

Planning Committee



SOUTH
KESTEVEN
DISTRICT
COUNCIL

Thursday, 19 March 2026 at 10.00 am
Council Chamber - Council Offices,
St. Peter's Hill, Grantham. NG31 6PZ

Committee Members: 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 Tim Harrison,
Councillor Gloria Johnson, Councillor Vanessa Smith, Councillor Sarah Trotter,
Councillor Mark Whittington and Councillor Paul Wood

Agenda

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

- 1. Register of attendance and apologies for absence**
- 2. Disclosure of interests**
Members are asked to disclose any interests in matters for consideration at the meeting
- 3. Minutes of the meeting held on 19 February 2026** (Pages 5 - 44)

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.

'Due to the amount of business on the agenda, there is likely to be an interval after the first 9 agenda items, with the committee reconvening at 1pm'

4. **Application S25/1526** (Pages 45 - 57)
- Proposal:** Outline application for a residential development (7 dwellings) with all matters reserved except for access.
- Location:** Constables Field, Belton Lane, Manthorpe, Grantham
- Recommendation:** To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to conditions.
5. **Application S25/2443** (Pages 59 - 71)
- Proposal:** New farm access track across field to new barn
- Location:** Toll House Farm, Farm Land Adjacent To Mill House, Bourne Road, Folkingham, NG34 0HA
- Recommendation:** To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to conditions
6. **Application S25/2462** (Pages 73 - 82)
- Proposal:** Repair 4 Oak supporting posts to the roof canopy after stripping off existing Collyweston roof slates. The slates are to be cleaned and reinstated once the works to the timber structure have been completed
- Location:** Land Off Of Elm Avenue, Witham On The Hill
- Recommendation:** To authorise the Assistant Director for Planning & Growth to GRANT listed building consent subject to conditions
7. **Application S25/2223** (Pages 83 - 87)
- Proposal:** Lateral crown reduction to Oak tree (TPO-356)
- Location:** Land Adjacent To Numbers 11-21 (Odd Numbers), Rosemary Avenue, Market Deeping, PE6 8JY
- Recommendation:** To authorise the Assistant Director – Planning & Growth to GRANT Consent, subject to conditions
8. **Application S25/2444** (Pages 89 - 93)
- Proposal:** Remove Sycamore tree, Mulberry tree and Weeping Ash tree (TPO-188)
- Location:** St Wulfram's Church, Church Street, Grantham, Lincolnshire, NG31 6SR
- Recommendation:** To authorise the Assistant Director – Planning & Growth to GRANT Consent,

subject to conditions

- 9. Application S25/2282** (Pages 95 - 99)
- Proposal:** Lateral reduction and shorten upper most leaders of Tree A, Selective pruning to provide clearance on Tree B (TPO-190)
- Location:** Land North Of Main Road, (Between Greystones And No.1 West Road), Tallington, Stamford, PE9 4RS
- Recommendation:** To authorise the Assistant Director – Planning & Growth to GRANT Consent, subject to conditions
- 10. Application S24/2218** (Pages 101 - 129)
- 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
- 11. Application S25/0505** (Pages 131 - 166)
- Proposal:** Outline planning permission, with all matters reserved except for access, for commercial floorspace and industrial development providing up to 140,000 sqm total GIA of general industrial (Use Class B2) and storage and distribution (Use Class B8) floorspace with ancillary office (Use Class E(g)(i)) floorspace and supporting infrastructure including earthworks, drainage, landscaping, parking, servicing, and other associated works
- Location:** Land south of Gorse Lane, west of A1, Grantham
- Recommendation:** To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to conditions and the completion of a Section 106 legal agreement
- 12. Any other business, which the Chairman, by reason of special circumstances, decides is urgent**

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Minutes

Planning Committee

Thursday, 19 February 2026, 10.00 am

Council Chamber – South Kesteven
House, St. Peter's Hill, Grantham, NG31
6PZ



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 Paul Fellows
Councillor Tim Harrison
Councillor Sarah Trotter
Councillor Mark Whittington

Cabinet Members present

Councillor Phil Dilks (Cabinet Member for Planning)

Other Members present

Councillor Paul Martin
Councillor Max Sawyer
Councillor Zoe Lane

Officers

Adam Murray (Principal Development Management Planner)
Venezia Ross-Gilmore (Senior Planning Officer)
Kevin Cartwright (Senior Planning Officer)
Letitia Barrowcliff (Assistant Planning Officer)
Hannah Noutch (Development Management Planner)
Amy Pryde (Democratic Services Officer)
Martha Rees (Legal Advisor)

89. Register of attendance and apologies for absence

Apologies for absence were received from Councillors Vanessa Smith, Paul Wood, Gloria Johnson and Patsy Ellis.

Councillor Max Sawyer substituted for Councillor Vanessa Smith.

90. Disclosure of interests

Councillor Harrish Bisnauthsing declared he was the Ward Councillor for S25/2401, however, he came to the Committee with an open mind.

Councillor Pam Byrd declared a personal interest for S25/0250. She would not participate in the meeting and would leave the Chamber.

Councillor Paul Fellows declared he was a Bourne Town Councillor and Ward Member for S25/0514. He came to the Committee with an open mind.

Councillor Tim Harrison was Ward Councillor for 3 applications on the agenda, however, he came to the Committee with an open mind.

Councillor Helen Crawford declared she was a Bourne Town Councillor for S25/0514, however, she came to the Committee with an open mind.

Councillor Charmaine Morgan declared an interest on S25/2345 and S25/1653, S25/1526 as a member of Grantham Town Council. She came to the Committee with an open mind.

The Chairman made the following statement:

‘With regards to application S25/2401 on the agenda, I make a declaration on behalf of all members that whilst it is acknowledged that the Council are the Applicant, this will not affect how members of the planning committee determine the application. All members have been trained and will determine the applications in accordance with their planning training and with an open mind. Any member who does not feel they are open minded to determine the applications should make a declaration to that effect and not vote on the application.’

91. Minutes of the meeting held on 11 December 2025

The minutes of the meeting held on 11 December 2025 were proposed, seconded and **AGREED** as a correct record.

92. Minutes of the meeting held on 22 January 2026

The minutes of the meeting held on 22 January 2026 were proposed, seconded and **AGREED** as a correct record.

93. Application S25/2345

Proposal:

Planning application for a proposed change of use of Offices (Use Class E) to a 13-bedroom House in Multiple Occupancy (HMO) (Use Class Sui

Generis) at rear ground floor and upper floors.
Replacement windows
Location: 24 St Peter's Hill, Grantham, Lincolnshire NG31
6QF
Recommendation: To authorise the Assistant Director – Planning to
GRANT planning permission, subject to conditions

Noting comments in the public speaking session by:

District Ward Councillors	Cllr Ben Green (Statement) Cllr Matt Bailey (Statement)
Applicant	Rahul Patel - Eldom Properties Ltd

Together with:

- Provisions within SKDC Local Plan 2011-2036 and National Planning Policy Framework (NPPF).
- Comments received from Lincolnshire County Council (Highways).
- Comments received from Grantham Town Council.
- No comments received from SKDC Environmental Protection.
- No comments received from Lincolnshire Police Designing Out Crime Officer.
- Comments received from NHS Lincolnshire Integrated Care Board.

The following comments were made by the public speakers:

- The over intensifications of HMOs in Grantham affecting the neighbourhood character, residential amenity, and community cohesion.
- That the application did not comply with DE1 and EN4 due to respecting local character and avoiding unacceptable impacts alongside environmental effects in terms of noise, waste storage, servicing, disturbance, and over-concentration.
- A failure to satisfy policy E6 due to loss of employment space. It was felt the supported housing benefit was not secured.
- Concern was raised on the consistency with a previously refused application of an HMO.
- The Applicant confirmed the building would be used as a therapy centre. The ground floor frontage would remain as commercial use.
- It was noted that no objections had been received from consultees or neighbours.
- That Policy GR4 supported the reuse of an existing building for a range of purposes, including residential.

- Officers had concluded the scheme would not provide harmful over concentration.
- The property would be leased to a registered social housing provider, working with the Council to ensure the scheme provides benefits for the community.
- In terms of amenity standards, all bedrooms exceed the HMO licensing standards.
- Dedicated bin storage, a secure cycle shelter and on-site parking would be provided with no objections from Environmental Health.

During questions to the Applicant, Members commented on the following:

- Clarification was sought around the term 'supported housing' and who would be providing the support at what times.

The Applicant confirmed the property would work in conjunction with the Council, Chapta and 3C Housing Association to deliver support housing. There would be a counselling room on site and would cater for residents with mental health, recovery from drug abuse or people released from prison.

- Concern was raised on the size of the rooms and outdoor space, especially if people with mental health struggles would reside there.

Clarification was provided around the size of the rooms, off-suites and dressing rooms and they met HMO standards for licensing.

- A query was raised on whether the Applicant had undertaken a broader search on other businesses on what could be commercially available.
- Clarification was sought on why the Applicant felt this location was appropriate, given the small outdoor amenity space for potential residents.

It was highlighted that the proposed therapy centre seemed like the ideal location due to its proximity to the centre of the town.

The Applicant had allocated 14 cycle sheds to the rear of the building, which would provide each occupant with a space to park their cycle, alongside a space for the counselling team. It was felt the location had adequate train and bus services nearby. The property would also have commercial bins available.

- Whether staff would be present on site 24 hours a day.

It was confirmed that a counsellor would visit the counselling room for 2-3 hours per day.

- A query was raised on who would maintain the 2 communal kitchens.

The Applicant stated that a lease would be signed with Chapta who would maintain and clean all communal areas. The property would have regular inspections take place.

- Whether the Applicant had considered using the counselling room as dual purpose.

The Applicant confirmed they were open for suggestions on use of the counselling room.

- One Member queried how the application complied with SKDC Local Plan Policies and the National Planning Policy Framework.

The Applicant highlighted the application complied with all minimum standards by 20% and they would work in close conjunction with Chapter.

- Concern was raised that no contract had yet been signed by Chapta and that another HMO provider may come in and negotiate for the site.

The Applicant confirmed Chapta were awaiting approval of the planning permission prior to signing the agreement.

- One Member requested whether surveys and evidence had been produced on parking. Concern was raised that majority of people may have a vehicle.

It was clarified that information had been provided from Chapta and the Council on the targeted residents and tenants for the property. The feedback received showed a very high chance of the residents Not owning their own vehicle.

- Further clarification was sought around waste provision.

It was confirmed 2 commercial bins would be provided for mixed waste and recycling. It was assumed the collections would be weekly, however, this would be dealt with Chapta and the Housing Association.

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

- That bedroom 10 did not have any wash facilities or cooking facilities.

It was confirmed bedroom 10 had an off-suite bathroom and dressing room across the hallway to access. They could access a kitchen on the 2nd floor of the property.

