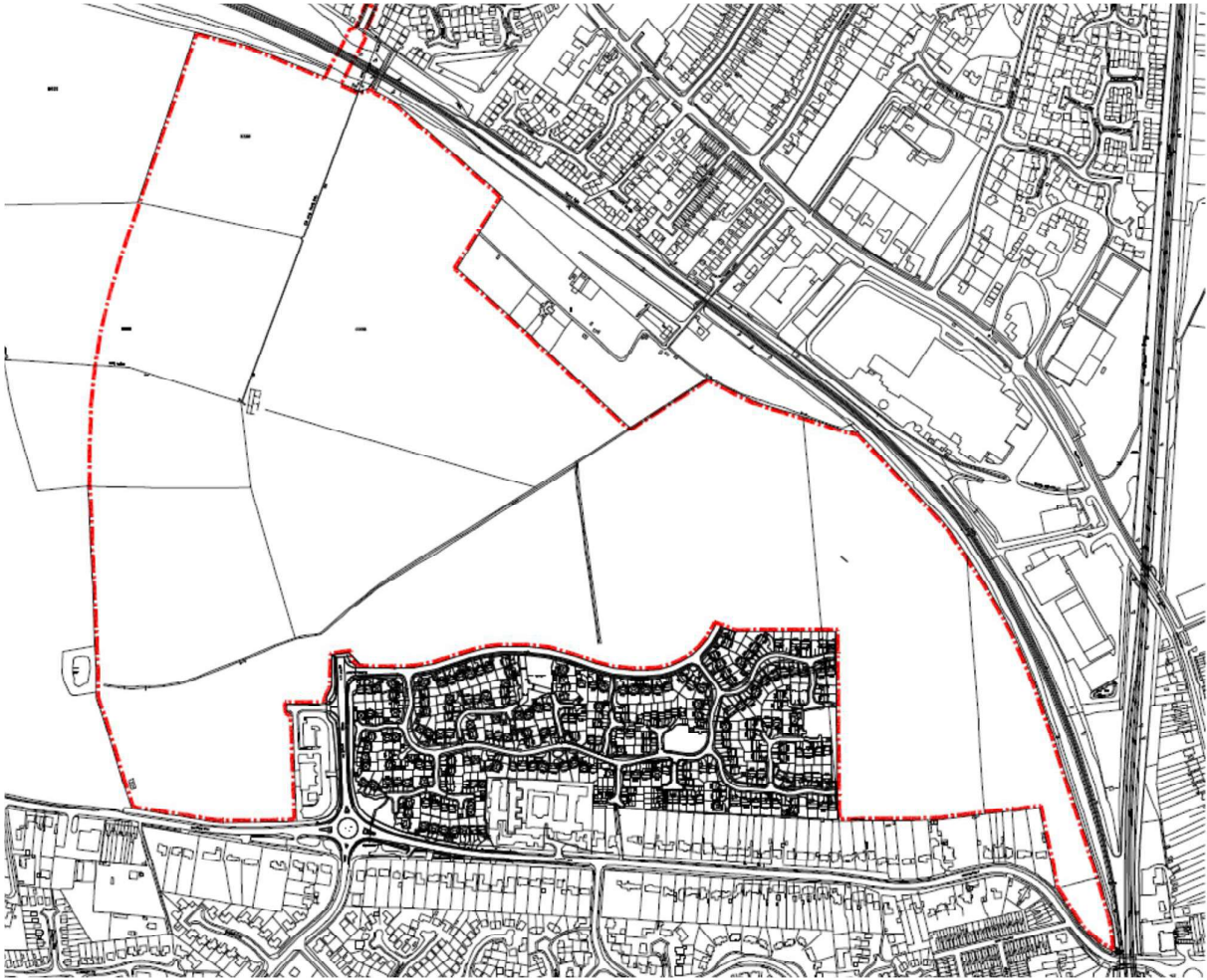
The topography of the site features a series of rising slopes with minor tributaries and undulations.

The site lies to the east of Stubbock Hill on the leeward side of the escarpment. Stubbock Hill, at its highest point, is 110m above sea level. The site itself slopes relatively gently from a height of 95m on the western boundary to 60 on the eastern boundary. Two small valleys create the undulating nature of the site. The first valley follows the line of the drainage ditch, and the second follows a hedgerow line from the western boundary down to the ditch. The eastern part of the site, adjacent to the railway line, is relatively flat.

The site is a "Greenfield" triangular wedge within the built-up area of Grantham, the eastern corner of the site being only ten to fifteen minutes walk from the town centre.

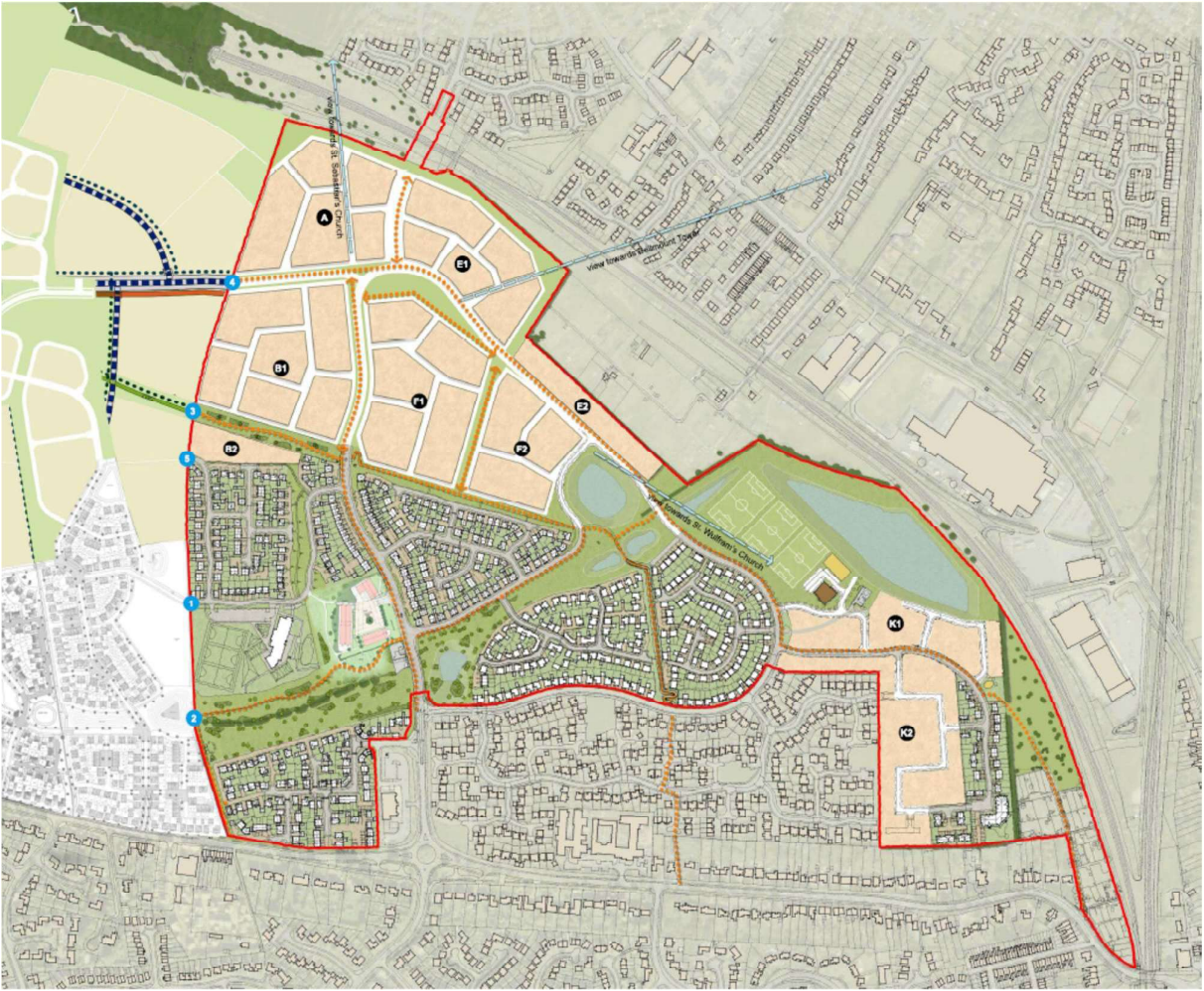
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Site Location Plan



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An illustrative masterplan is set out below showing phases completed to date with the undeveloped phases shaded pink :-



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An illustrative masterplan has been prepared by Gleeson who the landowners are in discussion with as preferred developer for the remaining phases which is set out below :-



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The above masterplan reflects the following accommodation schedule including affordable housing to be developed over three phases :-

Housing Schedule					
House Type	Storey	Bed	Number	House Sq ft	Total Sq ft
Affordable					
150	2	1	3	452	1,356
151	2	1	3	398	1,194
251	2	2	9	753	6,777
252	2	2	36	753	27,108
253	2	2	26	753	19,578
256	1	2	10	731	7,310
259	2	2	31	864	26,784
365	2	3	39	904	35,256
369	2	3	4	1061	4,244
371	2	3	58	1033	59,914
450	2	4	3	1156	3,468
455	2	4	1	1138	1,138
Sub-Total			223		194,127

PHASE 1					
252	2	2	51	753	38,403
253	2	2	15	753	11,295
350	2	3	4	904	3,616
354	2	3	16	904	14,464
362	2	3	23	1102	25,346
365	2	3	30	904	27,120
450	2	4	2	1156	2,312
455	2	4	5	1138	5,690
Sub-Total			146		128,246

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PHASE 2					
252	2	2	39	753	29,367
253	2	2	10	753	7,530
350	2	3	16	904	14,464
354	2	3	8	904	7,232
362	2	3	5	1102	5,510
365	2	3	15	904	13,560
369	2	3	2	1061	2,122
450	2	4	5	1156	5,780
455	2	4	4	1138	4,552
Sub-Total			104		90,117

PHASE 3					
250	2	2	47	753	35,391
252	2	2	15	753	11,295
253	2	2	25	753	18,825
259	2	2	12	864	10,368
350	2	3	41	904	37,064
354	2	3	6	904	5,424
362	2	3	33	1102	36,366
363	2	3	22	1149	25,278
365	2	3	55	904	49,720
369	2	3	4	1061	4,244
371	2	3	18	1033	18,594
450	2	4	10	1156	11,560
452	2	4	2	1211	2,422
454	2	4	22	1149	25,278
455	2	4	32	1138	36,416
457	2	4	21	1399	29,379
460	2	4	7	1337	9,359
550	3	5	11	1408	15,488
551	2	4	17	1576	26,792
552	2	4	7	1421	9,947
Sub-Total			407		419,210
Total			880		831,700
Net Dev					54.50 acres
Coverage					15,260 sq ft/acre

2.0 BASIS OF REPORT

This report has been prepared in accordance with latest published guidance including the recently published RICS professional statement '*Financial viability in planning : conduct and reporting*' 1st Edition May 2019 and would confirm the following statements accordingly:

We confirm in carrying out this Financial Viability Appraisal (FVA) we have acted:

- With objectivity
- Impartially
- Without interference
- With reference to all appropriate available sources of information

We confirm that in preparing this report no performance related or contingent fees have been agreed.

We also confirm that we are not involved in the preparation of any area wide viability assessments South Kesteven District Council (SKDC) have adopted or are preparing and that no conflict of interest arises in carrying out this viability appraisal and report.

The primary objective of the assessment is to highlight the viability issues associated with the scheme and the ability of the scheme to meet the affordable housing provision and the additional contributions as set out in the original S106 Agreement.

ADS have prepared this report for the sole use of SKDC in accordance with the instructions under which our services are performed. No other warranty, expressed or implied, is made as to the professional advice included in this report or any other services provided by us. This report may not be relied upon by any other party without the prior and express written agreement of ADS.

No part of this report constitutes a valuation and the report should not be relied on in that regard.

Certain statements made in this report may constitute estimates of costs and values and even though they are based on reasonable assumptions as of the date of the report, these by their nature involve risks and uncertainties that could cause actual results to differ materially from the results predicted. ADS specifically does not guarantee or warrant any estimate or values contained in this report.

3.0 METHODOLOGY AND APPROACH

The appraisal methodology and approach follows the guidelines laid down in various RICS Professional Guidance, the National Planning Policy Framework (PPF) and in national Planning Policy Guidance (PPG).

The NPPF which sets out the government's planning policies for England and how these are expected to be applied was first published in 2012, updated in July 2018, February 2019, March 2021 and December 2024 in respect of references to viability and its application in planning.

PPG provided more detail about the application of the NPPF and in May 2019 was updated and made specific reference to viability with reference to the calculation of benchmark land value (BLV) and potential returns to developers. This followed an earlier decision in a landmark Appeal case *Parkhurst Road Ltd v Secretary of State for Communities and Local Government*.

The RICS initially published viability guidance in 2012, Professional Guidance - Viability in Planning 2012. They have subsequently issued further practice guidance with regard to viability by way of a Professional Statement, Financial Viability in Planning: conduct and reporting 1st Edition May 2019. This sets out mandatory requirements and good practice guidance for RICS members of what should be included in reports and how the process should be conducted to achieve a reasonable, objective and impartial outcome and so support the Planning process. This 2019 Professional Statement was initially published as guidance in August 2019 but has now been reissued by the RICS in April 2023 as a practice standard (there are no changes in the document itself) giving additional weight to the conduct and reporting requirements.

The RICS state 'The purpose of the professional standard is to ensure that chartered surveyors and regulated firms recognize and adhere to their professional duties when working in a context with a significant public interest obligation combined with intense commercial pressure. This professional standard provides clear requirements for meeting RICS professional standards'.