- That paragraph 7.4.1 outlined proposed that the HMO be used for supported housing for vulnerable individuals. It was queried whether the property would be entirely supported housing.

It was proposed for the entirety of the building to be supported living and individuals would be assessed through Chaptla in line with a contract.

Members were reminded that there should be no consideration for the people who may reside the property. The Planning Committee needed to consider the land use only.

For transparency, the Chairman highlighted that the Council were in conversations with the Applicant in terms of housing certain people in the property but this should not prejudice any decision.

- One Member felt the application conflicted against policies DE1, E6, H4, SP3, GR4 and the NPPF.

The Principal Development Management Planner clarified policy E6 related to the loss of employment land and would need to meet the criteria, however, the policy allowed loss of employment land to non-employment uses where it demonstrates compliance with any one of the criteria.

The policy itself protected primary shopping frontages; however, the proposed property was not within the primary shopping frontage. The ground floor frontage use would be retained for commercial purposes.

The site was considered a town centre location with local transport available nearby. The site was within close distance to public car parks.

- One Member queried whether the parking provision had been 'stress-tested' locally.

It was confirmed that no parking assessment had taken place, however, Lincolnshire County Council (Highways) were satisfied with the parking provision.

- Concern was raised around the external amenity space being too small for 13 people.

The Senior Planning Officer confirmed the space was a suitable quality of amenity space internally and externally for possible tenants.

- Clarification was sought on whether a measurement had been completed on the external space of the building for bins.

It was clarified there was not a minimum requirement for outside amenity space for an HMO. The drawings illustrated there would be sufficient space for two large bin containers.

- Concern was raised on mass congregation outside the front of the HMO.
- A query was raised on whether any weight could be given to the shop frontage being sold below the property.

The Principal Development Management Planner highlighted policy GR4 and primary shopping frontages. The policy recognised that the ground floor commercial use wanted to be retained but did allow for other uses.

- Concern was raised on a fire evacuation risk of 13 people evacuating from the back door only, amongst bins and bicycles.

Licensing regimes would deal with minimum space standards for the internal area. There was no standard for external amenity space.

- One Member proposed refusal of the application based on the cumulative impact of HMOs in Grantham in terms of character of the area and parking provision meaning it was contrary to policy DE1 and the aims of the NPPF.
- Further concern was raised on health, safety and wellbeing of the occupants of the HMO.

The proposal to refuse the application was not considered due to an original proposal to approve the application being debated. Under the Constitution it would require the proposal to approve the application to fall before the refusal could be debated.

- A query was raised on whether licensing regimes were a material planning consideration.

The Legal Advisor noted that matters covered by licensing regimes were not a material planning consideration. The NPPF dictates that Members should assume that other regulations and regulatory functions would operate appropriately and successfully.

The Chairman noted it was SKDC policy to encourage landlords to open up accommodation above shops and that at least 60 flats were available in Grantham Town Centre.

Final decision

It was proposed, seconded and **AGREED** to authorise the Assistant Director – Planning 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 and Existing Block Plan, drawing ref. FB25-0802 EX01A (received 03/12/25)
- ii) Proposed Floor Plans, drawing ref. FB25-0802 PL02 (received 03/12/25)
- iii) Proposed Elevations, drawing ref. FB25-0802 PL03A (received 04/02/26)
- iv) Proposed Window Details, drawing ref. FB25-0802 W01 (received 17/12/25)

Unless otherwise required by another condition of this permission.

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

During Construction

Crime Prevention

3 Before the development hereby permitted is occupied, a scheme of crime prevention measures shall have been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the approved measures shall be implemented in full prior to first occupation, and shall be retained and maintained throughout the operation of the use, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of minimising crime and disorder, and the fear of crime and disorder.

Management Plan

3 Before the development hereby permitted is occupied, a Site Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Site Management Plan shall include, but shall not be limited to, the following details:

- Noise Management;
- Waste Management; and
- Amenity area management (including internal and external shared areas and hours of use)

Thereafter, the approved Site Management Plan shall be implemented prior to first use and shall be strictly adhered to throughout the operation of the use, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity of existing and future residents of the area.

Ongoing Conditions

- 4 The HMO use (Sui Generis) hereby permitted shall be limited to 1(no) individual house of multiple occupation with 13 no. bedrooms and no more than 13.no occupants, unless otherwise agreed in writing by the Local Planning Authority.

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

(Councillors Tim Harrison, Mark Whittington, Sarah Trotter and Harrish Bisnauthsing voted AGAINST the proposal to approve the application).

94. Application S25/1653

Proposal:	Planning application for a proposed change of use of Offices (Use Class E) to 3no. houses in multiple occupation (HMO) (Use Class Sui Generis)
Location:	29-31 Avenue Road, Grantham, Lincolnshire NG31 6TH
Recommendation:	To authorise the Assistant Director – Planning to GRANT planning permission, subject to conditions

Noting comments in the public speaking session by:

District Ward Councillors	Cllr Ben Green (Statement) Cllr Matt Bailey (Statement) Cllr Paul Martin
On behalf of the Applicant	Jon Cook

Together with:

- Provisions within SKDC Local Plan 2011-2036 and National Planning Policy Framework.
- Comments received from Lincolnshire County Council (Highways)
- Comments received from Grantham Town Council
- Comments received from SKDC Environmental Protection
- Comments received from County Councillor Paul Martin

The following comments were made by the public speakers:

- That due to other HMOs on Avenue Road, this could mean up to 100 HMO residents within an area in the centre of Grantham.
- Concern around parking, traffic and road congestion on the road.
- Noise disturbance and anti-social behaviour concerns.
- Loss of family housing.
- Intensification of HMOs within Grantham.

- That the application differs materially from both the previous use and the surrounding residential context.
- Concern was raised around activity levels, waste management, parking pressures, and the wider cumulative effects of HMO concentration.
- Over-Concentration of HMOs with no demonstrated local demand.
- Highway safety in terms of schoolchildren.
- Total loss of employment with no marketing evidence provided.
- Insufficient information and amenity in terms of refuse storage details, and boundary treatments.

On behalf of the Applicant:

- The Agent confirmed 14 off-road parking spaces and bicycle storage would be provided.
- HMOs and shared living accommodation were overlooked solutions to the country's housing crisis. It would help to meet the demand through reuse and conversion of existing properties and house multiple people at lower cost.
- The Agent noted the Applicant was a local and reputable award-winning landlord with a collective experience of more than 40 years owning and managing properties of this nature.
- It was noted the proposal would not bring any harm to the character of the area as the only alterations would be boundary treatments and the installation of the bike storage.
- There had been no objections from statutory consultees.
- The proposal was a central location with good access to local facilities and amenities.

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

- A query was raised on how Lincolnshire County Council (Highways) justify that residents of the property would not own a car.

The District Ward Councillor clarified the authority follow a sustainable transport initiative whereby public transport can be used instead of a car.

- One Member requested clarification around the concern on emergency vehicles accessing the property due to parking issues.

It was confirmed that Highways had stated 2 cars could pass parallel on Avenue Road alongside parked cars. The District Ward Councillor felt this was incorrect. If an emergency service vehicle needed to park/access the road, it would most likely block the road.

- Clarification was sought around the main concern of 3 buildings becoming in terms of over intensification.
- Comments received from local residents on parking were requested.

The District Ward Councillor noted that surrounding streets to the area were overcrowded at present. It was felt the area was over saturated with issues around parking and traffic and this application would make it worse.

- Whether there was enough space available to the rear of the properties for cars to manoeuvre and utilise the spaces.

The District Ward Councillor stated the rear of a property was a small lane and was quite small and restrictive.

- One Member queried why the Agent had not considered turning the properties into dual use to cater for a wider range of communities.

The Agent clarified that more than 1 person per room may potentially exacerbate the parking issues. The business model from the Applicant was to cater for young, single professionals.

- Whether there would be any space lost for waste bins.

The Agent confirmed there was plenty of space at the back of the properties and down the side of the building to accommodate waste.

- Clarification sought that out of 34 people possibly residing the property, that only 14 would own a vehicle.

The Agent outlined that not everyone was likely to have a vehicle, and it was a sustainable location in the town centre. There were close car parks nearby and the Applicant would explore options for including free parking in their rent.

- One Member felt the application failed policy SP3 due to 34 people residing in the 3 houses. The Agent was asked to clarify how the application met policy SP3.

It was confirmed the building was previously used as a large legal practice. The properties would enable young professionals to work locally or use various modes of transport.

- Concern was raised on safety in the event of an emergency and evacuation procedure.
- A member queried if an agreement regarding parking could be reached with SKDC who own Welham Street Car Park nearby, however it was confirmed that any decision made could not be dependent upon a third party without their prior agreement.

The Applicant would require a HMO license and adhere to building regulations. This was a separate regime.

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

- Whether the property would be one person per bedroom or not.
- It was felt the application would impact the area. The buildings were previously used as an office between 9-5pm and the application would mean people living in the properties at all times.
- Members felt 14 car parking spaces was not sufficient for the application.

It was noted the quality of accommodation was superior to other HMO applications put before the committee with each room containing an ensuite and kitchen facilities. It was queried whether the term HMO was appropriate, or should the application be for flats.

Officers advised that were the application to be for flats that it would be permissible development.

Members recognised the quality of accommodation but remained concerned at the density of the application with in effect 3 sites being put forward together totalling 34 residents, instead of one totalling 11 which would have been more acceptable.

One Member proposed **REFUSAL** of the application for the following reasons:

- Loss of employment premises (Policy E6 and NPPF paragraphs 82 and 121).
 - Over intensification, poor standard of residential amenity (DE1, H4 and NPPF paragraph 130F).
 - Harm to neighbourhood amenity (Policies DE1, EN4 and NPPF paragraph 185).
 - Inadequate parking and highway safety concerns (Policy ID2 and NPPF paragraph 111).
 - Spatial strategy (Policies SP1, SP2, SP3).
 - Failure to demonstrate need or suitability for specialist accommodation (Policy H4 and NPPF paragraph 62).
 - Conflict with policy GR4 for Grantham Town Centre.
- Members raised concern on comments received from Highways and how they had come to their conclusion.

The Principal Development Management Planner highlighted that Officers were satisfied that policy E6 had been met and the loss of the use as an office at this time would not be detrimental to the overall supply.

Members would need to quantify and provide reasons as to why the proposal may be harmful, there were no external changes proposed.

In terms of crime and anti-social behaviour, the Committee were urged to assume other regulatory regimes would operate in an appropriate manner.

Advice had been provided by the Highways authority, the Committee were urged to follow the advice. If the Committee did not agree with the authority, they would need to demonstrate alternative evidence to support it.

The Committee were advised to be cautious on refusing on spatial strategy in terms of unsuitable scale of development. The principle of development in terms of location was the main concern.