As set out in the various Policy and Guidance highlighted above there are two basic criteria that need to be satisfied for a development to be considered viable:

1. The residual value of the land calculated by reference to the total value created by the development (also referred to as the Gross Development Value, GDV) when set against the total estimated costs of development i.e. construction costs, fees, finance and profit should generate a residual land value that is positive and exceeds the existing use value in the land prior to the granting of Planning for redevelopment. The PPG makes it clear that a benchmark land value (BLV) should be calculated based on the existing use value of the land, plus a premium for the landowner (EUV +) to encourage the landowner to make land available for development.

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- The development appraisal (i.e. considering the GDV set against the cost of development) in addition to demonstrating a positive residual value for the land (BLV) described above also needs to cover a risk adjusted development profit for the Developer which typically ranges between 15 and 20% of GDV and which is referred to in PPG.

This Viability Appraisal Report (VAR) sets out current values and costs for the future phases of development and establishes a residual profit to compare to a target profit of 17.5% of GDV as established and set out in the Whole Plan Viability Appraisal (WPVA) report prepared by HDH Planning and Development published in January 2024.

The Outline permission was for delivery of up to 1800 units on the whole site which accounting for the 673 dwellings already completed would potentially accommodate a further 1100 dwellings on the remaining land. However in looking at the density of development this would derive at 50 units per Ha (relative to the net developable area of 22 Ha) is a much higher density than has been delivered to date and a much higher density than assumed in the WPVA at 30 dwellings per Ha.

The indicative layout prepared by Gleeson accommodates 880 additional dwellings on the balance of the site. This equates to a development density of 40 dwellings per hectare which compares favourably with the assumed density in the WPVA for strategic greenfield sites.

We have therefore adopted the Gleeson indicative layout and accommodation schedule as a basis for this appraisal in terms of number, type and floorspace to be accommodated in future phases.

In terms of inputs to this appraisal in respect of market sales values, affordable sales values and percentage split between affordable types, benchmark land value, professional fee allowances, marketing and sales costs, finance rate and profit these all reflect allowances in the WPVA for a strategic greenfield site in Grantham which informed the Local Plan.

These various appraisal inputs are set out in detail in the following section of this report.

In respect of S106 contributions incorporated in the S106 attached to the original outline consent these have been increased utilising the indexation as set out in the S106 to current day levels less contributions which have already been paid in completing the 673 units to date.

This assessment sets out a series of scenarios of viability with and without the updated bridge cost included and these scenarios are summarised below :-

Base Appraisal	Scenario 1	Scenario 2	Scenario 3	Scenario 4
No Bridge	With Bridge	With Bridge	With Bridge	With Bridge
Full S106	Full S106	No S106	No S106	Reduced S106
With Sports Pitches	With Sports Pitches	No Sports Pitches	No Sports Pitches	With Sports Pitches
25.34 % Affordable	25.34 % Affordable	25.34 % Affordable	Reduced Affordable	Reduced Affordable

The base appraisal above is on the same basis as set out in the previous draft viability appraisal report dated 6th March 2026

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4.0 DETAILED APPRAISAL COMMENTARY

The various costs and values set out in this section of the report relate to the development proposed on the Gleeson illustrative layout ref: n2882 006 dated 13.11.2025 and accommodation schedule as set out earlier in this report in Section 1.0.

In consideration of the various values, costs and allowances our assessment of these may be summarised as follows and establishes the base appraisal without the updated bridge cost included :-

Gross Development Value

Values per m2 adopted in the WPVA for Grantham are as follows :-

Type	Value / m2
Market Sales	£ 3,300.00
Affordable Rent	£ 1,310.00
Social Rent	£ 1,700.00
Affordable Home Ownership	£ 2,310.00

Applying these values to the market sales and affordable units (applying the same split as in the WPVA between Affordable Rent, Social Rent and Affordable Home Ownership being 30%,30% and 40% respectively) to the overall areas in the accommodation schedule would give the following average values per unit.

Type	No.	m2	total m2	Value / m2	Value per unit
		<u>Ave</u>			<u>Ave</u>
Market Sales	657	90.19	59257	£ 3,300.00	£ 297,636
Affordable Rent	67	90.19	6034	£ 1,310.00	£ 118,152
Social Rent	67	90.19	6034	£ 1,700.00	£ 153,328
Affordable Home Ownership	89	90.19	8045	£ 2,310.00	£ 208,345
	223		20112		
Totals	880		79,370		

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The WPVA was published in January 2024 and to check whether the values derived above would represent current values we have sourced evidence from Land Registry Housing Index for average sold prices in South Kesteven between 2024 and 2025 which is set out below :-



UK House Price Index

Average price by type of property in South Kesteven

January 2024 – January 2026

	Reporting period	Sales volume	Average price All property types
January 2024	monthly	135	£245,739
February 2024	monthly	126	£246,488
March 2024	monthly	167	£251,449
April 2024	monthly	130	£251,955
May 2024	monthly	171	£251,259
June 2024	monthly	179	£248,483
July 2024	monthly	187	£250,774
August 2024	monthly	240	£250,666
September 2024	monthly	227	£249,251
October 2024	monthly	206	£248,720
November 2024	monthly	226	£254,051
December 2024	monthly	222	£258,357
January 2025	monthly	151	£260,428
February 2025	monthly	222	£252,991
March 2025	monthly	326	£253,210
April 2025	monthly	71	£250,601
May 2025	monthly	152	£253,017
June 2025	monthly	159	£252,587
July 2025	monthly	181	£255,425
August 2025	monthly	185	£256,040
September 2025	monthly	145	£253,289
October 2025	monthly	170	£250,703
November 2025	monthly		£255,056
December 2025	monthly		£255,822

On the above basis the market sales average price using the £3,300 per m2 value applied to the market sales units in the Gleeson accommodation schedule derives an average value per unit of £ 297,636 which compares favorably with the latest average price of £255,822 per unit given above published by Land Registry House Price Index for South Kesteven.

On this basis we have adopted the WPVA value per m2 rates in this appraisal and when applied to the market sales and affordable units gives an overall Gross Development Value (GDV) of £232,294,150 which is set out below :-

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DEVELOPMENT VALUE						
Type	No.	m2	total m2	Value / m2	Value per unit	Income
		<u>Ave</u>			<u>Ave</u>	
Market Sales	657	90.19	59257	£ 3,300.00	£ 297,636	£195,549,085
Affordable Rent	67	90.19	6034	£ 1,310.00	£ 118,152	£7,904,111
Social Rent	67	90.19	6034	£ 1,700.00	£ 153,328	£10,257,243
Affordable Home Ownership	89	90.19	8045	£ 2,310.00	£ 208,345	£18,583,711
	223		20112			£36,745,065
Gross Development Value	880		79,370			£ 232,294,150

Benchmark Land Value

The WPVA adopted a benchmark land value of £250,000 per Ha (£100,806 per Acre) for greenfield land in Grantham and applying this to the gross site area of 54.5 Acres across the three remaining phases derives a land value of £6,592,792 overall calculated as follows :-

Land Costs						£ Total
Phase 1	12.11	Acres				£1,465,054
Phase 2	8.627	Acres				£1,043,600
Phase 3	33.76	Acres			£6,592,742	£4,084,088
	54.5	Acres				
Stamp Duty				5.00%		£73,253
Agent				1.00%		£14,651
Other Legal				0.50%		£7,325
Total Land Cost						£6,687,970

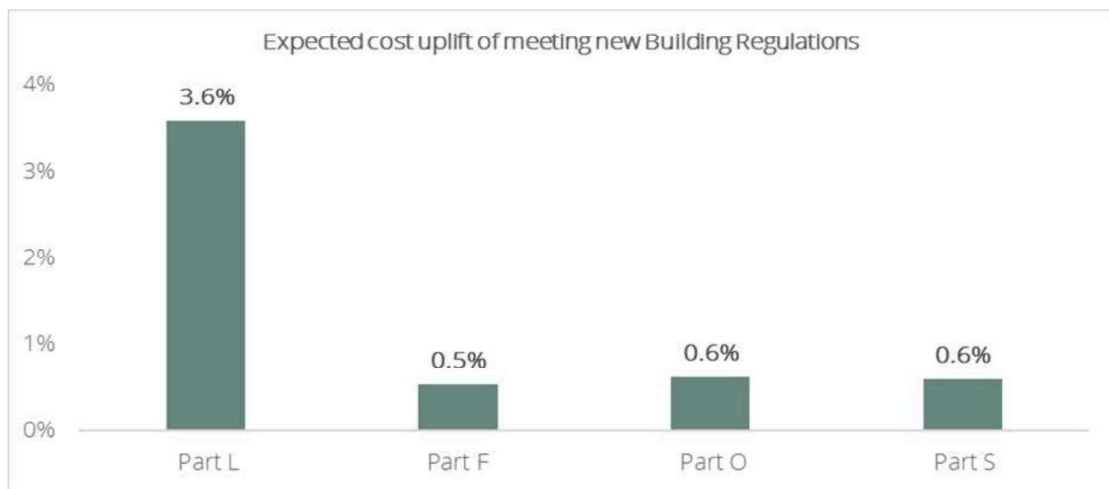
Building Costs

For base build cost we have applied BCIS lower quartile costs rebased to South Kesteven and calculated a blended rate to reflect the differing property types ie a mix of detached, semi detached and terraced which all have differing average rates per m2 as follows:-

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			£/m2
BCIS LQ	Estate Housing Generally	Terraced	£ 1,316
		Semi Det	£ 1,366
		Detached	£ 1,525
			£ 4,207
	Blended Rate	Ave	£ 1,402

BCIS published rates do not include additional costs to meet the new Building Regulations Parts L,F,O and S which only came fully into force in 2025 so are not yet captured in BCIS rates. A survey of the housebuilding industry carried out by BCIS concluded that these new building regs requirements would add 5.3% to base build costs as summarised below :-



In addition BCIS costs do not include external works costs or contingencies we have added these to base build costs at 15% for external works (plot development) and 3% for contingencies in line with allowances in the WPVA.

We have also made an allowance of 1.5% to cover abnormal foundation and associated costs reflecting site topography and ground conditions.

In respect of site wide infrastructure costs these were identified in the original appraisal for the outline permission as follows :-

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Off site Highways	£	330,000
Off Site Drainage	£	1,900,000
Off Site Services	£	3,750,000
	£	5,980,000

Applying these costs across the remaining units gives the following cost contributions :-

Site Wide Infrastructure	Remaining Phases	Pro Rata
Delivered	673	
Remaining	880	
	1553	
Off site Highways	£ 330,000	£ 186,993
Off Site Drainage	£ 1,900,000	£ 1,076,626
Off Site Services	£ 3,750,000	£ 2,124,920
	£ 5,980,000	£ 3,388,538

On the above basis total construction costs for the future phases can be summarised as follows :-

Construction Costs					£ Total
Phase 1	£ 1,402	per m2	15,965		£22,387,915
Phase 2	£ 1,402	per m2	11,217		£15,730,169
Phase 3	£ 1,402	per m2	52,188	£111,302,552	£73,184,467
			79,370		
Part L,F,O and S Building Regs			5.30%	£111,302,552	£5,899,035
Plot Development			15%	£111,302,552	£16,695,383
Infrastructure					£3,388,538
Abnormals			1.50%	£ 3,794	£222,605,103
Contingency			3.00%	£140,624,584	£4,218,738
Total Construction					£144,843,322

Professional Fees

We have made allowances for professional fees in line with allowances in the WPVA as follows :-

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Design			%			£ Total
Architect			3.00%			£4,345,300
Highways Engineer			2.00%			£2,896,866
Structural Engineer			1.75%			£2,534,758
QS			1.00%			£1,448,433
CDMC			0.25%			£362,108
Total Design			8.00%			£11,587,466

Planning Cost including S106 Contributions

The S106 Agreement set out contributions in the original outline approval for delivery of up to 1800 units as follows :-

S106 Contributions	Base Contributions Nov-11
Education	£ 4,816,000
Health Care	£ 858,000
Community Hall	£ 538,000
Transport	£ 195,000
POS Maint	£ 1,884,000
CCTV + PA	£ 106,000
Admin	£ 30,000
	£ 8,427,000

Amounts have been paid against these relating to delivery of the 673 units completed to date as follows :-

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S106 Contributions	Base	Paid to Date
	Contributions	
	Nov-11	
Education	£ 4,816,000	£ 942,348
Health Care	£ 858,000	£ 85,444
Community Hall	£ 538,000	£ 53,549
Transport	£ 195,000	£ 19,388
POS Maint	£ 1,884,000	£ 187,590
CCTV + PA	£ 106,000	£ 10,576
Admin	£ 30,000	£ 3,106
	£ 8,427,000	£ 1,302,001

This leaves a balance outstanding out of the original amounts as follows :-

S106 Contributions	Base	Paid to Date	Balance at Nov 2011
	Contributions		
	Nov-11		
Education	£ 4,816,000	£ 942,348	£ 3,873,652
Health Care	£ 858,000	£ 85,444	£ 772,556
Community Hall	£ 538,000	£ 53,549	£ 484,451
Transport	£ 195,000	£ 19,388	£ 175,612
POS Maint	£ 1,884,000	£ 187,590	£ 1,696,410
CCTV + PA	£ 106,000	£ 10,576	£ 95,424
Admin	£ 30,000	£ 3,106	£ 26,894
	£ 8,427,000	£ 1,302,001	£ 7,124,999

The S106 includes a provision to apply indexation to the 2011 amounts to bring the balance of contributions up to date. We have therefore applied the relevant indexation to increase the base amounts outstanding which gives the following current contributions required applied to the 880 units in the remaining phases of development :-

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								Units	Units
								1100	880
S106 Contributions	Base	Paid to Date	Paid to Date	Balance at Nov 2011	Index		Balance at Nov 2025		
	Contributions		incl Indexation		Nov-11	Nov-25			
	Nov-11				223	407			
						1.83			
Education	£ 4,816,000	£ 942,348	£ 1,011,881	£ 3,873,652			£ 7,069,849	PR	£ 5,655,879
Health Care	£ 858,000	£ 85,444	£ 170,497	£ 772,556			£ 1,410,001	PR	£ 1,128,001
Community Hall	£ 538,000	£ 53,549	£ 106,905	£ 484,451			£ 884,177	PR	£ 707,342
Transport	£ 195,000	£ 19,388	£ 38,746	£ 175,612			£ 320,512	PR	£ 256,409
POS Maint	£ 1,884,000	£ 187,590	£ 374,374	£ 1,696,410			£ 3,096,138	PR	£ 2,476,911
CCTV + PA	£ 106,000	£ 10,576	£ 21,066	£ 95,424			£ 174,159	PR	£ 139,328
Admin	£ 30,000	£ 3,106	£ 5,975	£ 26,894			£ 49,085	PR	£ 39,268
	£ 8,427,000	£ 1,302,001	£ 1,729,444	£ 7,124,999			£ 13,003,922		£ 10,403,138
Sports Facilities									£ 1,228,500
									£ 11,631,638

The above summary includes a cost for providing the sports pitches and changing rooms etc of £1,228,500.