- Members felt adding 34 people into properties in this area would not help in making a balanced community.
- Members discussed previous reasons for dismissed appeals for other applications that may be helpful in making a decision on this application.
- One Member queried whether lived experience of the road would be a material planning consideration.

It was clarified an Inspector would not accept lived or anecdotal experience, it would be quantitative data that would need to support a reason for refusal.

- One Member felt that 3 HMO's all next door to each other would be cramped and generate more traffic and issues with highways. The issue was with the cumulation on the amount of housing being put onto the one road.

The Principal Development Management Planner highlighted the same number of occupants and density of residential accommodation under permitted development rights if it was residential flats rather than a HMO. The only distinction was the HMO being shared accommodation with unrelated people as opposed to individual units with all facilities to operate independently.

- One Member sought clarification on how the application had evidence of local need in terms of policy H4.

Policy H4 was in line with major developments meaning 10 dwellings or more. This application was not a major development.

Members discussed the cumulative impact on whether they had sufficient information to be satisfied to determine whether the application would bring issues with parking and highway safety.

The Principal Development Management Planner reminded the Committee that an Inspector may deem the Council as 'unreasonable' for deferring the application on a single point and the point being rectified, for then the Council to refuse the application for other reasons.

- A query was made on whether permitted development fallback was realistic and demonstrably likely. It was further questioned whether the Committee were entitled to refuse a proposal that resulted in greater harm than the potential fallback position.

- The proposal secured an opportunity to secure and deliver measurably increased biodiversity within the District.
- It would create new woodlands, species-rich grasslands, a diverse traditionally managed orchard and over 400 metres of species-rich hedgerow. These would be secured legally via a S106 agreement for a minimum of 30 years.
- The proposal supported national policy and SKDC Local Plan policies.
- Strategic locations had been proposed from the Woodland Creation.
- Rare local species would be preserved.

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

- A query was raised on whether the proposal included any ponds to provide freshwater habitats.

The agent confirmed that during the first iterations of the proposals, ponds were included in the scheme. However, lower lying areas that most suited pond creation would also bring in water from the adjacent river, bringing in other fish and predatory species. It was felt this would be an overwhelming management burden to remove these species.

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

- One Member queried how the fertility of the land would be monitored.

It was confirmed that depending on the types of habitats being created, the type of land would be monitored on a low, medium or high distinctiveness. Visits to the site would take place periodically by a specialist ecologist appointed by the Council.

The habitat management plan and monitoring plan as part of the appendices included the baseline value with a biodiversity net gain metric. The management plan stated the biodiversity net-gain over the 30-year period and those monitoring visits were effectively checkpoints to ensure net gain is progressing as it should.

Members commended the hard work and detailed information provided by the Applicant.

- It was queried whether the biodiversity net-gain from the site could be prioritised to South Kesteven.

The biodiversity net-gain would be prioritised to South Kesteven.

Final decision

It was proposed, seconded and **AGREED** to authorise the Assistant Director of Planning & Growth to enter into a Section 106 Agreement with Enviroland to create, manage and maintain Biodiversity Net Gain Units for the purpose of satisfying Biodiversity Net Gain Obligations for developments for a period of 30 years.

96. Application S25/0514

Proposal:	Construction of 9no. dwellings, access, landscaping and parking
Location:	3, Drummond Road, Bourne
Recommendation:	To authorise the Assistant Director – Planning to GRANT planning permission, subject to conditions in the report

Noting comments in the public speaking session by:

Against	Thomas Harvey Carl Harvey Diane Stabler and Samantha Carvath -(TIMESHARE)
Agent	Mark Collins

Together with:

- Provisions within SKDC Local Plan 2011-2036 and National Planning Policy Framework
- Comments received from Environmental Protection Services (SKDC)
- Comments received from LCC highways and SuDs
- Comments received from Anglian Water
- Comments received from Heritage Lincolnshire
- No comments received from Lincolnshire Wildlife Trust
- Comments received from Bourne Town Council
- Comments received from Black Sluice Drainage Board
- Comments received from National Grid
- Comments received from Bourne Civic Society

The following comments were made by the public speakers:

- A Public Speaker who resided next door to the site outlined the flooding directly out of the surface water drains.
- It was felt the developer was ignoring the water course despite the LLFA expressing strong concerns, specifically requesting a solution for the drain along the western boundary. There was no modelling for the watercourse at present.
- It was felt the application did not comply with Council policies or the NPPF.
- Concern was raised on access to the site, boundaries, noise levels and BNG baseline.
- That the water was coming from the Peak District via an aquifer and therefore the flooding was not linked to local weather conditions.
- There were 2 historical issues with the site relating to incoming water and the 220mm borehole feeding into the site. The water going out was in Anglian Water's drainage system through a 200mm pipe being fed from a 150mm pipe meaning the water level exceeded the level of the pipe.

- Concerns had been raised from the lead local flood authority and was being investigated by the internal drainage board ombudsman.
- 2 public speakers raised their concern on the boundary fence. They were advised this matter was a private boundary dispute and not something for the Planning Committee to consider.
- The agent had a background of working in drainage and would ensure there was no flooding to any proposed properties and to not increase flood risk to any nearby properties as a result of the development.
- It was proposed to adopt a sub-base system using a permeable road to provide sufficient storage to hold water, which would be released via a manhole at the bottom of the site restricted to a flow of two litres a second.
- A private management company would maintain the ditch in perpetuity.
- There was a proposal to lay an alleviation pipe between the drainage system and the ditch itself to capture any water that overflows from the ditch.

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

- Clarification was sought on a photograph provided and whether it was the result of direct running water from the Dyke not being contained or a blockage, or whether it was direct runoff water from the field behind the property.

The Public Speaker confirmed it was not solely run off rain water from the field. The water came from a borehole at the other side of the field which runs from a 220mm diameter pipe into the watercourse and then into a 150mm section. This section is not able to keep up with the flow of water. It was noted there were ongoing challenges with Anglian Water. It was highlighted that the property would flood with no rainfall.

- Clarification was sought around Anglian Water attending the property and the measures they had taken.

The Public Speaker had requested Anglian Water to attend and solve the situation numerous of times. He had also spoken to Highways drainage board, fire and police.

It was felt that Anglian Water surface water could not keep up with capacity and that resulted in the flooding.

- A query was raised on current use of the land of the proposal site.

It was confirmed the land was grassland and had no public access. The Public Speaker had no objection to dwellings being built on the land, the concern was around the flooding of his property.

- Whether the neighbour had any discussions or potential reassurance that the proposed application and measures proposed would alleviate the current flooding issues.

It was highlighted that when the watercourse had reached its banks it would then flow down the access road into attenuation storage, this could provide a brief respite to the flooding, until the attenuation storage became full.

- Clarification was sought on whether the proposal would make flooding matters worse.

The Public Speaker noted there was no information on how water would stop being held in the watercourse from going into the permeable pipe. This may alleviate issues short term, until the attenuation storage was at capacity.

- Whether an independent drainage strategy taking place would assist in the Public Speakers concern.

The Public Speaker confirmed a detailed drainage strategy would alleviate concerns, however, only if a firm solution was established.

- One Member sought further clarification on noise levels.

It was noted that the original noise assessment assessed tarmac rather than block paving and therefore, decibel levels were incorrect. The ground floor habitable room would have a seven-decibel reduction applied due to a timber fence proposed. The length of the fence would not reach the front of the property, and therefore the decibel reduction would not be met.

- Whether the developer could guarantee a solution to stop the following completely.

The Public Speaker felt an arrangement could be made to cap the borehole which would stop a significant amount of water coming onto the site. There could also be scope for the developers to adopt the maintenance of the pipe work to assist with water flow from it.

The Public Speaker could not see how the proposed development could be of any benefit in its current design to alleviate flooding.

- A query was raised on whether there was any pattern to times of the year the flooding occurred in terms of data.

The Public Speaker clarified the original assessments had not considered the aquifer or borehole. Flooding had occurred during peak summer where there had been no rainfall meaning there was no link to weather conditions.

- One Member asked the agent whether they should have considered a management company in place for the dyke prior to the planning process.

The agent clarified at the development stage, if any wild boreholes are found, they would be capped off. The developer would take responsibility for their half of the ditch.

- Whether there was a further update on a drainage strategy in relation to the dyke and the road.

An updated strategy drawing showed an intersection pipe sitting between the ditch and the road itself so any overflow would be caught.

- Further clarification was sought around the design approach from LCC SuDS approach outlined in the report.

It was clarified that LCC hadn't fully analysed the detailed design of the strategy. SuDS only provided water treatment and did not include the flow into the ground.

- A query was raised on the access road and whether the type of construction proposed was sufficiently strong for longevity for heavy vehicles.

The construction had been designed to allow heavy vehicles. A membrane would be installed at the bottom, followed by a sub-base which would provide a 30% void in the construction. A temporary tarmac running course would sit on top of the sub-base during construction phase. At the end of the development, granular sand would be laid down with sufficient voids and then a permeable block pave on top.

- Whether LCC were the landowners of the site.

The agent confirmed he was not aware of LCC being the owners of the site.

- A query was raised on why the land had not been developed before and whether this linked to the flooding.

The agent was unaware as to why the site had not previously been developed. It was noted the actual site itself did not suffer from any flooding.

The agent clarified the aquifer was a large void below ground soil that held water. Above the aquifer were clay soils which were stopping the water from coming up. The water was coming from artesian wells.

- Clarification was sought around the intersection pipe.

The intersection pipe would be a perforated pipe which would sit at the bottom of the ditch. This would catch any overflow water and would be directed to the carriageway of Drummond Road.

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

- That the local flood authority had very strong concerns on flood risk as a result of the development.
- Members had serious concerns around the flood issues and felt they should be addressed prior to any development being approved.

The Senior Planning Officer highlighted the previous refusal was primarily due to noise and disturbance and access safety. This access came from the north of the site, rather than the proposed access for this application.

- The Committee were concerned around all the conditions being met and fulfilled.
- Concern was raised around SuDS comments and the permeable road ownership.
- Further concern was raised on noise and vibrations.

A pre-commencement condition was proposed that would deal with surface water drainage and how that would be approved.

The Environmental Protection team, as a consultee had raised no objections to the application in terms of noise and vibrations.

It was confirmed a noise report had been submitted and was based on a smooth tarmac surface. An updated assessment was undertaken and clarified there would be an additional noise from a block paved surface.

A condition had been included in relation to boundary treatments making explicit reference to boundary treatments in attenuation fencing to reduce noise to the adjacent dwellings.

Final decision

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

“The proposed development is at an unacceptable risk of increasing the risk of flooding for neighbouring land and properties, which cannot be satisfactorily addressed through imposition of planning conditions requiring the submission of a detailed drainage strategy, contrary to Policy EN5 of the adopted Local Plan and Section 14 of the Framework. The material considerations in this case, including the provision of housing which would be given limited weight due to the small quantum proposed, and the presence of the tilted balance, would not outweigh the identified harms and conflict with the Development Plan.”

(The Committee had a 5-minute break).

97. Application S25/1916

Proposal:	Proposed demolition of existing barn and erection of a detached dwelling, hard and soft landscaping and formation of a re-wilding zone
Location:	Wildwood, Nightingale Lane, Aisby, NG32 3NE
Recommendation:	To authorise the Assistant Director – Planning to GRANT planning permission, subject to conditions

Noting comments in the public speaking session by:

District Ward Councillor
Against

Cllr Sarah Trotter
Simon Jones
David Coleman
John Dickie

On behalf of the Applicant

Together with:

- Provisions within SKDC Local Plan 2011-2036, National Planning Policy Framework (NPPF) and Supplementary Planning Document
- Comments received from LCC Highways & SuDS
- Comments received from Heydour Parish Council
- Comments received from Environmental Protection
- No comments received from Historic England, The Gardens Trust

(Councillor Sarah Trotter excluded herself from this application, due to speaking as Ward Councillor).

The Development Management Planner clarified a note within the report stating the application state had an 'in progress' appeal. It was noted the appeal had been dismissed.

The following comments were made by the public speaker:

- The Ward Councillor highlighted there were five different applications on this site.
- The area was a small, rural village with distinct character, with limited infrastructure and a clear settlement pattern.
- Concern was raised on the cumulative and incremental impact of repeated applications on the site.
- The Ward Councillor's main concern related to whether the application overcame issues identified in previous refusals.
- That the application could push density beyond what was charismatic of the village.
- A neighbour to the property raised concern on continual 'creep' of the applications and requested refusal due to the scale and impact on privacy.

- It was felt the application did not meet certain policy requirements and provisions within the NPPF.
- That 11d of the NPPF did not comply with the proposal and that a dwelling was already consented under application S24/1822, therefore, did not increase housing delivery.
- It was felt the countryside designation had not changed and significant weight should be given to the recent appeal decision.
- It was also felt that Policy SP4 required local support, which the application did not have.
- The Parish Council had fully objected.
- The agent stated the proposed was a more improved plan to previous applications.
- The fallback position would enable a dwelling to be built on the site, however, the proposed was a better plan.
- The proposed ridge height was 6.4, an increase of only 10cm.
- The Officer had confirmed the site was discreetly located and not highly visible from within the village, with the nearest house being 110m away.
- Design and massing were a benefit to the scheme.
- The scheme would deliver an 104% net increase in biodiversity habitat units.

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

- A query was raised to the Ward Councillor on whether she felt visual harms could be conditioned in her opinion.

The District Ward Councillor had an overall concern of the 'creeping' next to the neighbour's boundary, which may cause disruption to them.

- Clarification was sought around the difference between this application, and the previously approved application. It was noted the application dismissed at appeal was significantly larger than the proposed.

The proposed application included a garage, which was not part of the originally approved application and the roof height had been increased on the plans, alongside more floor space.

- A query was raised to an objector on what mitigations would be satisfactory in order to protect privacy.

It was felt the fallback position would be preferred. It was felt that privacy screening would not block off any car noise or light.

The Principal Development Management Planner provided clarity around the boundary and dwellings via site plans. It was confirmed the proposed dwelling was around 110m away from the neighbour's property.

- How much closer the proposed development to the boundary was compared to the previous application.

The Public Speaker could not confirm how much closer the proposed development was, however, by using scaling it was clearly 1-2m closer to his boundary.

- One Member queried whether the proposed dwelling had windows overlooking into the neighbour's property.

It was clarified this proposal had less ground floor windows, which was a benefit.

- Clarification was sought around the barn building on the neighbours site which was closest to the proposed garage.

The barn building on the neighbours site was not used agriculturally and was used for storage.

A member asked if the new build would impact on the privacy of the neighbour and the speaker said it would not because the barn is in the way.

- A query was raised why another application had been submitted and how alterations differed from the original application.

The agent clarified there was some uncertainty following the appeal dismissed by the Inspector around what would be acceptable for a Class Q. This application secured the need for future proofing the applicant's accommodation requirements.

- Clarification was sought on whether the applicant had the intention to come back to the Committee with this application, following their previously approved application.

It was confirmed the intention was to come back to the Committee with this application, following the previously approved application.

- Members requested clarification over the square meterage of the originally application for the barn itself.

The Principal Development Management Planner highlighted the previous application had around 100sqm of floor space. This application was for a 260sqm floor space.

The original barn in terms of its footprint was approximately 100sqm. The extant fallback position in total floor space was 192sqm across two floors rather than a

single footprint. The proposed application was 260sqm floor space was over two floors. The garage was approximately 36sqm.

The height of the barn had increased by 10cm from the original planning application. There was a slight increase on the breadth of the barn to accommodate the additional floor space.

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

- That if the proposal is refused and the application returns to the extant application; a further application could come forward for an extension which would fall under permitted development rights.

It was proposed that enhanced landscaping could help mitigate against the concerns raised regarding light from vehicles and officers advised the conditions would include a comprehensive landscaping plan.

It was confirmed permitted development rights would be removed as part of the fallback position application. Therefore, any extension or alteration to the building would require a process through the authority.

Following a suggestion from a Member, it was clarified conditions had been recommended for landscaping details, which had been carried forward from the previous planning permission.

Final decision

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

Time Limit for Commencement

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

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

- i. Drawing No.JDA 2025-0755-LOCATION.001 Location Plan
- ii. Drawing No.JDA 2025-0755-SITE.001 Proposed Site Plan
- iii. Drawing No.JDA 2025-0755-DETAILS.001 Proposed Floor Plans and Elevations
- iv. Drawing No.JDA 2025-0755-LIGHTING.001 Proposed Lighting

Unless otherwise required by another condition of this permission.

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

Before the Development is Commenced

Before the development hereby permitted is commenced, a scheme relating to the survey of the land for contamination shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- i. A desk top study documenting all the previous and existing land uses of the site and adjacent land;
- ii. A site investigation report assessing the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study; and
- iii. A detailed scheme for remedial works and measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring.
- iv. Shall include the nomination of a competent person to oversee the implementation of the works.

Reason: Previous activities associated with this site may have caused, or had the potential to cause, land contamination and to ensure that the proposed site investigations and remediation will not cause pollution in the interests of the amenities of the future residents and users of the development; and in accordance with Policies EN2 and EN4 of the adopted South Kesteven Local Plan and national guidance contained in the NPPF.

During Building Works

During construction of the development hereby permitted, the approved Construction Management Plan October 2025 (Drawing No.JDA/2025/755/CEMP/001) 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 Policies DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

Before any of the works on the external elevations for the building(s) hereby permitted are begun, a detailed 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. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority.

The remediation strategy shall be implemented as approved.

Reason: To ensure that the proposed development not cause pollution in the interests of the amenities of the future residents and users of the development; and in accordance with Local Plan Policy EN4.

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.

Before the Development is Occupied

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.

Before any part of the development hereby permitted is occupied, a verification report confirming that remedial works have been completed shall have been submitted to and approved in writing by the Local Planning Authority should any contaminated land be identified by the above condition. The report shall have been submitted by the nominated competent person approved, as required by condition above. The report shall include:

- i. A complete record of remediation activities, and data collected as identified in the remediation scheme, to support compliance with agreed remediation objectives;
- ii. As built drawings of the implemented scheme;

- iii. Photographs of the remediation works in progress; and
- iv. Certificates demonstrating that imported and/or material left in situ is free from contamination.

The scheme of remediation shall thereafter be maintained in accordance with the approved scheme.

Reason: Previous activities associated with this site may have caused, or had the potential to cause, land contamination and to ensure that the proposed site investigations and remediation will not cause pollution in the interests of the amenities of the future residents and users of the development; and in accordance with Policies EN2 and EN4 of the adopted South Kesteven Local Plan and national guidance contained in the NPPF.

Before any part of the development hereby permitted is occupied/brought into use, all hard landscape and soft landscaping 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.

Ongoing

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.

Notwithstanding the provisions of Schedule 2, Part 1, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking, or re-enacting that Order, with or without modification), no enlargement, improvement or other alteration of the approved properties, shall be carried out without planning permission first having been granted by the Local Planning Authority.

Reason: The Local Planning Authority considers that further development could cause harm to the character of the area, and for this reason would wish to control any future development and in accordance with Policy DE1 (Promoting Good Quality Design) of the adopted South Kesteven Local Plan.

Notwithstanding the provisions of Schedule 2, Part 1, Class E of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking, or re-enacting that Order, with or without modification), no buildings etc. incidental to the enjoyment of the dwellinghouse, shall be constructed without planning permission first having been granted by the Local Planning Authority.

Reason: The Local Planning Authority considers that further development could cause harm to the character of the area, and for this reason would wish to control any future development and in accordance with Policy DE1 (Promoting Good Quality Design) of the adopted South Kesteven Local Plan.

*(It was proposed, seconded and **AGREED** to extend the meeting to 17:30pm).*

98. Application S25/0642

Proposal: Change of use from existing agricultural field to create new leisure facility. Construction of golf driving range with associated clubhouse, parking, and amenities

Location: Existing Agricultural Field off Meadow Drove, Bourne

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

Noting comments in the public speaking session by:

District Ward Councillor
Applicant

Cllr Zoe Lane
Mr Daniel Cundy

Together with:

- Provision within SKDC Local Plan 2011-2036 and National Planning Policy Framework.
- Comments received from LCC Highways & SuDS Support
- Comments received from Anglian Water
- Comments received from Bourne Town Council - Objection
- Comments received from Environmental Protection
- Comments received from Black Sluice Inland Drainage Board
- Comments received from Lincolnshire Fire and Rescue
- Comments received from Environment Agency
- Comments received from Lincolnshire Wildlife Trust
- Comments received from Heritage Lincolnshire (Archaeology)

Councillor Charmaine Mogan declared she was approached by the Ward Councillor to accept the call-in for the application. She declared she had no interest in the application and was completely open-minded.

The following comments were made by the public speaker:

- The Ward Councillor raised concerns around residents' comments around traffic issues around the village of Dyke and the bridge.
- Concern was raised around nesting owls close to the site. It would be preferred if any construction period could take place outside of owl breeding season.
- Potential of light pollution was raised.
- The application was within open countryside.
- It was noted that benefits around employment and a low impact activity for the community.
- The Applicant was community focused for Bourne.
- The project presented years of planning, working in conjunction with partners and consultants to ensure the application was environmentally responsible, economically and socially viable.
- The facility would be a top-quality driving range technology with indoor simulators and family friendly miniature golf, all designed to make the sport accessible to everyone.
- The application had been positively supported by Golf England.
- The proposal would use less than 1/5 of an existing field with the majority remaining as open grassland, enhanced with native planting and hedgerow restoration.
- A sensitive directional lighting strategy had been provided to use low spill LED technology. All lighting would be fully shielded and contained within the site boundaries.
- There had been no objections from Highways on the application in terms of traffic.
- The application would provide jobs and open career paths.