There will now also be a cost in complying with the Building Safety Levy which will become payable from October 2026 and is a Levy set by central government applied to the gross internal area of floorspace constructed. The rate for greenfield development in South Kesteven is £27.47 per m2 which when applied to the overall GIA of 79,370 m2 give a cost of £1,942,173.

In addition there will be a requirement for Bio Diversity Net Gain and we have allowed £3,427 per Ha in line with the allowance in the WPVA.

In summary this gives a total for planning and associated costs of £19,764,031 which can be summarised as follows :-

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Planning								
S106 Contributions								
Education								£0
Health Care								£0
Community Hall								£0
Transport								£0
POS Maint								£0
CCTV + PA								£0
Admin								£0
SB HOTS								£12,232,985
Sports Pitch								£1,228,500
Railway Bridge								£0
BDNG					£ 3,427.00	per Ha		£90,373
Building Safety Levy					£ 24.47			£1,942,173
CIL					£ -			£0
Warranty costs					£2,000			£1,760,000
Planning Fees								£750,000
Building Regulations Fees					£2,000			£1,760,000
Total Planning								£19,764,031

Finance Costs

We have calculated finance costs using standard detailed appraisal software utilising the costs and values as set out above, a base finance rate of 7.5 % and an arrangement fee of 1.5% reflecting current market rates for development finance.

In respect of programme we have assumed a overall timescale of 11 years to deliver and sell the 880 units proposed.

Finance costs can be summarised on the above basis as follows :-

Finance								
Interest charges								£4,168,476
Finance Arrangement				1.50%				£301,359
Debit Rate				7.50%				
Credit Rate				0.00%				
Total Finance								£4,469,835

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Marketing and Disposal Costs

Marketing and disposal costs have been allowed in line with allowances in the WPVA as follows :-

Marketing and Disposal				%				£ Total
Marketing				2.00%				£4,645,883
Legals				0.50%				£1,161,471
Sales Agents				1.00%				£2,322,942
Total Marketing and Disposal				3.50%				£8,130,295

Developers Profit

We have allowed a 6% profit on affordable sales in line with the profit allowance in the WPVA and calculated what residual profit on market sales this derives using the costs and values set out above.

The residual profit on the GDV on market sales on the above basis is 17.7% which is marginally above the 17.5% target profit to align with the WPVA.

A summary of the base appraisal is set out below :-

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		Base Appraisal
03 May 2026		Residual Profit
		Appraisal
DEVELOPMENT VALUE		
Units		
Market Sales	Market Sales	£ 195,549,085
Affordable Rent	Affordable Rent	£ 7,904,111
Social Rent	Social Rent	£ 10,257,243
Affordable Home Ownership	Affordable Home Ownership	£ 18,583,711
		£ 36,745,065
Gross Development Value		£ 232,294,150
DEVELOPMENT COST		
Land Costs		£ 6,687,970
Construction Costs		£ 144,843,322
Design		£ 11,587,466
Planning		
	S106 Contributions	£ 12,232,985
	Sports Pitch	£ 1,228,500
	Railway Bridge	£ -
	BDNG	£ 90,373
	Building Safety Levy	£ 1,942,173
	CIL	£ -
	Warranty costs	£ 1,760,000
	Planning Fees	£ 750,000
	Building Regulations Fees	£ 1,760,000
Marketing and Disposal		£ 8,130,295
Finance		£ 4,469,835
Developers Profit	Market Sales	£ -
	Affordable	£ 2,204,704
Total Development Costs		£ 197,687,623
Residual Profit MS	17.70%	£ 34,606,527

6. UPDATED RAILWAY BRIDGE COST ESTIMATE

The original estimate for the road bridge over the railway was prepared by JMP Consultants and based on Spon's 2008 'Approximate Estimate for a reinforced concrete road bridge with steel beams for a maximum span of 20 metres' and derived a cost estimate of £4.2 million.

Updating the previous estimate on the same basis but using Spons 2025 applicable rate would derive an updated estimate as follows :-

Spons 2025			
	Approx Estimate £/m2	Bridge Area m2	Base Cost
Road bridge up to 20m span	£ 5,800.00	720	£ 4,176,000.00
JMP Railway bridge factor	x3		£ 12,528,000.00
Updated Bridge Cost			£ 16,704,000.00
Say			£ 17,000,000.00
Design and supervision	20%		£ 3,400,000.00
Overall Bridge Cost			£ 20,400,000.00

7. OPTIONS AND VIABILITY SCENARIOS WITH AND WITHOUT THE BRIDGE COSTS

Against a viable base appraisal excluding the bridge we have modelled various viability scenarios with the updated bridge costs being included and how inclusion of the bridge costs might impact on the original S106 contributions and affordable housing provision.

These scenarios can be summarised as follows :-

Base Appraisal	Scenario 1	Scenario 2	Scenario 3	Scenario 4
No Bridge	With Bridge	With Bridge	With Bridge	With Bridge
Full S106	Full S106	No S106	No S106	Reduced S106
With Sports Pitches	With Sports Pitches	No Sports Pitches	No Sports Pitches	With Sports Pitches
25.34 % Affordable	25.34 % Affordable	25.34 % Affordable	Reduced Affordable	Reduced Affordable

The impact on viability has been modelled on the above basis for each scenario set against a base viable appraisal excluding the bridge and a viability summary for each of the various scenarios is set out below :-

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Base Appraisal				Scenario 1			
No Bridge				With Bridge			
Full S106				Full S106			
With Sports Pitches				With Sports Pitches			
25.34 % Affordable				25.34 % Affordable			
Total Development				Total Development			
Market Sales		657	Units	Market Sales		657	Units
Overall Affordable	25.34%			Overall Affordable	25.34%		
Affordable Rent	30%	67	Units	Affordable Rent	30%	67	Units
Social Rent	30%	67	Units	Social Rent	30%	67	Units
Affordable Home Ownership	40%	89	Units	Affordable Home Ownership	40%	89	Units
Total		880	Units	Total		880	Units
Network Rail Payment		0%		Network Rail Payment		33%	
Bridge Costs	£ -			Bridge Costs	£ 20,400,000		
S106 Costs	£ 12,232,985			S106 Costs	£ 12,232,985		
Sports Pitch	£ 1,228,500			Sports Pitch	£ 1,228,500		
Residual Profit MS	£ 34,606,527	17.70%		Residual Profit MS	£ 6,288,196	3.22%	
Target Profit	£ 34,221,090	17.50%		Target Profit	£ 34,221,090	17.50%	
Surplus Profit / Shortfall	£ 385,437			Surplus Profit / Shortfall	-£ 27,932,894		
	VIABLE				NOT VIABLE		

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Scenario 2				Scenario 3			
With Bridge				With Bridge			
No S106				No S106			
No Sports Pitches				No Sports Pitches			
25.34 % Affordable				Reduced Affordable			
Total Development				Total Development			
Market Sales		657	Units	Market Sales		750	Units
Overall Affordable	25.34%			Overall Affordable	14.75%		
Affordable Rent	30%	67	Units	Affordable Rent	30%	39	Units
Social Rent	30%	67	Units	Social Rent	30%	39	Units
Affordable Home Ownership	40%	89	Units	Affordable Home Ownership	40%	52	Units
Total		880	Units	Total		880	Units
Network Rail Payment		33%		Network Rail Payment		33%	
Bridge Costs	£ 20,400,000			Bridge Costs	£ 20,400,000		
S106 Costs	£ -			S106 Costs	£ -		
Sports Pitch	£ -			Sports Pitch	£ -		
Residual Profit MS	£ 24,176,603	12.36%		Residual Profit MS	£ 39,180,307	17.55%	
Target Profit	£ 34,221,090	17.50%		Target Profit	£ 39,075,113	17.50%	
Surplus Profit / Shortfall	-£ 10,044,487			Surplus Profit / Shortfall	£ 105,194		
	NOT VIABLE				VIABLE		

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Scenario 4			
With Bridge			
Reduced S106			
With Sports Pitches			
Reduced Affordable			
Total Development			
Market Sales		810	Units
Overall Affordable	8.00%		
Affordable Rent	30%	21	Units
Social Rent	30%	21	Units
Affordable Home Ownership	40%	28	Units
Total		880	Units
Network Rail Payment		33%	
Bridge Costs	£ 20,400,000		
S106 Costs	£ 4,000,000		
Sports Pitch	£ 1,228,500		
Residual Profit MS	£ 42,317,665	17.56%	
Target Profit	£ 42,169,037	17.50%	
Surplus Profit / Shortfall	£ 148,628		
	VIABLE		

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5. VIABILITY APPRAISAL SUMMARY AND CONCLUSION

Based on the illustrative Gleeson layout and number of units proposed in the remaining phases and allowing for removal of the requirement to construct the Pennine Link bridge over the railway the base appraisal is viable and can provide 25.34% (223) affordable units in addition to meeting the original uplifted S106 contributions and provision of the sports facilities.

If the PL bridge is to be delivered there would need to be significant reductions in the provision of affordable housing and S106 contributions as outlined 3 and 4 above.

A summary of viability is set out below :-

Viability Summary	Base Appraisal	Scenario 1	Scenario 2	Scenario 3	Scenario 4
	No Bridge	With Bridge	With Bridge	With Bridge	With Bridge
	Full S106	Full S106	No S106	No S106	Reduced S106
	With Sports Pitches	With Sports Pitches	No Sports Pitches	No Sports Pitches	With Sports Pitches
	25.34 % Affordable	25.34 % Affordable	25.34 % Affordable	Reduced Affordable	Reduced Affordable
Overall Affordable	25.34%	25.34%	25.34%	14.75%	8.00%
Network Rail Payment	0%	33%	33%	33%	33%
Bridge Costs	£ -	£ 20,400,000	£ -	£ 20,400,000	£ 20,400,000
S106 Costs	£ 12,232,985	£ 12,232,985	£ -	£ -	£ 4,000,000
Sports Pitch	£ 1,228,500	£ 1,228,500	£ -	£ -	£ 1,228,500
	VIABLE	NOT VIABLE	NOT VIABLE	VIABLE	VIABLE

Appendix A | Detailed Appraisal Summary Base Appraisal

**Poplar Farm
Grantham
03 May 2026**

BASE APPRAISAL

	Net	Gross
Acres	54.50	65.40
Hectares	21.98	26.37

Start :	1	month
Year :	2028	year
Period :	132	months

DEVELOPMENT VALUE									
Units	Type	No.	m2	ft2	total m2	total ft2	Value / m2	Value per unit	Income
			Ave		Ave				
Market Sales		657	90.19	971	59257	637846	£ 3,300.00	£ 297,636	£195,549,085
Affordable Rent		67	90.19	971	6034	64946	£ 1,310.00	£ 118,152	£7,904,111
Social Rent		67	90.19	971	6034	64946	£ 1,700.00	£ 153,328	£10,257,243
Affordable Home Ownership		89	90.19	971	8045	86595	£ 2,310.00	£ 208,345	£18,583,711
		223			20112	216488			£36,745,065
Gross Development Value	Totals	880			79,370	854,334			£ 232,294,150
DEVELOPMENT COST									
Land Costs									
Phase 1		12.11	Acres						£1,465,054
Phase 2		8.627	Acres						£1,043,600
Phase 3		33.76	Acres					£6,592,742	£4,084,088
		54.5	Acres						
NR Payment									£0
Stamp Duty						5.00%			£73,253
Agent						1.00%			£14,651
Other Legal						0.50%			£7,325
Total Land Cost									£6,687,971
Construction Costs									
Phase 1		28	£ 1,402	per m2	15,965				£22,387,915
Phase 2		20	£ 1,402	per m2	11,217				£15,730,169
Phase 3		78	£ 1,402	per m2	52,188			£111,302,552	£73,184,467
		126			79,370				
Part L,F,O and S Building Regs						5.30%	£111,302,552		£5,899,035
Plot Development					15%		£111,302,552		£16,695,383
Infrastructure									£3,388,538
Abnormals					1.50%	£ 3,794	per unit	£222,605,103	£3,339,077
Contingency					3.00%			£140,624,584	£4,218,738
Total Construction									£144,843,322
Design									
Architect					3.00%				£4,345,300
Highways Engineer					2.00%				£2,696,866
Structural Engineer					1.75%				£2,534,758
QS					1.00%				£1,448,433
CDMC					0.25%				£362,108
Total Design					8.00%				£11,587,466
Planning									
S106 Contributions									
Education									£0
Health Care									£0
Community Hall									£0
Transport									£0
POS Maint									£0
CCTV + PA									£0
Admin									£0
SB HOTS									£12,232,985
Sports Pitch									£1,228,500
Railway Bridge									£0
BDNG						£ 3,427.00	per Ha		£90,373
Building Safety Levy						£ 24.47			£1,942,173
CIL						£ -			£0
Warranty costs						£2,000			£1,760,000
Planning Fees									£750,000
Building Regulations Fees						£2,000			£1,760,000
Total Planning									£19,764,031
Marketing and Disposal									
Marketing					2.00%				£4,645,883
Legals					0.50%				£1,161,471
Sales Agents					1.00%				£2,322,942
Total Marketing and Disposal					3.50%				£8,130,295
Finance									
Interest charges									£4,168,476
Finance Arrangement					1.50%				£301,359
Debit Rate					7.50%				
Credit Rate					0.00%				
Total Finance									£4,469,835
Developers Profit									
Developers Profit	MS				0.00%				£0
Developers Profit	AH				6.00%				£2,204,704
Total Development Costs									£197,687,624
Residual Profit MS								17.70%	£34,606,527