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

- How many jobs the proposal would provide.

It was confirmed the golfing range would provide 8 jobs to start with and it was hoped to expand in the future.

- Whether 250 people were expected to visit the club in one day. It was noted there were only 70 parking spaces available.

The applicant felt 70 parking spaces would be sufficient for visitors and staff throughout each day. The applicant clarified that the number of visitors referred to was an estimate for each day overall, not at any given time.

- Clarification was sought around the operational hours.

The anticipated operational hours were anticipated to be around 10am-7/8pm. Lighting would only be utilised in winter months, when required.

- A query was raised on the use of the clubhouse.

The clubhouse would be used solely by driving range users to access snack/drink facilities.

It was clarified the indoor facilities were indoor golf booths used via technology.

The golfing range would provide club hire for the mini-golf and members would be able to hire a single club so that the facility is accessible to all.

- A query was raised around security and lighting of the facility.

There would be minimal security lighting with bollard lower level lighting to minimise any impact.

It was envisaged for the club to be open every day, including normal bank holidays.

- A query was raised on whether the land was suitable for golfing, with it being agricultural.

The applicant confirmed the driving range would have mats for people to hit off and the agricultural ground was in a good condition.

- One Member commented on the 10am opening time and felt that was too late to open for golfers.

The applicant confirmed that noise had to be taken into consideration alongside time for the team to collect the golf balls from the field.

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

- One Member suggested conditioning operational hours from 8am-8pm.

It was confirmed this could be reviewed within a management plan prior to operation of the site. The Committee could have oversight of the condition, if they felt necessary.

It was requested that a construction management plan included specific details of ecological measures, including appropriate lighting, during the phase which included the protection of species e.g. owls and bats.

Final decision

It was proposed, seconded and **AGREED** 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 planning application form, and with the following list of approved plans:

Site Plan 1:1250 Drawing No. STWNBOUR_0001 A111 7
Site Plan 1:500 Drawing No. STWNBOUR_0001 A110 8
Ground Floor Layout Drawing No. STWNBOUR_0001 A100 5
External Elevations Drawing No. STWNBOUR_0001 A400 4
Sections Drawing No. STWNBOUR_0001 A300

Unless otherwise required by another condition of this permission.

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

Before the Development is Commenced

- 3 Before the development hereby permitted is commenced, details demonstrating how the proposed building would comply with the requirements of Local Plan Policy SB1 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 buildings; details of water efficiency and the provision of electric car charging points.

The approved sustainable building measures shall be completed in full, in accordance with the agreed scheme, prior to the first occupation of the development hereby permitted.

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

- 4 No development shall take place until a Written Scheme of Investigation (WSI) for archaeological works has been submitted to and approved in writing by the local planning authority. The WSI shall be informed by the results of the

archaeological trial trench evaluation and shall provide for an appropriate programme of archaeological mitigation, which may include targeted excavation, strip-map-record, or other proportionate archaeological works, together with provision for post-excavation analysis, reporting and archiving.

The development shall be undertaken 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 Policy EN6 of the adopted South Kesteven Local Plan and the NPPF (section 16).

- 5 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;
 - iii. car parking layouts;
 - iv. other vehicle and pedestrian access and circulation areas;
 - v. hard surfacing materials;
 - vi. minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.);
 - vii. proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.);
 - viii. retained historic landscape features and proposals for restoration, where relevant.

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.

During Building Works

- 6 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;
- the phasing of the development to include access construction;
 - the on-site parking of all vehicles of site operatives and visitors;
 - the on-site loading and unloading of all plant and materials;
 - the on-site storage of all plant and materials used in constructing the development; - wheel washing facilities;

- the routes of construction traffic to and from the site including any off-site routes for the disposal of excavated material and;
- 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.
- details of the ecological avoidance, mitigation and protective measures to be implemented before and during the construction phase, including but not necessarily limited to, the following:

- (i) Identification of ecological protection areas/buffer zones and tree root protection areas and details of physical means of protection, e.g. protection fencing.
- (ii) Working method statements for protected/priority species, such as nesting birds, reptiles, roosting bats, and badgers.
- (iii) Full details/measures to mitigate any impact on Local Wildlife Site-Dyke Fen Drain
- (iv) Details of any external lighting during the construction phase adjacent to identified ecological protection areas/buffer zones.

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 and in the interests of ecological protection.

- 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 of development; (could be occupation)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).

Before the Development is Occupied

- 8 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.

The approved details shall be implemented on site before the development is first occupied and thereafter retained at all times.

Reason: In the interests of safety of the users of the public highway and the safety of the users of the site.

- 9 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. The scheme shall:

- be based on the results of evidenced groundwater levels and seasonal variations (e.g. via relevant groundwater records or on-site monitoring in wells, ideally over a 12-month 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 an agreed amount of litres per second;
- 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.

- 10 The development shall be carried out in accordance with the amended section plan by Studio Twenty [ref: STWNBOUR_0001 A300, dated 26 November 2025] and the submitted flood risk assessment by Urban Water [ref: U0637 FRA-v1, dated June 2025] with the following mitigation measures it details:

- Finished floor levels of the driving range and entrance lobby shall be set no lower than 3.95m above Ordnance Datum (AOD)
- Finished floor levels of the remainder of the building shall be set no lower than 4.6m above Ordnance Datum (AOD)
- Flood resilience and resistance measures to be incorporated into the proposed development as stated in sections 6.9 – 6.15 of the FRA.

These mitigation measures shall be fully implemented prior to occupation of the building and subsequently shall be retained and maintained thereafter throughout the lifetime of the development.

Reason To reduce the risk of flooding to the proposed development and future occupants in line with Policy EN 5 of the South Kesteven Local Plan.

- 11 No building works which comprise the erection of a building requiring to be served by water services shall be commenced unless and until full details of a scheme for the disposal of foul drainage has been submitted to and approved in writing by the Local Planning Authority (“the Approved Foul Drainage Scheme”). The development shall proceed in accordance with the Approved Foul Drainage Scheme.

There shall be no occupation of buildings approved by this permission unless and until the Approved Foul Drainage Scheme has been completed.

Reason To ensure protection of the water environment, and to meet the objectives of the Water Framework Directive as set out in the Anglian River Basin Management Plan and to ensure compliance with Policy EN 4 of the South Kesteven Local Plan.

- 12 Before any part of the development hereby permitted is occupied / brought into use, a Landscape and Ecological Management Plan (LEMP) shall have been submitted to and approved in writing by the Local Planning Authority. The plan shall include:

Long term design objectives
Management responsibilities; and
Maintenance schedules for all landscaped areas,

A plan specifying the location and type of integral bird nesting features (including for swifts) and bat roosting features to be provided. Numbers to be provided in line with best practice guidelines.

A plan distinguishing land required to meet mitigation and BNG objectives.

A plan specifying features to be provided to promote other protected species/non-protected species as outlined within the submitted Preliminary Ecological Appraisal (May 2025) Opportunities for Enhancement including but not limited to hedgehog shelters, insect hotels.

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

Reason: Soft landscaping/ecological improvements makes an important contribution to the development and its assimilation with its surroundings; and in accordance with Policy EN2 of the adopted Local Plan.

- 13 Notwithstanding the submitted lighting report, details of any external lighting shall be submitted to and approved in writing by the local planning authority before the use hereby permitted takes place] [and] [the building(s) is/are occupied]. Development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory form of development and to ensure no unacceptable impact on the character and appearance of the area or the amenity of neighbouring occupiers.

- 14 Before any construction work above ground is commenced, details of 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 of the adopted South Kesteven Local Plan.

- 15 Before any part of the development hereby permitted is occupied/brought into use, the external elevations shall have been completed using only the materials stated in the planning application forms 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.

- 16 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.

Before the development hereby permitted is first brought into use, a Site Operational Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include, but shall not be limited to, the following details:-

- o Hours of operation
- o Days of operation
- o Hours of lighting operation
- o Maximum number of customers on site at any one time.

Thereafter, the development shall be undertaken strictly in accordance with the approved Site Operational Management Plan.

Reason: To ensure that the proposed development does not have an unacceptable impact on the character and appearance of the area, and in accordance with Policy DE1 and EN2 of the adopted Local Plan.

On-going Conditions

- 17 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).

- 18 Notwithstanding the provisions of Schedule 2, Parts 3 and 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking or re-enacting that Order with or without modification), the premises shall only be used for the purposes specified below and for no other purpose, unless Planning Permission for a new use of the premises has been granted by the Local Planning Authority:

- Golf driving range

Reason: The use of the premises for any other purpose at this location would require further assessment by the Local Planning Authority.

The clubhouse and outdoor seating area hereby permitted shall only be used for ancillary purposes by persons using the driving range and/or miniature golf.

Reason: To define the permission, for the avoidance of doubt and in the interests of sustainable development.

(Councillors Tim Harrison, Helen Crawford and Paul Fellows left the meeting at 17:15).

99. Application S25/2401

Proposal:	Gabion structural support of existing retaining wall with repairs/rebuilding of existing buttress walls
Location:	Car Park, Scotgate, Stamford, Lincolnshire, PE9 2YB
Recommendation:	To authorise the Assistant Director – Planning to GRANT planning permission, subject to conditions

Together with:

- Provisions within SKDC Local Plan 2011-2036, Stamford Neighbourhood Plan and National Planning Policy Framework (NPPF).
- No comments received from Lincolnshire County Council Highways.
- No comments received from Parish Council
- No comments received from Historic England
- Comments received from SKDC Conservation Officer

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

- How many of the currently suspended car parking slots would be installed.

The entirety of the bays next to the wall were currently blocked off due to the structure. It was proposed all bays would be back to full use.

Final decision

It was proposed, seconded and **AGREED** To authorise the Assistant Director – Planning 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. Location Plan – Date received: 11/12/2025.
 - ii. Schedule of Works- Date received: 12/12/2025.

Unless otherwise required by another condition of this permission.

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

During Building Works

- 3) Before any of the works on the external elevations for the development hereby permitted are begun, samples of the materials to be used in the construction of the external surfaces shall have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy DE1 and EN6 of the adopted South Kesteven Local Plan.

100. Application S25/1526

Proposal:	Outline application for a residential development (7 dwellings) with all matters reserved except for access
Location:	Constables Field, Belton Lane, Manthorpe, Grantham
Recommendation:	To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to conditions

It was proposed, seconded and **AGREED** to **DEFER** this item to the next meeting.

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

There were none.

102. Close of meeting

The Chairman closed the meeting at 17:22.

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**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Planning Committee

19 March 2026



S25/1526

Proposal:	Outline application for a residential development (7 dwellings) with all matters reserved except for access.
Location:	Constables Field, Belton Lane, Manthorpe, Grantham
Applicant:	Mr R Lee
Agent:	Mike Sibthorp Planning
Application Type:	Outline Planning Permission
Reason for Referral to Committee:	Called in by Councillor Ian Stokes <ul style="list-style-type: none"> • Impact on highways safety • Impact on the character of the area
Key Issues:	<ul style="list-style-type: none"> • Character and appearance of the area • Neighbours Residential Amenities • Highway Safety

Report Author

Hannah Nutch, Development Management Planner



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H.Nutch@southkesteven.gov.uk

Corporate Priority:

Growth

Decision type:

Regulatory

Wards:

Peascliffe & Ridgeway

Reviewed by:

Adam Murray – Principal Development Management Planner

27 February 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 proposed application site comprises of a parcel of land along Belton Lane in Great Gonerby. Development of the land adjacent the application site has been approved under S18/1457 and has been partially implemented, dwellings adjacent the application site having been substantially constructed. When complete, the development would result in houses to the south of the proposed application site with allotments used in association with the approved residential development to the south located directly east of the application site.
- 1.2 The access to the site would be via a single access point from Belton Lane.

2 Description of Proposal

- 2.1 This application is seeking outline planning permission for the erection of up to 7 dwellings. The outline application was submitted with all matters reserved except for access; however, it was considered by the Local Planning Authority that details of layout should be provided for the determination of the application.
- 2.2 These details were subsequently provided; however as will be explained further into the report, it was considered necessary to return layout to being a reserved matter following its assessment. Therefore, whilst layout details were submitted and considered, this application would solely be seeking outline permission with access for approval only.

3 Relevant History

- 3.1 S23/2242 – Full planning application - Residential development of land comprising 7 dwellings and access road – Refused – Refusal reasons as follows:

1. The site lies outside of the settlements as prescribed by Policy SP2. By reason of its location outside of any main settlement, the site cannot be regarded as an infill plot and is located in the open countryside where new development is strictly controlled to limited exceptions as set out in Policy SP5. The proposed development would not comply with any of the prescribed exceptions. The provision of dwellings on this site would adversely encroach into the open countryside causing harm to the surrounding character of the area. The proposal therefore fails to comply with the adopted South Kesteven Local Plan policies SD1, SP5 and DE1 as well as guidance contained in the Framework and National the Planning Policy Guidance

2. The proposed site layout by way of its sprawling and disjointed nature would result in built form extending towards Belton Lane. This would have a harmful urbanising effect that would be detrimental to the character and appearance of the area. This would be contrary to NPPF Section 12 and Policy DE1 of the SKDC Local Plan.

3. Notwithstanding the premature nature of the development in relation to the extant adjacent planning permission(s), the proposal would result in an isolated residential development with no connectivity or integration into the surrounding approved scheme(s). As such it is considered that the proposed development would not result in a comprehensive form of development. This would be contrary to NPPF Section 12 and Policy DE1 of the SKDC Local Plan. The proposal also is contrary to the advice given within Rutland and South Kesteven Design Guidelines 2021.

- 3.2 Reserved Matters Applications for Adjacent Site

- 3.3 S18/1457 - Submission for approval of reserved matters (aorm) relating to appearance, landscaping, layout and scale for 480 residential units pursuant to outline permission S15/3189
- 3.4 S21/0174 - Submission for approval of reserved matters (aorm) relating to appearance, landscaping, layout and scale for 480 residential units pursuant to outline permission S15/3189 – Approved Conditionally
- 3.5 S21/0175 - Submission for approval of reserved matters (aorm) relating to landscaping only, pursuant to outline permission S15/3189

4 Relevant Planning Policies and Documents

SKDC Local Plan 2011-2036

- Policy DE1 – Promoting Good Quality Design
- 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 SP5 – Development in the Open Countryside

National Planning Policy Framework (NPPF)

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

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 no letters of representation have been received.

6 Representations received

6.1 Parish Council

- 6.2 The Parish Council considered Planning Application S25/1526, relating to the proposed development of seven properties on Constable Field (land formerly owned by the Parish Council). While members raised no objection in principle to the construction of the dwellings themselves, the Council wishes to express serious concerns regarding the safety implications of the proposed access and egress arrangements.
- 6.3 The proposed access point lies approximately 180 metres from the railway bridge, a location with notably restricted visibility. This section of road is subject to a 60mph speed limit, and the limited sightlines-as vehicles approach from either direction-create what is in effect a near-blind entry and exit point for residents and other road users.
- 6.4 For context, based on standard stopping distances at 60mph:

- 6.5 - Thinking distance: approx. 18 metres
- 6.6 - Braking distance: approx. 55 metres
- 6.7 - Total stopping distance: approx. 73 metres in ideal conditions
- 6.8 In poor or wet weather, these distances increase significantly, further reducing the margin for error. The Parish Council therefore considers the proposed access to be a potential hazard, posing a substantial risk to both pedestrians and motorists.
- 6.9 The application documents indicate that L.C.C. Highways have raised no objections. Given the concerns outlined above, the Parish Council would be grateful if the Planning Department could refer this matter back to L.C.C. Highways for further consideration, drawing their attention to the visibility limitations, speed of traffic, and safety risks associated with the proposed access location.
- 6.10 We trust that these points can be carefully reviewed in the interests of public safety and responsible development.
- 6.11 **Highways and SuDs**
- 6.12 No Objection subject to:
- Footway connection
 - Construction Management Plan and Method Statement
- 6.13 The site does lack pedestrian connectivity to the wider footway network; to support this application the Highway Authority would require a condition attached to provide a footway link to the network. With this link provided, it is considered that this proposal would not result in an unacceptable impact upon highway safety.
- 6.14 The Highway Authority do have concerns with the junction of Belton Lane and Newark Hill which is currently over capacity. However, the impact of 7 dwellings won't add significant traffic to Belton Lane junction it is seen that the impact will be negligible.
- 6.15 **Environmental Protection**
- 6.16 No objections however requested conditions relating to contaminated land and noise levels.
- 6.17 **Lincolnshire Wildlife Trust**
- 6.18 No comments received.
- 6.19 **Anglian Water**
- 6.20 No objections.
- 6.21 **Environment Agency**
- 6.22 No objection – informative notes to applicant.

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 The Lincolnshire Minerals and Waste Local Plan forms part of the development plan in relation to minerals planning.
- 7.4 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.
- 7.5 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.
- 7.6 **Principle of Development**
- 7.7 The application site in this instance lies within open countryside and therefore SP5 would be applicable.
- 7.8 Policy SP5: Development in the Open Countryside identifies that 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:
- 7.9 a. agriculture, forestry or equine development;
b. rural diversification projects;
c. replacement dwellings (on a one for one basis) or;
d. conversion of buildings provided that the existing building(s) contributes to the character or appearance of the local area by virtue of their historic, traditional or vernacular form; and
e. are in sound structural condition; and
f. are suitable for conversion without substantial alteration, extension or rebuilding, and that the works to be undertaken do not detract from the character of the building(s) or their setting
- 7.10 The proposal is not considered to comply with the above criteria. However, consideration must be given to the surrounding context and given that there are committed schemes that have been commenced, with some properties having been occupied, surrounding the application site.
- 7.11 Therefore, whilst there would be a conflict with the development plan in that the development would result in a development outside of any of the identified sustainable settlements within Policy SP2, given that the committed housing schemes would be immediately adjacent to the site to the east and south, the proposal would be considered to be sited within a sustainable location.
- 7.12 As identified above, the LPA is not meeting the identified required housing land supply and therefore there is the presence of a tilted balance affecting applications for additional housing units such as this. The presence of the tilted balance weighs in favour of housing developments unless there are identified policies conflicts that outweigh the significant benefit of the provision of additional housing units.
- 7.13 **Effect of the development on the character and appearance of the area**

- 7.14 Given the application is seeking outline planning permission, with the only details provided at this stage being those of the proposed access and layout; the appearance, scale and landscaping would be reserved matters for consideration at a later stage. This assessment can however consider the principle of these matters at this stage.
- 7.15 It is noted that the layout plan has been altered from the previous layout proposed under application S23/2242, where one of the refusal reasons included objections to the development extending excessively towards Belton Lane, resulting in a harmful urbanising effect. The amended layout sees the front dwellings, closest to Belton Lane, set further back within the site, leaving a buffer zone between the development and Belton Lane. Having considered the layout of the previously refused scheme and the current layout, the current layout would address the previous concern regarding the urbanisation of Belton Lane by maintaining a clear separation. Although the closest dwelling to Belton Lane would be set slightly forward of the adjacent committed scheme, it would be read in conjunction with this scheme and would not be introducing or excessively increasing the visual urbanisation of Belton Lane.
- 7.16 In principle, the siting of 7 dwellings in this location would be achievable as has been demonstrated by the submitted layout scheme. Nevertheless, there are concerns regarding the design of the layout scheme in relation to the layout of the proposed dwellings and the access road appearing over-engineered. It is considered that layout returning to be a reserved matter would allow for the opportunity for less engineered scheme to be forthcoming. It is requested that at the reserved matters stage for layout, the above comments in relation to the separation and buffer zone left with Belton Lane is noted and taken into account. Therefore, layout will be conditioned as a reserved matter. It is considered that when the reserved matters details are submitted for scale and appearance, details of the finished floor levels and materials of the proposed dwellings should be submitted. Therefore, conditions relating to the submission of these details have been attached.
- 7.17 It is noted that there are boundary details added to the plan to provide a clear layout of the plots, but it is noted that final details of boundary treatments would be submitted as part of the subsequent reserved matters application relating to landscaping.
- 7.18 By virtue of the design, scale and materials to be used, the proposal would be in keeping with the street scene and surrounding context in accordance with the NPPF Section 12, and Policy DE1 of the Local Plan.
- 7.19 **Effect on neighbouring amenity**
- 7.20 Whilst no details relating to scale are available at this stage given that scale is a reserved matter, with the landscaping being considered it is possible to make an assessment as to whether this element would impact on the adjacent committed scheme and vice versa, as well as the interrelationships between the proposed dwellings.
- 7.21 Having assessed the proposed layout in connection with the approved layout scheme under application S18/1457, the proposed layout could be achieved without there being any unacceptable adverse impacts on the residential neighbours. To the south, there is primarily garages with there being 2 residential boundaries bounding the southeastern corner of the application site. Giving note to the approved layout under S18/1457, the proposed layout under this current application could be achieved without any unacceptable levels of overlooking, overshadowing or dominance in between the future occupiers of both schemes. Whilst noting that layout is to remain a reserved matter, it has been demonstrated that 7

dwelling could be accommodated on the site without unacceptable adverse impact on neighbours residential amenities.