Appendix B | Detailed Appraisal Summary Scenario 1

Poplar Farm
Grantham
05 May 2026
SCENARIO 1

	Net	Gross
Acres	54.50	65.40
Hectares	21.98	26.37

Start :	1	month
Year :	2028	year
Period :	132	months

DEVELOPMENT VALUE									
Units	Type	No.	m2	ft2	total m2	total ft2	Value / m2	Value per unit	Income
			Ave		Ave				
Market Sales		657	90.19	971	59257	637846	£ 3,300.00	£ 297,636	£195,549,085
Affordable Rent		67	90.19	971	6034	64946	£ 1,310.00	£ 118,152	£7,904,111
Social Rent		67	90.19	971	6034	64946	£ 1,700.00	£ 153,328	£10,257,243
Affordable Home Ownership		89	90.19	971	8045	86595	£ 2,310.00	£ 208,345	£18,583,711
		223			20112	216488			£36,745,065
Gross Development Value	Totals	880			79,370	854,334			£ 232,294,150
DEVELOPMENT COST									
Land Costs									
									£ Total
Phase 1		12.11	Acres						£1,465,054
Phase 2		8.627	Acres						£1,043,600
Phase 3		33.76	Acres					£6,592,742	£4,084,088
		54.5	Acres						
NR Payment									£2,175,605
Stamp Duty						5.00%			£73,253
Agent						1.00%			£14,651
Other Legal						0.50%			£7,325
Total Land Cost									£8,863,575
Construction Costs									
	Construction Costs		mths						£ Total
Phase 1		28	£ 1,402	per m2	15,965				£22,387,915
Phase 2		20	£ 1,402	per m2	11,217				£15,730,169
Phase 3		78	£ 1,402	per m2	52,188			£111,302,552	£73,184,467
		126			79,370				
Part L,F,O and S Building Regs					5.30%		£111,302,552		£5,899,035
Plot Development					15%		£111,302,552		£16,695,383
Infrastructure									£3,388,538
Abnormals					1.50%	£ 3,794	per unit	£222,605,103	£3,339,077
Contingency					3.00%			£140,624,584	£4,218,738
Total Construction									£144,843,322
Design									
	Design					%			£ Total
Architect						3.00%			£4,345,300
Highways Engineer						2.00%			£2,696,866
Structural Engineer						1.75%			£2,534,758
QS						1.00%			£1,448,433
CDMC						0.25%			£362,108
Total Design						8.00%			£11,587,466
Planning									
	Planning								
S106 Contributions									
Education									£0
Health Care									£0
Community Hall									£0
Transport									£0
POS Maint									£0
CCTV + PA									£0
Admin									£0
SB HOTS									£12,232,985
Sports Pitch									£1,228,500
Railway Bridge									£20,400,000
BDNG						£ 3,427.00	per Ha		£90,373
Building Safety Levy						£ 24.47			£1,942,173
CIL						£ -			£0
Warranty costs						£2,000			£1,760,000
Planning Fees									£750,000
Building Regulations Fees						£2,000			£1,760,000
Total Planning									£40,164,031
Marketing and Disposal									
	Marketing and Disposal					%			£ Total
Marketing						2.00%			£4,645,883
Legals						0.50%			£1,161,471
Sales Agents						1.00%			£2,322,942
Total Marketing and Disposal						3.50%			£8,130,295
Finance									
	Finance								
Interest charges									£9,904,013
Finance Arrangement						1.50%			£308,548
Debit Rate						7.50%			
Credit Rate						0.00%			
Total Finance									£10,212,561
Developers Profit									
						%			£ Total
Developers Profit	MS					0.00%			£0
Developers Profit	AH					6.00%			£2,204,704
Total Development Costs									£226,005,954
Residual Profit MS								3.22%	£6,288,196

Appendix C | Detailed Appraisal Summary Scenario 2

Poplar Farm
Grantham
05 May 2026
SCENARIO 2

	Net	Gross
Acres	54.50	65.40
Hectares	21.98	26.37

Start :	1	month
Year :	2028	year
Period :	132	months

DEVELOPMENT VALUE									
Units	Type	No.	m2	ft2	total m2	total ft2	Value / m2	Value per unit	Income
			Ave		Ave				
Market Sales		657	90.19	971	59257	637846	£ 3,300.00	£ 297,636	£195,549,085
Affordable Rent		67	90.19	971	6034	64946	£ 1,310.00	£ 118,152	£7,904,111
Social Rent		67	90.19	971	6034	64946	£ 1,700.00	£ 153,328	£10,257,243
Affordable Home Ownership		89	90.19	971	8045	86595	£ 2,310.00	£ 208,345	£18,583,711
		223			20112	216488			£36,745,065
Gross Development Value	Totals	880			79,370	854,334			£ 232,294,150
DEVELOPMENT COST									
Land Costs									
Phase 1		12.11	Acres						£1,465,054
Phase 2		8.627	Acres						£1,043,600
Phase 3		33.76	Acres					£6,592,742	£4,084,088
		54.5	Acres						
NR Payment									£2,175,605
Stamp Duty						5.00%			£73,253
Agent						1.00%			£14,651
Other Legal						0.50%			£7,325
Total Land Cost									£8,863,575
Construction Costs									
Phase 1		28	£ 1,402	per m2	15,965				£22,387,915
Phase 2		20	£ 1,402	per m2	11,217				£15,730,169
Phase 3		78	£ 1,402	per m2	52,188			£111,302,552	£73,184,467
		126			79,370				
Part L,F,O and S Building Regs						5.30%	£111,302,552		£5,899,035
Plot Development					15%		£111,302,552		£16,695,383
Infrastructure									£3,388,538
Abnormals					1.50%	£ 3,794	per unit	£222,605,103	£3,339,077
Contingency					3.00%			£140,624,584	£4,218,738
Total Construction									£144,843,322
Design									
Architect					3.00%				£4,345,300
Highways Engineer					2.00%				£2,696,866
Structural Engineer					1.75%				£2,534,758
QS					1.00%				£1,448,433
CDMC					0.25%				£362,108
Total Design					8.00%				£11,587,466
Planning									
S106 Contributions									
Education									£0
Health Care									£0
Community Hall									£0
Transport									£0
POS Maint									£0
CCTV + PA									£0
Admin									£0
SB HOTs									£0
Sports Pitch									£0
Railway Bridge									£20,400,000
BDNG						£ 3,427.00	per Ha		£90,373
Building Safety Levy						£ 24.47			£1,942,173
CIL						£ -			£0
Warranty costs						£2,000			£1,760,000
Planning Fees									£750,000
Building Regulations Fees						£2,000			£1,760,000
Total Planning									£26,702,546
Marketing and Disposal									
Marketing					2.00%				£4,645,883
Legals					0.50%				£1,161,471
Sales Agents					1.00%				£2,322,942
Total Marketing and Disposal					3.50%				£8,130,295
Finance									
Interest charges									£5,484,280
Finance Arrangement					1.50%				£301,359
Debit Rate					7.50%				
Credit Rate					0.00%				
Total Finance									£5,785,639
Developers Profit									
Developers Profit	MS				0.00%				£0
Developers Profit	AH				6.00%				£2,204,704
Total Development Costs									£208,117,547
Residual Profit MS								12.36%	£24,176,603

Appendix D | Detailed Appraisal Summary Scenario 3

Poplar Farm
Grantham
05 May 2026
SCENARIO 3

	Net	Gross
Acres	54.50	65.40
Hectares	21.98	26.37

Start :	1	month
Year :	2028	year
Period :	132	months

DEVELOPMENT VALUE									
Units	Type	No.	m2	ft2	total m2	total ft2	Value / m2	Value per unit	Income
			Ave		Ave				
Market Sales		750	90.19	971	67663	728320	£ 3,300.00	£ 297,636	£223,286,358
Affordable Rent		39	0.00	0	3512	37804	£ 1,310.00	£ -	£4,600,854
Social Rent		39	0.00	0	3512	37804	£ 1,700.00	£ -	£5,970,574
Affordable Home Ownership		52	0.00	0	4683	50406	£ 2,310.00	£ -	£10,817,275
		130			11707	126014			£21,388,702
Gross Development Value	Totals	880			79,370	854,334			£ 244,675,060
DEVELOPMENT COST									
Land Costs									
Phase 1		12.11	Acres						£1,465,054
Phase 2		8.627	Acres						£1,043,600
Phase 3		33.76	Acres					£6,592,742	£4,084,088
		54.5	Acres						
NR Payment									£2,175,605
Stamp Duty						5.00%			£73,253
Agent						1.00%			£14,651
Other Legal						0.50%			£7,325
Total Land Cost									£8,863,575
Construction Costs									
Phase 1		28	£ 1,402	per m2	15,965				£22,387,915
Phase 2		20	£ 1,402	per m2	11,217				£15,730,169
Phase 3		78	£ 1,402	per m2	52,188			£111,302,552	£73,184,467
		126			79,370				
Part L,F,O and S Building Regs					5.30%		£111,302,552		£5,899,035
Plot Development					15%		£111,302,552		£16,695,383
Infrastructure									£3,388,538
Abnormals					1.50%	£ 3,794	per unit	£222,605,103	£3,339,077
Contingency					3.00%			£140,624,584	£4,218,738
Total Construction									£144,843,322
Design									
Architect					3.00%				£4,345,300
Highways Engineer					2.00%				£2,696,866
Structural Engineer					1.75%				£2,534,758
QS					1.00%				£1,448,433
CDMC					0.25%				£362,108
Total Design					8.00%				£11,587,466
Planning									
S106 Contributions									
Education									£0
Health Care									£0
Community Hall									£0
Transport									£0
POS Maint									£0
CCTV + PA									£0
Admin									£0
SB HOTs									£0
Sports Pitch									£0
Railway Bridge									£20,400,000
BDNG						£ 3,427.00	per Ha		£90,373
Building Safety Levy						£ 24.47			£1,942,173
CIL						£ -			£0
Warranty costs						£2,000			£1,760,000
Planning Fees									£750,000
Building Regulations Fees						£2,000			£1,760,000
Total Planning									£26,702,546
Marketing and Disposal									
Marketing					2.00%				£4,893,501
Legals					0.50%				£1,223,375
Sales Agents					1.00%				£2,446,751
Total Marketing and Disposal					3.50%				£8,563,627
Finance									
Interest charges									£3,348,948
Finance Arrangement					1.50%				£301,948
Debit Rate					7.50%				
Credit Rate					0.00%				
Total Finance									£3,650,896
Developers Profit									
Developers Profit	MS				0.00%				£0
Developers Profit	AH				6.00%				£1,283,322
Total Development Costs									£205,494,754
Residual Profit MS								17.55%	£39,180,307

Appendix E | Detailed Appraisal Summary Scenario 4

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**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Planning Committee

14 May 2026



S25/0024

Proposal:	Use of land as glamping site including 3no. eco friendly glamping pods, utility building, creation of car parking area and associated landscaping
Location:	Land at 8 Bourne Road, Folkingham
Applicant:	Sarah Neale
Agent:	Mr Trevor Briggs, Plots and Plans Go Eco Ltd
Application Type:	Full Planning Permission
Reason for Referral to Committee:	Ward Councillor Call In, Councillor Murray Turner Drainage impacts and existing flooding issues, impacts to nearby Conservation Area, site access and potential for future growth that could have further adverse impacts
Key Issues:	Impacts on the character of the area Impacts on others' private amenity Heritage Impact Highway safety/parking Drainage/flood risk
Technical Documents:	Infiltration testing report (undertaken September 2025) Noise Impact Assessment (undertaken January 2026) Site Management Plan by Sarah Neal dated September 2025 BNG Metric completed (completed August 2025)

Report Author

Miranda Beavers – Principal Development Management Planner



01476 406302



Miranda.beavers@southkesteven.gov.uk

Corporate Priority:

Growth

Decision type:

Regulatory

Wards:

Toller

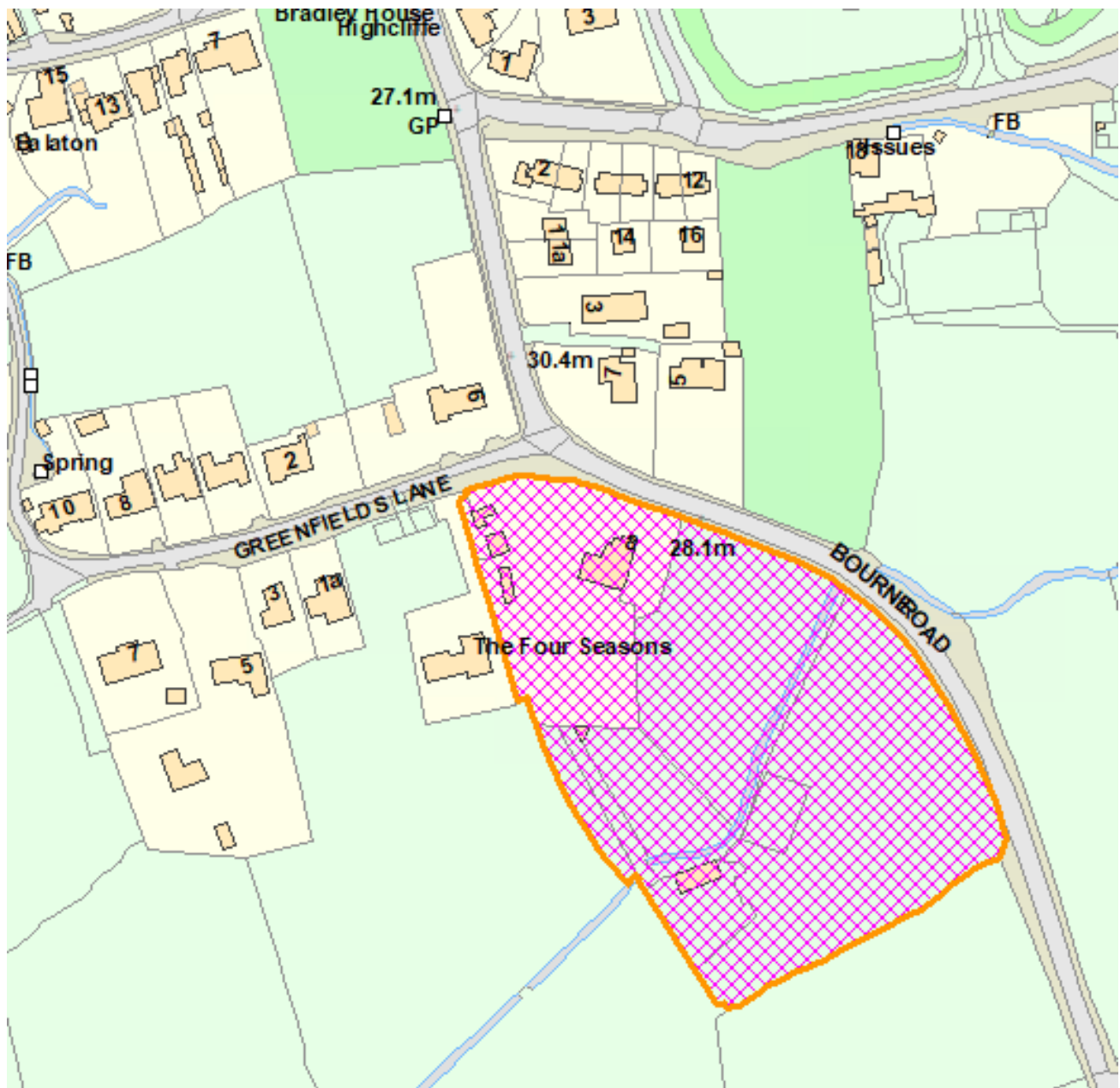
Reviewed by:

Adam Murray – Principal Development Management Planner

6 May 2026

Recommendation (s) to the decision maker (s)

To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to conditions



1 Description of Site

- 1.1 The application site comprises approximately 18,170sqm of grassland. The site is situated to the rear of No.8 Bourne Road which is located to the south of the village of Folkingham. The land is within the ownership of the occupiers of No.8 Bourne Road (residential dwelling) and is accessed from Bourne Road, via Greenfields Lane. The site is currently occupied by a timber frame garage that houses a tractor and lawnmower. The land is currently largely unused and not in use for agricultural purposes. To the west of the site are neighbouring residential dwellings, to closest of which is The Four Seasons which is a detached dwellinghouse which shares a common boundary with the application site.

2 Description of Proposal

- 2.1 This application is for the change of use of grass land to be used as a glamping site including construction of 3no. glamping pods, utility building, creation of car parking area and associated landscaping.

3 Relevant History

- 3.1 No relevant history

4 Policy Considerations

4.1 SKDC Local Plan 2011 – 2036

Policy SD1 'The Principles of Sustainable Development in South Kesteven'
Policy SP1 'Spatial Strategy'
Policy SP2 'Settlement Hierarchy'
Policy SP5 'Development in the Open Countryside'
Policy SB1 'Sustainable Building'
Policy DE1 'Promoting Good Design'
Policy ID2 'Transport and Strategic Transport Infrastructure'
Policy EN6 'The Historic Environment#'
Policy E7 'Rural Economy'
Policy E9 'Visitor Economy'

4.2 National Planning Policy Framework (NPPF)

Chapter 2 'Achieving sustainable development'
Chapter 4 'Decision Making'
Chapter 6 'Building a strong, competitive economy'
Chapter 9 'Promoting sustainable transport'
Chapter 11 'Making effective use of land'
Chapter 12 'Achieving well-designed places'
Chapter 14 'Meeting the challenge of climate change, flooding and coastal change'
Chapter 15 'Conserving and enhancing the natural environment'
Chapter 16 'Conserving and enhancing the historic environment'

4.3 Supplementary Planning Document:

5 Planning Consultation Responses Received

5.1 Anglian Water Services

5.1.1 No objections received.

5.2 Conservation Officer (SKDC)

5.2.1 The application site is situated to the south of the village of Folkingham bordered by the A15 Bourne Road to the east and north, and Greenfields Lane to the north west. The Folkingham Conservation Area is situated to the north of the site and covers the Market Place, Folkingham Castle a Scheduled Monument (NHLE 1005021), Church of St Andrew a Grade I listed building (NHLE 1062733), West Street and Chapel Lane. As such, there is the potential for the proposed works to impact upon these heritage assets, any such impact would need to be weighed against the public benefits of the proposed works (NPPF 215).

5.2.2 This is a revision of the previous proposal of 8No glamping pods, reducing the proposal down to 3No glamping pods, set along the south-western boundary of the site. The site historically comprised a large orchard, bound by the water course. This orchard had been removed in the course of the second half of the 20th century. The plan provided makes an indication that some trees may be planted fronting the glamping site. Laurels, ornamental fruit trees and native hedgerows are proposed, albeit the location of any of these is unclear; it may be advised to focus on the orchard aspect within the site. The structures in principle are of moderate scale, but as the landscaping is unclear, it is not possible to ascertain how much of these structures would be visible.

5.2.3 The reduction of pods likely reduced the potential visual impacts upon the conservation area and adjacent heritage assets, however a clear determination of this cannot be made without a detailed landscaping plan, which should also make note of the undulation of the landscape.

5.3 Environment Agency

5.3.1 Environment Agency does not wish to make any comments on this application.

5.4 Environmental Protection Services

5.4.1 I have reviewed the site plan submitted in relation to the proposed glamping site, and I note that the bin store and car park are positioned adjacent to an existing residential property. Without appropriate mitigation and site management, this layout has the potential to result in odour and noise nuisance affecting neighbouring residents.

5.4.2 Here are some things to consider:

5.4.3 Boundary Treatment Could the applicant clarify what currently forms the boundary between the residential property and the proposed site? It may be beneficial to install an acoustic fence or similar physical barrier to help reduce noise from vehicle movements, conversations, and general activity near the boundary.

5.4.4 Waste Management

- Bins should be kept securely closed at all times and located in a covered, ventilated, and enclosed storage area.
- Waste should be collected frequently to avoid odour issues, particularly during warmer months when occupancy levels may be higher.

5.4.5 Car Park

- Consideration should be given to the potential for disturbance from vehicle movements, particularly at night.
- The applicant should implement a site-wide speed limit, restrict engine idling, and discourage excessive engine revving or playing music from cars.
- It may also be appropriate to introduce time restrictions for vehicle access or a managed parking policy after certain hours.

5.4.6 Noise and Site Supervision

- Clear restrictions on the use of amplified music should be imposed. This could include:
 - Prohibiting outdoor amplified music entirely,
 - Limiting its use to specific hours (e.g. 10:00–21:00).

Details should be provided on how the site will be supervised or managed to prevent noise nuisance from glamping pod occupants, particularly in the evening.

The Environmental Protection Act 1990 may apply if noise from guests or music becomes a statutory nuisance. While the World Health Organisation defines nighttime as 23:00–07:00, cumulative noise from multiple occupied pods may give rise to complaints even before these hours.

5.4.7 Check-In Times

- It would be helpful to clarify the latest check-in time allowed, as late arrivals and associated car movements could disturb nearby residents during the evening or night.

5.4.8 Open Fires / Smoke and Odour

- If the use of fire pits or open fires is proposed, the applicant should set out how they will: Ensure only clean, dry wood or authorised fuel is used,
- Provide appropriate kindling or fuel (potentially sold on site),
- Prohibit the burning of waste or unsuitable materials.

This would help reduce the risk of smoke and odour nuisance.

5.5 Construction work : To minimise noise impacts on the existing residential dwellings, it is recommended that construction work shall only be carried out between the hours of 7:30 am to 6:00 pm Monday to Friday and 9:00 am to 1:00 pm on a Saturday. Construction work shall not be carried out on Sundays or Public Holidays.

5.6 I appreciate that not all of these points may be enforceable through planning conditions. However, where planning conditions are not appropriate, many of these matters may be more suitably addressed through the site licence (required under the Caravan Sites and Control of Development Act 1960), which the applicant will need to obtain separately from the local authority.

5.7 **Folkingham Parish Council**

5.7.1 Folkingham Parish Council have several concerns regarding this application, which equate to an objection:

- 5.7.2 1) It creates a precedent for tourist-related development on rural land to the south of Folkingham and would provide a potential green light for further projects leading to the destruction of historic features (medieval ridge and furrow in adjacent fields which now have tarmacked vehicle access) and key rural views to the village centre from the south.
- 5.7.3 2) The site access is onto a narrow country lane very close to its junction with the 415 and right on a dangerous right-angle bend. This generates safety concerns from increase in traffic and vehicles manoeuvring in this area.
- 5.7.4 3) The development is in a medium food risk area, being sited close to one of the feeder streams for the Ouse. This suggests the site is not suited for development as it could be at risk of surface water flooding as well as flooding from the feeder streams
- 5.7.5 4) The proposal will have an inevitable environmental impact in relation to waste and sewerage/drainage and noise which will have an impact on local residents. There are no firm details on the sewage and wastewater and the car parking and bin store are very close to the adjacent property, which will cause noise pollution and potentially light pollution.
- 5.7.6 Addendum: The position of Folkingham Parish Council remains the same after these conditions. We support the objections made by residents in the vicinity and to the urbanisation of this rural area, which has the potential to expand. We also support the conservation officer's concerns. The application makes reference to multiple types of holiday type homes, which is also a cause for concern.

5.8 **Heritage Lincolnshire**

- 5.8.1 We have no archaeological comment in respect of the above application.

5.9 **Lincolnshire County Council - Highways & SuDS**

5.9.1 **Lead Flood Authority – Drainage Matters**

- 5.9.2 Insufficient information has been provided to demonstrate that the use of sustainable drainage systems for the management of surface water run-off is inappropriate for this site in accordance with the National Planning Policy Framework.
- 5.9.3 Risk of Surface Water Flooding Environment Agency surface water flood risk maps demonstrate the risk of surface water flooding the proposed development has not adequately addressed this risk. Insufficient evidence has been provided to demonstrate that the site can effectively manage surface water runoff without increasing flood risk on-site or elsewhere. The proposal therefore fails to demonstrate compliance with national and local policies relating to flood risk and sustainable drainage.
- 5.9.4 Lack of Adequate Testing and Supporting Information The application is not supported by sufficient technical evidence to fully assess the suitability of the proposed drainage strategy. In particular, there is a lack of ground water monitoring and evidence of the ground water table necessary to demonstrate that the proposed system would operate effectively.
- 5.9.5 Infiltration and Ground Conditions Concerns The applicant has not provided adequate infiltration testing results in accordance with recognised standards to demonstrate that the ground conditions are suitable for infiltration based drainage solutions.
- 5.9.6 However, should the Local Planning Authority be minded to grant planning permission, the Highway Authority recommend that the below conditions be applied:

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

5.9.8 **Local Highway Authority – Highways Safety/Capacity**

5.9.9 The development proposal does not pose any specific highway safety risks, access position affords suitable visibility in both directions and provides safe access for both vehicles and pedestrians. Access will require designing and constructing to highway authority adoptable standards.

5.9.10 **Highway Capacity**

There is no precise definition of "severe" with regards to NPPF Paragraph 116, 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 Highway Authority does not consider that this proposal would result in a severe impact with regard to NPPF.

A travel plan is not required for a site of this size.

5.9.11 Should the Local Planning Authority be minded to grant planning permission, the Highway Authority recommend that the below conditions be applied:

- The development hereby permitted shall be undertaken in accordance with a Construction Management Plan and Method Statement that shall first be approved in writing by the Local Planning Authority. The Plan and Statement shall indicate measures to mitigate the adverse impacts of vehicle activity and the means to manage the drainage of the site during the construction stage of the permitted development and
- Prior to first occupation on site further details relating to the vehicular access to the public highway, including materials, specification of works and construction method shall be submitted to the Local Planning Authority for approval.

5.10 **Lincolnshire Fire and Rescue**

5.10.1 The Fire Authority object to the application on the grounds of inadequate access. It is the opinion of the Fire Authority that in order to remove the objection the following measures are required.

5.10.2 **ACCESS** : Access to buildings for fire appliances and fire fighters must meet with the requirements specified in Building Regulations 2010 (As Amended) Part B5. Particular attention should be given to Table 15.2. These requirements may be satisfied with other equivalent standards relating to access for firefighting, in which case those standards should be quoted in correspondence.

5.10.3 Lincolnshire Fire and Rescue also requires a minimum carrying capacity for hard standing for pumping appliances of 18 tonnes, not 12.5 tonnes as detailed in the Building Regulations 2010 (As Amended) Part B5.