7.22 Taking into account the nature of the proposal, small scale, and adequate separation distances, 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.

7.23 **Highway Safety**

7.24 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.

7.25 The Parish Council have confirmed that whilst they have no objection in principle, they do have concerns over the safety of the proposed access point given its distance from the Railway Bridge on Belton Lane and the existing 60mph speed limit.

7.26 Lincolnshire County Council (LCC) as the Highways Authority advised that whilst they do have concerns with the junction of Belton Lane and Newark Hill which is currently over capacity, the impact of 7 dwellings would not add significant traffic to the Belton Lane junction. Therefore, they have taken the view that this impact would be negligible.

7.27 In addressing the Parish Councils concerns regarding the visibility from the access, the Highways Authority advised that they work to the Department for Transport, Manual for Streets (technical guidance), for a 60mph road it would require 124m visibility. It is estimated that the visibility for this access would be around 150-160m which would be above the required visibility levels.

7.28 LCC requested a condition be attached requiring details for the provision of a 2 metre wide footway. It is noted that the proposed layout plan provided detailed a small footpath however this would not have been able to be controlled via condition, largely due to it being on land not under the applicants ownership. The proposed footpath further would not have any connections, and as such a condition has been attached in accordance with LCC's request to secure a safe footway in connection with the site.

7.29 A construction management plan condition has been attached to ensure that resulting impacts from construction such as construction traffic, parking, hours and drainage are sufficiently mitigated during building works.

7.30 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.

7.31 **Ecology and Biodiversity**

7.32 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.

7.33 Additionally, Biodiversity Net Gain (BNG) became mandatory on all small sites on 2 April 2024. Therefore, a BNG metric has been completed and accompanies this submission. This metric identifies that the proposal would result in a net gain of habitats on site but would fail to achieve a gain in relation to hedgerows on site. It is deemed appropriate to attach the relevant habitat management and monitoring plans conditions to secure any potential areas for onsite habitats. Any offsite units and how these would be achieved would be specified as part of a further submission of details required by condition.

- 7.34 The submitted ecological report states that no evidence in relation to protected species was found on site, and there was a low likelihood of any being present.
- 7.35 It is additionally considered to be appropriate to require the provisions for bat and birds on site for the new dwellings, therefore a condition has been attached requiring details of these to be provided at reserved matters stage.
- 7.36 **Climate Change**
- 7.37 As previously identified, the application site is located within a sustainable location due to its relationship with the adjacent committed scheme. Nonetheless, 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 through the provision of electric vehicle charging points. 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.
- 7.38 **Flood Risk and Drainage**
- 7.39 The site is located within Flood Zone 1 with a low risk of fluvial flooding. The site however does have a 1 in 100 chance of surface water flooding. This means that a suitable drainage strategy should be implemented to adequately address surface water drainage. The application form confirms surface water would be via soakaway, which is considered to be a suitable option for this site. Drainage would nevertheless be dealt with under building regulations.
- 7.40 In terms of the disposal of foul sewage, it is noted that the application forms state this would be via mains sewer, with the submitted plans indicating a septic tank. Whilst the Environment Agency raised no objections to the scheme, they advised the method of disposal be confirmed, however this would be encompassed under the building regulations stage. Further to this, there has been no indication from Anglian Water within their comments, that there are any capacity constraints which would prevent connection to the mains sewer if necessary and Anglian Water would have a statutory duty to accept connections for sites with planning permission. It is therefore not considered necessary to condition further details at this stage.
- 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.
- 9.2 **Conclusion**
- 9.3 In this case, there is the presence of a tilted balance affecting this application given that the council does not have an established 5-year housing land supply meaning that most important involved within determining the application from the SKDC Local Plan are considered to be out of date. Paragraph 11(d) of the NPPF states that therefore 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.

- 9.4 In this instance, there is considered to be no conflict with the policies of the Local Development Plan, with the exception of Policy SP5, but the development considered to be in a sustainable location when taking into account the implementation of the adjacent committed development. The proposal has addressed the previous reasons for refusal under application S23/2242.
- 9.5 The development is considered to be in accordance with the NPPF Sections 5, 9 and 12 and Policies SD1, DE1, EN2 and EN5 of the SKDC Local Plan. There are no material considerations that would significantly or demonstrably outweigh the significant benefit that would be afforded to the up to 7 additional homes.

10 RECOMMENDATION

- 10.1 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. scale
 - ii. appearance
 - iii. landscaping
 - iv. Layout

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. Site Location Plan received 15 August 2025
 - ii. Proposed Site Plan with Parking and Boundaries re.25.025PL01-1 received 3 November 2025 (with the exception of the indicated footpath connection)

Unless otherwise required by another condition of this permission.

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

Prior to Commencement

- 4 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 development; (could be occupation)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).

- 5 Before the development hereby permitted is commenced, plans showing the existing and proposed land levels of the site including site sections, spot heights, contours and the finished floor levels of all buildings with reference to neighbouring properties shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the visual amenities of the area and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

During Building Works

- 6 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:-
- the on-site parking of all vehicles of site operatives and visitors;
 - the on-site loading and unloading of all plant and materials;
 - the on-site storage of all plant and materials used in constructing the development;
 - wheel washing facilities;
 - the routes of construction traffic to and from the site including any off-site routes for the disposal of excavated material and;
 - 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.

Construction works would be carried out in accordance with the approved details.

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

- 7 No development above damp-proof course shall take place until details demonstrating how the proposed dwellings 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

Prior to the development being occupied

- 8 Before any building/dwelling hereby permitted is occupied/brought into use, the finished floor levels for that building shall have been constructed in accordance with the approved land levels details.

Reason: In the interests of the visual amenities of the area and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

- 9 Notwithstanding the submitted details, the development hereby permitted shall not be occupied before a 2-metre-wide footway, to connect the development to the existing footway network, has been provided in accordance with details that shall first have been submitted to, and approved in writing by, the Local Planning Authority. The works shall also include appropriate arrangements for the management of surface water run-off from the highway.

Reason: To ensure the provision of safe and adequate pedestrian access to the permitted development, without increasing flood risk to the highway and adjacent land and property.

- 10 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.

Ongoing Conditions

- 11 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).

- 12 This permission relates to a maximum of 7 dwellings on the site.

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

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**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Planning Committee

19 March 2026



S25/2443

Proposal:	New farm access track across field to new barn.
Location:	Toll House Farm, Farm Land Adjacent To Mill House, Bourne Road, Folkingham, NG34 0HA
Applicant:	Mr Patrick Furlong
Application Type:	Full Planning Permission
Reason for Referral to Committee:	Called in by Councillor Turner due to harm to heritage
Key Issues:	Impact on the heritage assets Impact on landscape character

Report Author

Craig Dickinson, Development Management Planner



01476 406080 ext 6485



Craig.dickinson@southkesteven.gov.uk

Corporate Priority:

Growth

Decision type:

Regulatory

Wards:

Toller

Reviewed by:

Adam Murray – Principal Development Management Planner

10 March 2026

Recommendation (s) to the decision maker (s)

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

S25/2443 – Toll House Farm, Farm Land Adjacent To Mill House, Bourne Road, Folkingham, NG34 0HA



Key



**Application
Boundary**



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1 Description of Site

- 1.1 The site is a parcel of agricultural land located to the south of the village of Folkingham. It is accessed on the east side onto Bourne Road.
- 1.2 To the east of the site is the grade II listed Toll House and Millfield Farm.

2 Description of proposal

- 2.1 The proposal seeks planning permission for the installation of an access track to the barn previously approved under prior approval application S25/0768. The works have commenced.

3 Planning History

- 3.1 S25/0768 - Prior Approval for Farm Barn for tool and machine storage – Details not required (Approved)
- 3.2 S20/1338 - Construction of a new vehicle field entrance – Approved Conditionally

4 Relevant Planning Policies & Documents

- 4.1 **SKDC Local Plan 2011 – 2036 (Adopted January 2020)**
 - Policy DE1 – Promoting Good Quality Design
 - Policy EN6 – The Historic Environment
 - Policy ID2 – Transport and Strategic Transport Infrastructure
- 4.2 **National Planning Policy Framework (NPPF) (updated December 2023)**
 - Section 9 – Promoting sustainable transport
 - Section 12 – Achieving well-designed and beautiful places
 - Section 16 – Conserving and enhancing the historic environment

5 Representations Received

- 5.1 **Parish Council**
- 5.2 Folkingham Parish Council objects to this retrospective planning application and recommends that a smaller access is created, commensurate with agricultural use for mowing equipment, with the replanting of hedgerows along the A15.
- 5.3 Also that the damage to the ridge and furrow is restored and the track re-routed, as shown by the yellow lined route below. This should be a narrower track (3m) which would skirt the east and south perimeters. This would be better for visual appearance (this current track is clearly visible from the Market Place in Folkingham) and the archaeology of the site, as this route avoids the main ridge and furrow areas. This new track is no longer than the proposed and would be hidden behind existing development along the A15.