5.11 **Lincolnshire Wildlife Trust**

5.11.1 Lincolnshire Wildlife Trust wishes to remove its holding objection to the above planning application. We are pleased to see that the applicant has now submitted plans for on-site biodiversity net gain in habitat, hedgerow, and watercourse units, along with a satisfactory Habitat Management and Monitoring Plan (HMMP)

6 Representations as a Result of Publicity

6.1 This application has been advertised in accordance with the Council's Statement of Community Involvement, and 16 letters of representation have been received, and the comments are summarised as follows:

1. Concerns with long term environmental impact to existing ecology and habitat, utilities and services (water, sewage electricity, waste management)
2. Visual intrusion, development would compromise visual character of the area and nearby conservation sites. The structures are a significant size and out of character.
3. Over development and precedent, future cumulative impact of traffic, noise and land pressure
4. Urbanisation, introduces urban infrastructure such as roads, lighting, signage to a rural place, risk of over-tourism Folkingham is only a small village with a single village shop and pub.
5. Traffic safety concerns, exit from site is poorly located on a bend and increased movements would result in increased road safety risks, narrow roads are unsuitable for increased vehicular traffic
6. Increased risk to local flooding (surface water and fluvial flooding) - introduction of impermeable surfaces increasing surface water runoff. Over past 10 years there have been incidences of flooding in the area - most recently January 2025.
7. The pods would result in a minimal local economic benefit, no local need in the area for camp sites, there is already a campsite operating in the village.
8. There is local opposition to the proposal, concerns include noise, quality of life, pollution, light pollution, increased activity and loss of privacy and possible overlooking - especially impacting immediate neighbours' residential amenities.
9. Proposal is contrary to Local Development Plan and the NPPF.
10. Placement of bins adjacent to neighbouring property boundary poses environmental and hygiene concerns including attraction of vermin.
11. EV charging stations adjacent neighbouring boundary are close to LPG tank - the stations needs to be 10 metres apart from the LPG tank - fire safety concerns.
12. Adjacent site contains a public footpath and watercourse running through site - concern regarding possible contamination of watercourse and public footpath (for surface and sewage water).
13. Neighbouring occupiers have concerns regarding the use of security cameras

14. Proximity of site to ridge and furrow in field patterns in locality

7 Evaluation

7.1 Principle of Development

7.1.1 Folkingham is classed as a Smaller Village within the settlement hierarchy, however the site is separated from the main built-up part of the settlement sufficiently for the land to be considered as being within open countryside. In relation to developments outside the main towns and sustainable villages, Policy SP5 (Development in the Open Countryside) states: Development in the open countryside will be limited to that which has an essential need to be located outside of the existing built form of a settlement. In such instances, the following types of development will be supported: a. agriculture, forestry, or equine development. b. rural diversification projects. c. replacement dwellings (one for one basis) or. d, e & f conversion of existing buildings.

7.1.2 Policy E7 (Rural Economy) states that proposals for farming, forestry, equine, rural enterprise and sports and recreation (amongst others) business schemes will be supported, provided that it is demonstrated that the business will help to support or regenerate the rural economy. Proposals must demonstrate that they meet all of the following criteria:

a) be of a scale appropriate to the rural location.

b) be for a use(s) which is(are) appropriate or necessary in a rural location, providing local employment opportunities which make a positive contribution to supporting the rural economy.

c) the use / development respects the character and appearance of the local landscape, having particular regard to the Landscape Character Assessment, and will not negatively impact on existing neighbouring uses through noise, traffic, light, and pollution impacts;

d) avoid harm to areas, features or species which are important for wildlife, biodiversity, natural, cultural, or historic assets, including their wider settings.

7.1.3 Further on rural economy, the NPPF Section 6: Building a strong, competitive economy, Para 88 provides that: Planning policies and decisions should enable:

a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings.

b) the development and diversification of agricultural and other land-based rural businesses.

c) sustainable rural tourism and leisure development which respect the character of the countryside; and

d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses, and places of worship.

7.1.4 The proposed use is considered to be a land-based rural business project that would also be considered to be a sustainable outdoor leisure facility. The use would be expected to respect the character and appearance of the area (subject to details) contributing positively to the economic growth of the rural area.

7.1.5 In addition, Policy E9: Visitor Economy identifies that proposals for the development of the local visitor economy will be supported where they:

- a) Allow provision for visitors which is appropriate in use and character to South Kesteven's settlements and maintains the quality of the countryside and the natural environment;
- b) Enhance existing tourist and visitor facilities; aid the retention and / or enhancement of existing overnight accommodation and the provision of new overnight accommodation;
- c) Allow new tourism provision and initiatives where these would also benefit local communities and support the local economy; and
- d) Allow new tourism development of an appropriate scale and use which utilises existing historic buildings in the countryside whilst respecting their character.

In all cases proposals should be of a scale appropriate to the setting of the area.

- 7.1.6 Proposals which generate high levels of visitor traffic or increased public use of tourist facilities should only be permitted within or on the edge of the towns and Larger Villages, or where they can be easily accessed by public transport, foot and cycle. The proposed development scheme would result in the delivery of new overnight accommodation, and as such would accord with criteria (b). However, as detailed above, all proposals are required to be of a scale appropriate to the setting of the area. In this respect, the proposed development would be situated just outside of the village Folkingham, which is identified as
- 7.1.7 In considering the scale of the development, the proposal is not considered to be large in scale, given the size of the site, with the provision of 3no. glamping pods to be sited over an extended period of time as the business establishes itself.
- 7.1.8 By way of demonstrating how to reduce vehicular movements to a minimum, the applicants have stated that "the business will be aimed at professional people and seniors who are keen to stay on site and enjoy the quiet environment and in addition make use of the local village shop and pub." The expected level of visitor traffic generated, with the maximum of 3 glamping pods, is not expected to be exceptionally high.
- 7.1.9 However, in addition clear consideration is given to the potential level of visitor traffic generated by the development, as well as the visual impact on the development in relevant sections of the report that follow.
- 7.1.10 Taking the above into account, the principle of the proposed leisure use is broadly acceptable and in accordance with Policies SD1, SP1; SP2, SP5, E7, and E9 of the SKLP and Sections 6 and the NPPF. Specific environmental and technical issues, which support this conclusion, are discussed in detail in the following sections below. Accordingly, it is considered that the proposal would be in accordance with the above local and national policies and would therefore be acceptable in principle.

7.2 **Impact on the Character of the Area**

- 7.2.1 The proposed holiday use is low intensity, proposing 3no. glamping units and 1no. purpose-built utility building on a relatively large, spacious site.
- 7.2.2 The units are all proposed to be the same in size and design, each measuring approximately 3.6m x 7.6m. The proposed layout, as amended, shows that the glamping Plots 1 - 3 would be located in a linear form along the western edge of the site. The utility building, bin store and car parking area would be located along the western edge but sited on a northern section of the site closest to the existing entrance to the site. A new laurel hedge is proposed to be sited along the common boundary with the neighbouring dwelling, next to the visitor parking area. The access way around the site would be gravel, however pop-up-bollards would restrict vehicular movements around the site to specific times.

Planting and landscaping are proposed throughout the site, although precise details are limited at this stage.

7.2.3 The land is unused grassland and the site is largely screened from view. The South Kesteven Landscape Character Assessment (adopted 2007) states that Folkingham falls within the Kesteven Uplands Character Area which defines some of the key characteristics as "relatively unified, simple, medium scale agricultural landscape, undulating landform bases around valleys of the River Witham and East and West Glen and Welland to the South, enclosed mostly by hedgerows, with hedgerow trees". When travelling along Bourne Road (to the east) or Greenfields Lane (to the north), the site is well screened as it is located behind dense hedgerow and existing vegetation. From adjacent land to the west, there is a public footpath where glimpses of the site are possible. The site is also partially visible from neighbouring private land to the west through gaps in the hedge and tree line. The proposed development proposes a change of use of the land to a campsite, which is considered to be a suitable low-impact development in a rural location such as this. The proposed built form would undoubtedly have an impact on the rural character of site, even if it is screened from view.

7.2.4 It is the officer's assessment that the potential impact can be lessened by the design of the built form and mitigated further by a robust landscape strategy. The 3no. pods are proposed to be a maximum of 2.6m in height and the utility building would be approximately 4.7m in height. Furthermore, they would have to be timber clad. The buildings are not considered to be excessive in scale, and the height and design are not dissimilar to stable buildings or field shelters that are commonly found in rural locations, although it is recognised that the manner in which they would be used would be different. The choice of materials would ensure their assimilation into the site in addition to a suitable landscaping strategy, to include details of new planting and means of enclosure around each pod and within the site as a whole. It is considered that it would be reasonable to request these details by way of an appropriately worded condition, and for the details to be submitted and approved by the LPA prior to occupation/use of the first pod. It is also considered important that all existing boundary hedging is retained, and where necessary gapped up or replaced and this could detail could also be secured by condition.

7.2.5 Taking the above into account, it is considered that by virtue of the design, and nature of the use, the proposal would be acceptable. The proposed development would not cause an adverse impact to the rural character or appearance of the area. The proposal would therefore not cause an adverse impact on the character of the area in accordance with Policy DE1 of the Local Plan, and the NPPF Section 12..

7.3 **Impact on the Folkingham Conservation Area**

7.3.1 In assessing the impact of the development on the character of the area, Folkingham village falls within the designated Conservation Area (CA) whereby the Council has a statutory duty under Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the Act) to pay special attention to the desirability of preserving or enhancing the character or appearance of the area.

7.3.2 Policy EN6 of the SKLP states that: The Council will seek to protect and enhance heritage assets and their settings in keeping with the policies in the National Planning Policy Framework. Development that is likely to cause harm to the significance of a heritage asset or its setting will only be granted permission where the public benefits of the proposal outweigh the potential harm. Proposals which would conserve or enhance the significance

of the asset shall be considered favourably. Substantial harm or total loss will be resisted. Proposals will be expected to take Conservation Area Appraisals into account, where these have been adopted by the Council.

- 7.3.3 The application site is situated to the south of the village of Folkingham bordered by the A15 Bourne Road to the east and north, and Greenfields Lane to the northwest. The Folkingham Conservation Area is situated to the north of the site and covers the Market Place, Folkingham Castle a Scheduled Monument (NHLE 1005021), Church of St Andrew a Grade I listed building (NHLE 1062733), West Street and Chapel Lane. As such, there is the potential for the proposed works to impact upon these heritage assets, any such impact would need to be weighed against the public benefits of the proposed works (NPPF 215).
- 7.3.4 SKDC's Conservation Officer has stated that "The site historically comprised a large orchard, bound by the water course. This orchard had been removed in the course of the second half of the 20th century. The plan provided makes an indication that some trees may be planted fronting the glamping site. Laurels, ornamental fruit trees and native hedgerows are proposed, albeit the location of any of these is unclear; it may be advised to focus on the orchard aspect within the site. The structures in principle are of moderate scale, but as the landscaping is unclear, it is not possible to ascertain how much of these structures would be visible. The reduction of pods likely reduced the potential visual impacts upon the conservation area and adjacent heritage assets, however a clear determination of this cannot be made without a detailed landscaping plan, which should also make note of the undulation of the landscape."
- 7.3.5 It is the Officers assessment that whilst the site does not fall directly within the designated Conservation Area it is recognised that there is potential for the development to potentially impact the setting of the Conservation Area. The Folkingham Conservation Areas Appraisal states that the spatial character and townscape quality [of the Conservation Area] is informed by the four approaches to the Conservation Area, one of them being the southern approach along Bourne Road which offers long views of the village from the brow of the hill, where the church dominates the village from this vantage point in terms of scale, positioning and materials.
- 7.3.6 Where a development will lead to less than substantial harm to the significance of a designated heritage asset, the harm should be weighed against the public benefits of the proposal. Whilst the Conservation Officer does not specifically identify harm to the significance of the Conservation Area, it is recognised that there is insufficient information regarding landscaping to quantify a level of harm. It is considered that the principle of a change of use of the site to a camping site in this location is acceptable. The choice of materials would ensure the assimilation of the pods into the site in addition to a suitable landscaping strategy, to include details of new planting and means of enclosure around each pod and within the site as a whole. It is considered that it would be reasonable to request these details by way of an appropriately worded condition, and for the details to be submitted and approved by the LPA prior to occupation/use of the first pod, in order to ensure that the setting of Folkingham Conservation Area would not be harmed. It is also considered important that all existing boundary hedging is retained, and where necessary gapped up or replaced and this could detail could also be secured by condition. Precise details of planting and future landscape maintenance and management should be included within the landscape strategy. As such, subject to the imposition of conditions for the proposed landscaping details and implementation, it is the Case Officer's assessment that

the proposed development would not result in harm to the setting or significance of the Conservation Area or any listed buildings.

7.3.7 Taking into account the above matters it is considered that the proposed development would accord with local plan policy EN6 and NPPF Section 16 particularly if the development was to be undertaken in accordance with the submitted layout plan and subject to appropriate landscaping conditions.

7.4 **Impact on Residential Amenity**

7.4.1 The nearest residential property to the proposal is the applicant's property and existing dwelling (Four Seasons) located to the west of the application site. There are concerns that this particular neighbours' residential amenities will be impacted by the proposed development. The proposed change of use of the land will undoubtedly have some impact, as its use would result in more comings and goings from the site and a change in the way the site is currently used.

7.4.2 In respect of noise and disturbance, the Applicants provided a Noise Assessment report, prepared in January 2026. The Noise Consultants were commissioned to undertake a noise impact survey and assessment for the proposed holiday lodges. The survey was undertaken in accordance with BS8233 as a new development within a designated area. BS3632:2023 was also considered as this standard covers residential park homes, which is the closest legislation that provides guidelines for the holiday-let industry.

7.4.3 As a baseline, sound level meters were installed at the site in order to ascertain existing background noise levels generated by existing sources and the measurements were taken by a fully qualified engineer. Modelling software was then used to predict the noise impact across the entirety of the existing site for the proposed holiday lets (using the proposed layout plan). The predictions were made on a completed site with mixed soft and hard ground across the site. The reports states that "the current model does not include any form of wooden fencing separating the pods/cabins etc, and between the road and the dwellings on the East boundary. Any additional fencing added to the site close to the pods may reduce the noise impact further than has been predicted within this report."

7.4.4 "The report concludes that the proposed development will be suitable in accordance with the BS8233:2014 and BS3263:2023 providing the suggested mitigation measures are put into place. The site itself is not expected to generate any significant noise levels as it (in the current planned format) does not contain:

- o Industrial noise sources (ASHPs, AC Units, Generators etc)

- o Clubhouse/social hub building is planned which may contain music, alcohol serving and gathering of guests

- o Noise generating site activities."

7.4.5 Further to this a Noise Management Plans has been submitted which states that site rules will be in place for guests setting out a clear 'quiets hours' policy, staff manager presence, acoustic barriers including hedging and fencing, ban on larger speakers/amplified music, limiting check-in/check-out times, providing acoustic boundary along neighbours boundary, outdoor seating and fire pits within privacy fenced areas for each holiday lodge, daytime hours for deliveries, hot tub/water pumps - use of low-noise pumps and restrict hours of use and pets on site.

- 7.4.6 It is proposed to store refuse in an allocated bin storage area next to the utility shed located adjacent to the western boundary and the allocated car parking area. The EV charging points will be located a minimum of 10m from the LPG tank.
- 7.4.7 Further to this the 'glamping units', and utility building will be partially visible from the neighbour's point of view. It is however considered that the glamping units themselves will be some distance from the neighbouring boundary so as to avoid direct overlooking or loss of privacy to their primary living space or private amenity space.
- 7.4.8 It is acknowledged however that the proposed holiday accommodation would result in a small increase in the number of vehicles visiting the site, and there will be an area of parking provision.
- 7.4.9 Taking into account the nature of the proposal, scale and design, it is considered that there would be no significant or unacceptable impact on the residential amenities of the host property or any future occupiers of the host property, and it is therefore considered that the proposal is in accordance with Policy DE1 of the Local Plan and Part 12 of the NPPF.

7.5 **Highway Safety**

- 7.5.1 Lincolnshire County Council as the Local Highway Authority have commented that the development does not pose any specific highway safety risks, access positions afford suitable visibility in both directions and provides safe access for both vehicles and pedestrians. Access will require designing and construction to highway authority adoptable standards. With regard to highway capacity, LCC have commented that there is no precise definition of "severe" with regards to NPPF Paragraph 116, 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.
- 7.5.2 The development, if approved, would require the improvement of the existing access to a bound material within the extents of the public highway. Whilst LCC have requested a suitably worded condition could be imposed requiring the applicant to submit details demonstrating access improvements, these technical details will be required to be submitted and approved by LCC under Section 278 of the Highways Act and so a Planning condition would be unnecessary.
- 7.5.3 The proposal would retain adequate access, parking and turning facilities and would not have an unacceptable adverse impact on highway safety in accordance with the NPPF Section 9, subject to conditions.

7.6 **Drainage and Flooding**

- 7.6.1 Policy EN5: Water Environment and Flood Risk Management states that all development must avoid increasing flood risk. Surface Water should be managed effectively on site through the use of Sustainable Drainage Systems (SuDS) unless it is demonstrated to be technically unfeasible.

- 7.6.2 Section 14 of the NPPF states that inappropriate development in areas of flooding should be avoided by directing development away from areas of highest risk.
- 7.6.3 The application is site located within Environment Agency (EA) Flood Zones 1 which means that the land has a low probability of flooding from rivers.
- 7.6.4 Several comments have been received from local residents concerned about surface water drainage and the capacity for further foul water drainage within the village
- 7.6.5 Lincolnshire County Council as Local Lead Flood Authority have commented that the Environment Agency surface water flood risk maps demonstrate the risk of surface water flooding at the site and that insufficient evidence has been provided to demonstrate that the site can effectively manage surface water runoff without increasing flood risk on site or elsewhere. Furthermore, insufficient technical evidence and infiltration testing results to fully assess the suitability of the proposed drainage strategy have been submitted. However, should the Local Planning Authority be minded to grant planning permission, the Lead Flood Authority recommended that conditions and informative should be applied, in order to mitigate flood risks.
- 7.6.6 In respect of the above, the Case Officer notes that the applicant has undertaken a programme of infiltration testing, which indicates that the site is capable of infiltration. The Lead Local Flood Authority have not identified any concerns with the methodology of the infiltration testing undertaken but have indicated that further testing would be required to be satisfied as to the reliability of the findings. In this respect, it is the Case Officer's assessment that the imposition of a condition requiring the completion of further testing and the submission of the final surface water drainage strategy would adequately address this concern.
- 7.6.7 Regulations for surface water and foul drainage are primarily covered under Approved Document H: Drainage and Waste Disposal under the Building Regulations 2010. Within the regulations it sets out the expected sustainable hierarchy for surface and foul water drainage for all development, which prioritises sustainable drainage methods. Meaning that foul water must connect to a public sewer as a first option, using only private treatment (package treatment plants) only if a public sewer is unavailable. Similarly, surface water treatment would be expected to be follow the hierarchy of infiltration systems in the first instance (including use of soakaways), if that's not possible then by discharge to a watercourse (which requires approval) or connection to a surface water sewer.
- 7.6.8 This hierarchy is in line with Policy EN5 of the SKLP which requires Surface water should be managed effectively on site through the use of Sustainable Drainage Systems (SuDs) unless it is demonstrated to be technically unfeasible. All planning applications should be accompanied by a statement of how surface water is to be managed and in particular where it is to be discharged. Surface water connections to the public sewage network should only be made in exceptional circumstances. On-site attenuation and infiltration will be required as part of any new development wherever possible. Opportunities must be sought to achieve multiple benefits, for example through green infrastructure provision and biodiversity enhancements in addition to their drainage function.
- 7.6.9 The application form states that foul sewage would be disposed of by way of septic tanks and package treatment plants and that surface water would be disposed of by SuDs (rainwater harvesting butts, permeable paving and a swale which will attenuate 14.1m³ prior to infiltrating to ground, subject to site investigation.

- 7.6.10 Anglian Water Services (AWS) have been consulted and have not objected to the proposal as the proposal as the drainage system does not directly or indirectly involve the discharge of water into a watercourse.
- 7.6.11 Given the above, it is the Officer's assessment that the drainage is proposed to be in accordance with the requirements of Policy EN5 of the SKLP and that further details can be adequately addressed by way of a suitably worded conditions requiring a Construction Management Plan and Method Statement and Surface Water Drainage Scheme to be submitted and approved in writing by the LPA prior to occupation, and through Building Regulations should the application to be recommended for approval. The proposal is acceptable, in principle and is in accordance with Policies ID2 and EN5 of the South Kesteven Local Plan and Sections 9 and 14 of the NPPF.

7.7 Ecology and Biodiversity

- 7.7.1 Policy EN2 (Protecting Biodiversity and Geodiversity) identifies that the Council will seek to facilitate the conservation, enhancement and promotion of the District's biodiversity and geological interest of the natural environment. This includes seeking to enhance ecological networks and seeking to deliver a net gain on all proposals where possible.
- 7.7.2 Further, Section 7A of the Town and Country Planning Act 1990 (as amended by the Environment Act 2021), imposes a statutory obligation for all planning permissions granted to deliver a minimum 10% biodiversity net gain, which is to be measured using the DEFRA biodiversity metric. The requirement to deliver this 10% net gain is to be secured via a statutory pre-commencement condition attached to all planning permissions.
- 7.7.3 The application is accompanied by a BNG Baseline Report and completed BNG metric. The completed metric indicates that the on-site baseline comprises 2.13 area habitat units, 1.01 hedgerow units and 0.03 watercourse units. To achieve the required 10% on-site gain an additional 0.22 habitat unit, 0.17 hedgerow units and 0.02 watercourse units would be required to be created at the site. The Lincolnshire Wildlife Trust has not objected to the proposed development. Policy EN2 and the NPPF para 193 require developers to follow a biodiversity hierarchy seeking first to avoid harm, then mitigate and as a last resort compensate. Similarly, in relation to all onsite habitats which are adversely affected by the development, the BNG hierarchy requires that adverse effect should be compensated by prioritising in order, where possible, the enhancement of existing onsite habitats, creation of new onsite habitats, allocation of registered offsite gains and finally the purchase of biodiversity credits.
- 7.7.4 In this instance, the site appears to be large enough to enhance on-site habitats. Therefore, it is considered that the scheme could be compliant with Policy EN2 and the NPPF para 193, as well as the statutory requirements of BNG, however this has not been fully demonstrated through this application, and it is not clear what affect full compliance would have on the proposed number of log cabins.
- 7.7.5 Should the application be recommended for approval then the statutory planning condition would require the submission of a completed Habitat Management and Monitoring Plan (the HMMP)], prepared in accordance with the approved Biodiversity Gain Plan, which would be approved prior to commencement of works on site.

7.8 Other Matters

- 7.8.1 Lincolnshire Fire and Rescue have objected to the proposal on the grounds of inadequate access. Fire Safety Regulations are controlled under The Building Regulations, Approved

Document B5: Fire Safety and therefore it is not reasonable or necessary to require details of access for firefighting by way of a planning condition.

8 Crime and Disorder

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

9 Human Rights Implications

9.1.1 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. It is considered that no relevant Article of that act will be breached.

10 Conclusion and Planning Balance

10.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise.

10.1.2 The current proposal is for full planning application which seeks permission for the change of use of grassland as a glamping site including 3no. ecofriendly glamping pods, utility building, creation of car parking area and associated landscaping.

10.1.3 Folkingham is classed as a Smaller Village within the settlement hierarchy, however the site is separated from the main built-up part of the settlement sufficiently for the land to be considered as being within open countryside. In relation to developments outside the main towns and sustainable villages, Policy SP5 (Development in the Open Countryside) states: Development in the open countryside will be limited to that which has an essential need to be located outside of the existing built form of a settlement. In such instances, the following types of development will be supported: a. agriculture, forestry, or equine development. b. rural diversification projects. c. replacement dwellings (one for one basis) or. d, e & f conversion of existing buildings

10.1.4 The use of the land as a glamping site in this countryside location, is considered to be acceptable in line with criteria b. of SKLP Policy SP5, as the use is considered to be a rural diversification project, which is a suitable use to being located outside of the existing built form of a settlement. The proposal is for 3no. glamping units on a relatively large site, as such the proposal has been assessed against Policy E7: Rural Economy where proposals for small tourism business schemes will be supported providing that the proposal is appropriate to the rural location and providing that the development respect the character and appearance of the local landscape, avoids harm to wildlife and biodiversity and that proposal which generate high levels of visitor traffic or increased public use will only be permitted within or on the edge of towns or larger villages. The proposal has also been assessed against other relevant SKLP Policies, DE1, EN5 and ID2. Subject to appropriate conditions it is not expected that the proposed use of the site, at the scale proposed and in its screened location would result in a negative impact to local distinctiveness, vernacular or the character of the area. Appropriate mitigation measures have been proposed so as to ensure there would be no adverse impact on the amenity of neighbours in terms of noise, light pollution, loss of privacy or loss of light. Furthermore, the proposal would not be located in an area where there is a high risk of flooding from main rivers and is not expected to severely impact the highway network. Whilst there is concern regarding surface water drainage, it is considered that the impacts of the proposal could be mitigated against by the

submission of a comprehensive drainage strategy which could be secured byway of a condition.

- 10.1.5 It is considered that 10% BNG uplift is capable of being achieved as a result of the development and this can be secured by appropriate condition, and as such is a benefit of the proposal.
- 10.1.6 Taking all of the above into account, it is Officers' assessment that the application proposals would accord with the adopted Development Plan when taken as a whole, and the material considerations in this case, also indicate that planning permission should be granted; although appropriate conditions are recommended.

11 RECOMMENDATION

- 11.1 To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to conditions.

Time Limit for Commencement

- 1) The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason: In order that the development is commenced in a timely manner, as set out in Section 91 of the Town and Country Planning Act 1990 (as amended)

Approved Plans

- 2) The development hereby permitted shall be carried out in accordance with the following list of approved plans:
- i. Site Location Plan received 7 January 2025
 - ii. Drawing No.2024-PRO9-OFA-DR-PA-01 Rev F received 17 March 2026

Unless otherwise required by another condition of this permission.

Reason: To define the permission and for the avoidance of doubt.

Prior to Commencement

- 3) The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP)], prepared in accordance with the approved Biodiversity Gain Plan and including:
- a) a non-technical summary;
 - (b) the roles and responsibilities of the people or organisation(s) delivering the (HMMP)
 - (c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
 - (d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of the habitat works and;
 - (e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority, has been submitted to, and approved in writing by, the local planning authority.

The development shall be undertaken in accordance with the approved details.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 (and policy EN2).

- 4) Before the development hereby permitted is commenced, details of hard landscaping works shall have been submitted to and approved in writing by the Local Planning Authority. Details shall include
- i. proposed finished levels and contours;
 - ii. means of enclosure (including for each unit and utility/bin storage area);
 - iii. car parking layouts;
 - iv. other vehicle and pedestrian access and circulation areas;
 - v. hard surfacing materials;

Reason: Hard landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

- 5) The development hereby permitted shall be undertaken in accordance with a Construction Management Plan and Method Statement that shall first be approved in writing by the Local Planning Authority. The Plan and Statement shall indicate measures to mitigate the adverse impacts of vehicle activity and the means to manage the drainage of the site during the construction stage of the permitted development. It shall include;
- o the phasing of the development to include access construction;
 - o the on-site parking of all vehicles of site operatives and visitors;
 - o the on-site loading and unloading of all plant and materials;
 - o the on-site storage of all plant and materials used in constructing the development;
 - o wheel washing facilities;
 - o the routes of construction traffic to and from the site including any off-site routes for the disposal of excavated material and;
 - o 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 (temporary or permanent) connect to an outfall (temporary or permanent) during construction.

Reason: In the interests of the safety and free passage of those using the adjacent public highway and 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.

- 6) Before the development hereby permitted is commenced, a surface water drainage scheme shall first have been submitted to and approved in writing by the Local Planning Authority.

The scheme shall:

- be based on verified groundwater levels and seasonal variations, as evidenced through on-site monitoring conducted over a six-month winter period;
- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;

- provide flood exceedance routing for storm event greater than 1 in 100 year;
- 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;
- provide attenuation details and discharge rates which shall be restricted to greenfield runoff rate;
- provide details of the timetable for and any phasing of implementation for the drainage scheme; and
- 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 part of the development 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 permitted 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.

During Construction

- 7) Before any of the works on the external elevations for the building(s) hereby permitted are begun, specification of the materials (including colour of any render, paintwork or colourwash) to be used in the construction of the external surfaces shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

- 8) Before any construction work above ground is commenced, details of any soft landscaping works shall have been submitted to and approved in writing by the Local Planning Authority. Details shall include:

- i. planting plans;
- ii. written specifications (including cultivation and other operations associated with plant and grass establishment);
- iii. schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;

Reason: Soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policies DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

Prior to Occupation.

- 9) A Landscape Management Plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved by the local planning authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

Reason: To ensure the satisfactory appearance of the development in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

- 10) Before any part of the development hereby permitted is occupied/brought into use, all hard landscape works shall have been carried out in accordance with the approved hard landscaping details.

Reason: Hard landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

- 11) Before the end of the first planting/seeding season following the occupation/first use of any part of the development hereby permitted, all soft landscape works shall have been carried out in accordance with the approved soft landscaping details.

Reason: Soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policies DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

- 12) Before any part of the development hereby permitted is occupied/brought into use, the external surfaces shall have been completed in accordance with the approved details.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Ongoing

- 13) Monitoring reports shall be submitted to the local planning authority in writing in accordance with the methodology and frequency specified in the approved (HMMP).

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 (and policy EN2).

- 14) Notice in writing shall be given to the Council when the Habitat Management and Monitoring Plan (HMMP) works have started.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990.

- 15) The created and/or enhanced habitat specified in the approved Habitat Management Monitoring Plan [HMMP] shall be managed and maintained in accordance with the approved [HMMP].

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990.

- 16) Within a period of five years from the first occupation of the final unit of the development hereby permitted, any trees or plants provided as part of the approved Landscape Management Plan, that die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced in the first planting season following any such loss with a specimen of the same size and species as was approved in condition above unless otherwise agreed by the Local Planning Authority.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs and in accordance with Policies DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

- 17) The glamping site hereby permitted shall operate in accordance with the approved Site Management Plan (including Waste Management and Noise Management Plan) dated September 2025.

Reason: To prevent disturbance to the amenities of residents living in the locality and in accordance with Policies EN4 and DE1 of the adopted South Kesteven Local Plan.

18) The holiday accommodation hereby approved shall be occupied only in strict accordance with the following requirements:

i. The holiday lodges shall be occupied for holiday purposes only.

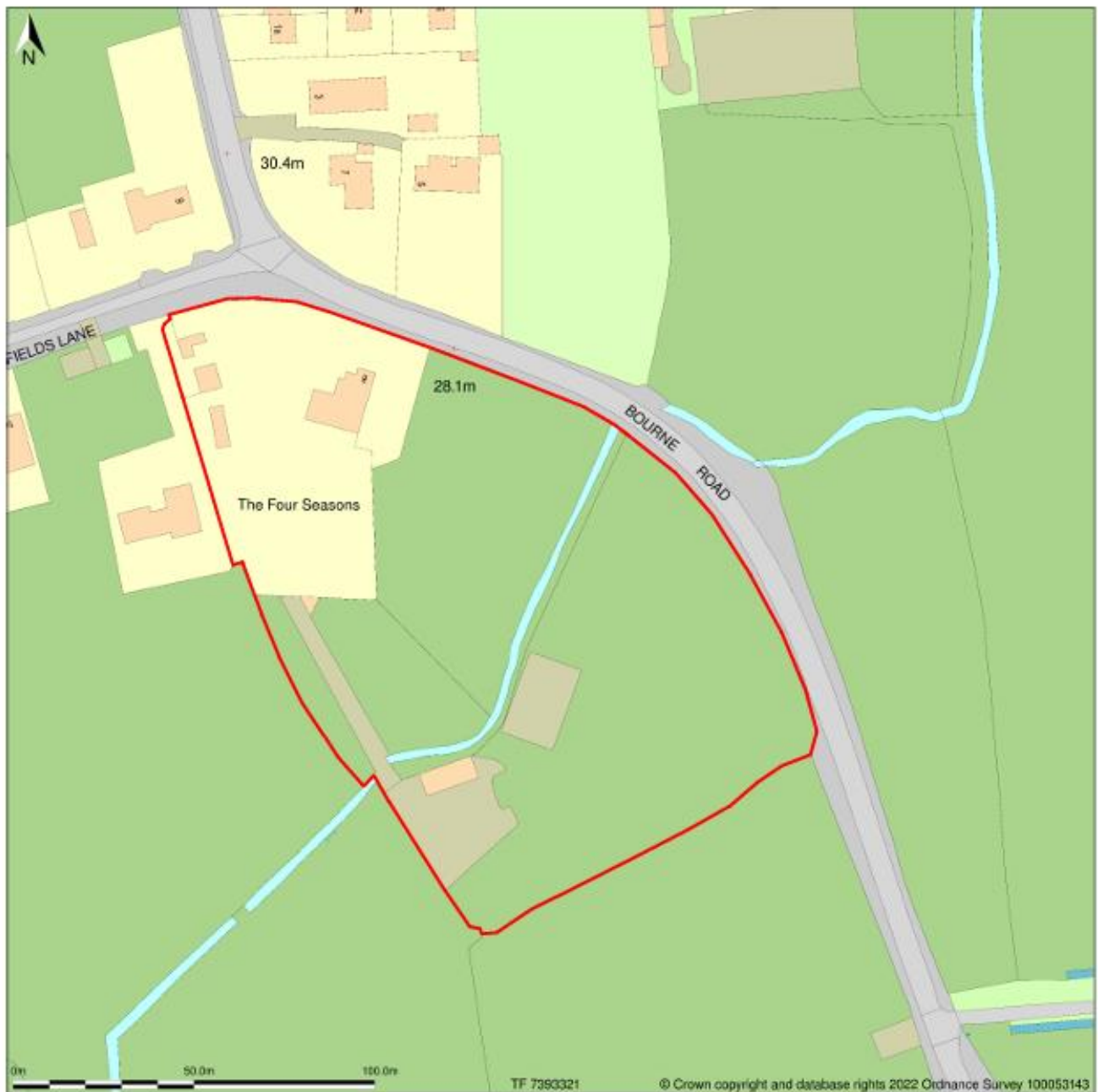
ii. The holiday lodges shall not be occupied as a person's sole, or main place of residence.

iii. A register of occupancy of the holiday lodges, to include the details of motor vehicle registration numbers, the names and addresses of all occupants and their arrival and departure dates, shall be kept by the site manager and shall be made available at all reasonable times for inspection by officers of the local planning authority".

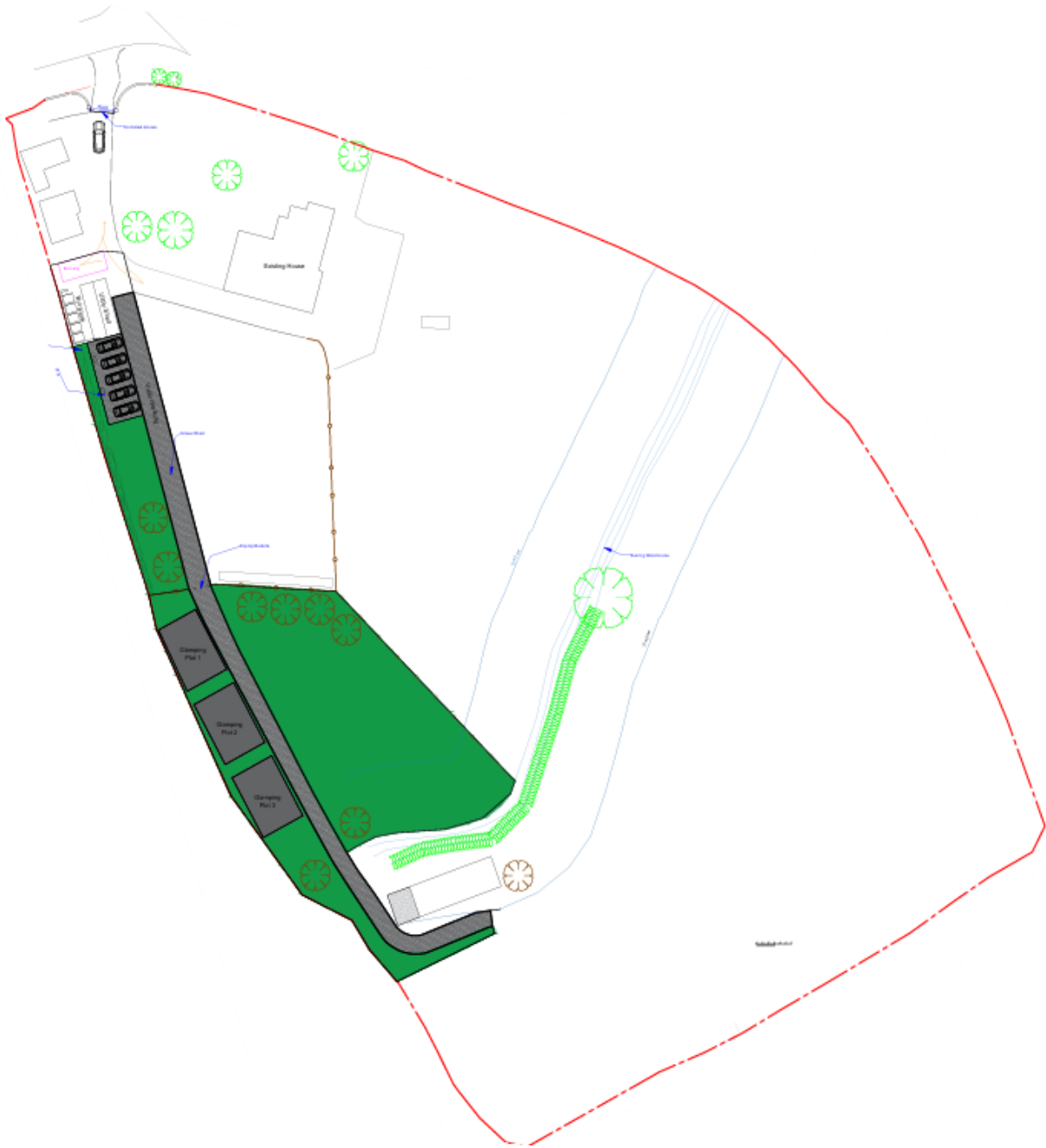
Reason: To ensure that the permitted holiday lodges are not occupied for permanent residential use having regard to the site's location outside of the main built-up area of an existing setting within the District, and the overall spatial strategy for residential development set out in Policy SP1 and SP2 of the adopted South Kesteven Local Plan.

SITE LOCATION PLAN

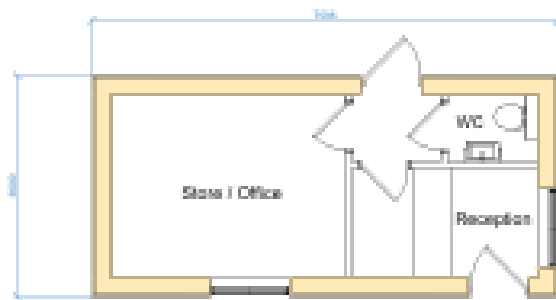
8, Bourne Road, Folkingham, Lincolnshire, NG34 0SQ



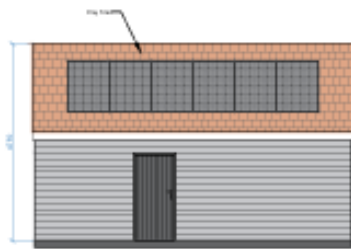
LAYOUT PLAN



Proposed Plans – Utility Shed



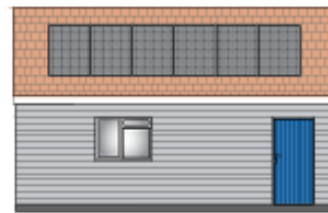
Plan Elevation
(Utility Shed)



Rear Elevation



End Elevation



Front Elevation

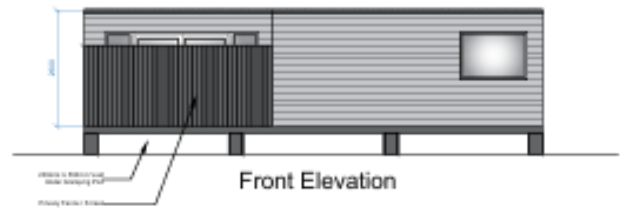


End Elevation
(Facing Main Gate)

Proposed Glamping



Sample Plan Elevation
(GLP - Type Pod Unit)



Front Elevation

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