- 5.4 The fact that some of the track has been partially created should not be an argument that the track can remain on its current route, given it destroys a monument on the Historic Environment Record and has been done without planning consent.
- 5.5 This proposal will still give JJ Mac access for mowing equipment and a track to their barn, but without the considerable harm that has been currently inflicted on a historic site.
- 5.6 Here are some detailed comments to support our position.
- 5.7 1. This planning application is being submitted by Patrick Furlong who is the Commercial Director of JJ Mac, a commercial ground stabilisation and earthworks company based in Bourne. Given that JJ Mac signage has been on the site and that JJ Mac machinery and workmen have been used to complete the works, this suggests that this application is actually by JJ Mac, but for some reason is being purported to be for a private individual. This could be considered to be misleading.
- 5.8 2. In relation to the above, the question 'Does this proposal involve the carrying out of industrial or commercial activities and processes?' is answered 'no'. However, heavy commercial equipment and processes owned and undertaken by JJ Mac have been used to create the access, track and barn. This is evidenced below:
- 5.9 3. The barn was erected by JJ Mac over the Christmas period, based on the application submitted in June. This stated that the barn was for the use of mowing equipment. Given this usage, the large urban scale of the sweeping tarmacked access from the A15 is excessive and not in keeping with the rural aspect of this location. Why is such a large entrance required for mowing equipment? This new entrance has destroyed a considerable area of hedgerow along the A15. However the application answers 'no' to the question 'Are there trees or hedges on the proposed development site? The application also fails to provide any visual evidence for the access - this could easily have been added to the Photos document but was not. The photos below show the site when JJ Mac acquired it and opened up a small gap in the hedge and the current urban-scale access
- 5.10 5. The new access is at a dangerous location on the A15 in an unrestricted zone close between two bends in the road. Having large vehicle movements in this area could compromise road safety.
- 5.11 6. Adjacent to the access, a large area of hard standing has been installed along with a water access point in a wooden box. This hard standing is for the parking of vehicles coming to the site. However, the applicant has answered 'no' to the question 'Does the site have any existing vehicle/cycle parking spaces or will the proposed development add/remove any parking spaces'. The application also fails to provide any visual evidence for the hard standing - this could easily have been added to the Photos document but was not.
- 5.12 7. The new fenced and limestone compacted access track is totally excessive for the transport of mowing machinery to a barn. Mowing machinery, by definition, can go over grass, as shown by this photo of mowing machinery on the site. There is no need for such a wide and surfaced access track for the type of machinery it is stated will be stored in the barn.
- 5.13 8. The fields owned by JJ Mac (as indicated in red on the aerial photo) contain the last vestiges of important ridge and furrow from Folkingham's open fields system, linked to the baronial castle. Ridge and furrow is vanishing fast in the landscape and needs to be protected as per Historic England's A Resource Assessment of Ridge and Furrow: Challenges for Conservation in Landscapes of Change (2020) and Turning the Plough

Update Assessment 2012. The site is scheduled on the Lincolnshire Historic Environment Record (HER) as Monument record MLI34213 - Ridge and Furrow, Folkingham. The ridge and furrow can be clearly seen on the aerial photograph submitted and in the photo below, which shows that the access track now cuts right through this medieval feature. When asked for a comment on this, John Furlong, Managing Director of JJ Mac, stated that there was no ridge and furrow in the field. The application makes no reference to ridge and furrow, which could have been raised under the geological conservation section, or in supporting documentation. To rectify this damage, the track can be easily re-routed around the eastern and southern perimeters and the ridge and furrow be restored

5.14 9. Other earth moving operations are being undertaken on the site and some of this has destroyed the ridge and furrow, including this area:

5.15 10. The access track has been fenced on the northern side, although there is no reference to a fence in the application. According to John Furlong, that land north of the track has been sold. However, according to the land declaration, all the land delineated in red in the aerial photo is owned by the applicant.

11. For the record, rather than in relation to this specific application, the barn/shed that has been constructed only occupies a partial area of the ground excavated for it, which could suggest intended expansion in the future. The 2nd photo shows a large earth ramp which has been created adjacent to the shed.

5.16 **Lincolnshire County Council (Highways & SuDS)**

5.17 No Objections

5.18 Having given due regard to the appropriate local and national planning policy guidance (in particular the National Planning Policy Framework), Lincolnshire County Council (as Highway Authority and Lead Local Flood Authority) has concluded that the proposed development would not be expected to have an unacceptable impact upon highway safety or a severe residual cumulative impact upon the local highway network or increase surface water flood risk and therefore does not wish to object to this planning application.

5.19 Comments: This proposal is for a new farm access track across field to new barn, the access Bourne Road remains unchanged; therefore, it is considered that the proposals would not result in an unacceptable impact on highway safety. As Lead Local Flood Authority, Lincolnshire County Council is required to provide a statutory planning consultation response with regard to drainage and surface water flood risk on all Major applications. This application is classified as a Minor Application and it is therefore the duty of the Local Planning Authority to consider the surface water flood risk and drainage proposals for this planning application.

5.20 **National Gas Transmission**

5.21 An assessment has been carried out with respect to National Gas Transmission plc's apparatus and the proposed work location. Based on the location entered into the system for assessment the area has been found to be outside the High Risk zone from National Gas Transmission plc's apparatus and can proceed. Should the work area change or type of activity being undertaken, a new enquiry shall be submitted for assessment.

5.22 Please carefully read the guidance notes on the next pages. It is YOUR responsibility to take into account whether you are required to or would benefit from referring to the HSE Land Use Planning App (LUP), available from HSE's website. (Please note for some works

this is a requirement for them to take place) More information on the LUP is available at <https://www.hse.gov.uk/landuseplanning/>

- 5.23 Should the work area change, evidence of this must be submitted to National Gas Transmission prior to receiving a formal response.
- 5.24 You will have received pipeline route drawings if your enquiry is located within the Medium Risk zone from National Gas Transmission buried assets. Please familiarise yourself with the location of these assets and should the works location change a new enquiry shall be submitted for assessment.
- 5.25 **Heritage Lincolnshire**
- 5.26 The proposal site lies in an area of archaeological interest. The northern portion of the access track crosses an area of earthwork ridge and furrow, as recorded by the Lincolnshire Historic Environment Record, and it appears that the (now retrospective) works to create this track have levelled some of these earthworks.
- 5.27 We would recommend that an archaeological earthwork survey should be made, to include the whole redline boundary of the proposal site. This should be an as-existing record, to be undertaken in advance of any remaining groundworks. This record should be supplemented by other information including aerial photographic/satellite images and LiDAR illustrating the earthworks as they existed prior to the recent works.
- 5.28 The survey, reporting and archiving should be carried out by a suitably qualified and experienced organisation or individual, in accordance with a written scheme of investigation to be submitted to and agreed by the authority prior to the archaeological works commencing.
- 5.29 We note that a recent applicant response document mentions potential further groundworks within the site, referencing the proposed construction of, and re-shaping of, bunds. Any such works have the potential to further negatively impact the surviving earthworks within the site.

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 12 letters of representation were received. The following points were raised:

Concerns over potential flood risk impacts

Objection to the impact to heritage assets (ridge and furrow marks)

Objection to scale of track and its impact on the character of the area

Objection to impact on Folkingham Conservation Area

Objection on the basis of lack of justification for need of track

- 6.2 Several of the letters raised objection regarding the safety of the access onto the A15. This the access point to this road is lawful, as it was previously granted planning permission in 2020 under application S20/1338 and the development was undertaken. Therefore objections to the safety of the access point to the A15 cannot be given material weight in the consideration of this application. For consistency, Lincolnshire County Council Highways were consulted as part of this application and returned no objections.

- 6.3 Several letters also raised objection to the loss of hedgerow, which as above, was also granted permission under S20/1338. Notwithstanding this permission, the removal of up to 20m of hedgerow is exempt from the Hedgerow Regulations 1997 and are not subject to control by the local planning authority.
- 6.4 Several of the letters raised objections to the fencing that has been erected at the access and along the north side of the track. Fences up to 2m in height (or 1m in height directly adjacent to a public highway) are permitted development under Schedule 2 Part 2 Class A of the General Permitted Development Order 2015 (as amended). The fencing does not form part of this application and are not subject to control by the local planning authority.
- 6.5 Lastly several of the letters also raised objection to the area of hardstanding to the north of the access to the site. This is acknowledged as unauthorised and is not subject to consideration in this planning application. The local planning authority reserves the right to investigate and enforce this unauthorised area of surfacing, and any application to regularise this hardstanding would be subject to consideration by the local planning authority.

7 Evaluation

- 7.1 The site is in the open countryside, but is an established agricultural land, and the proposal seeks to create a new track serving the barn approved under S25/0768. Taking this into account it is considered that the proposal is acceptable in principle and in accordance with the adopted Local Plan, and would accord with the principles set out in the National Planning Policy Framework, subject to assessment against site specific criteria. These include (not limited to) the impact of the proposal on the character or appearance of the area, impact on the residential amenities of neighbouring occupiers and impact on highway safety, which are discussed in turn as follows:
- 7.2 **Impact on the character and appearance of the area**
- 7.3 Objections were received to the visual impact of the proposed track, particularly as a result of its width and the use of a light coloured limestone for the surfacing material.
- 7.4 Firstly with regard to the width, it is proposed to measure 4m wide for the full length of the track. Modern farm vehicles can be substantially wide, and whilst it is acknowledged that the previous approval for the barn S25/0768 described its use for storing farm machinery, a small tractor and other 'grassland implements', the Local Authority consider that the width of the track would not be larger than what is reasonably necessary for access to the approved barn and for use within a wider agricultural site.
- 7.5 It is acknowledged that the proposed track is visible from vantage points in Folkingham and surrounding hills, and that it visually is relatively bright in contrast to the surrounding farmland, however it is the case officer's assessment that the brightness of the material will diminish with weathering and use.
- 7.6 Notwithstanding this, the material is crushed limestone which is a local material, there are similar agricultural tracks in the locality and by its nature as a track, it would have a limited visual impact due to being limited to ground level only. It is not considered to be harmful to the character and appearance of the site and its surroundings.

- 7.7 Taking the above into account, the proposal is considered to be in keeping with the rural agricultural nature of the site and its surroundings, in accordance with SKDC Local Plan Policy DE1 and NPPF Section 12 in this regard.
- 7.8 **Impact on heritage assets**
- 7.9 It is noted that concern was raised by neighbours regarding the potential impact the proposal would have on heritage assets, particularly the views from the Folkingham Conservation Area.
- 7.10 It is also noted that the Folkingham Conservation Area Appraisal (2009) states that the outlook from the north edge of the market place towards the south is an Important View.
- 7.11 The proposed track is approximately 350m from the edge of the conservation area at its closest point, which is considered to significantly diminish its visual prominence and level of visual impact. A level of visibility from the conservation area is expected despite this distance, due to the undulating nature of the landscape.
- 7.12 The aforementioned points regarding the lightness of the material used for the surfacing also apply, and it is expected that the proposed track will weather into the landscape, further reducing its impact on this view. Visually it has the character of a typical rural track serving a farm, which is considered to be in keeping with the character of Folkingham and the surrounding farmland.
- 7.13 Following discussion with the SKDC Conservation Officer, no objections to the proposal were raised in terms of impact on the setting and outlook of the Folkingham Conservation Area. Similarly no objections were raised regarding the potential impact on the listed Toll House and Mill Farm, due to the nature of the proposal as being entirely surface level works.
- 7.14 Objections were raised regarding the potential damage to archaeological assets in the form of ridge and furrow field marks.
- 7.15 Heritage Lincolnshire were consulted for comments in terms of harm to archaeological heritage assets and returned no objections to the proposal subject to a condition requiring a historic environment record being taken using a combination of photographs and LiDAR survey to show the historic and existing earthwork.
- 7.16 This is considered to be a reasonable condition to address and record any impacted heritage assets resulting from the proposal.
- 7.17 Subject to the above condition, it is considered that the proposed track would result in no unacceptable impact to heritage assets in accordance with SKDC Local Plan Policy EN6 and NPPF Section 16 in this regard.
- 7.18 **Impact on neighbours' residential amenities**
- 7.19 The proposed track is surrounded predominantly by agricultural land, with dwellings to the southeast
- 7.20 It is considered that the existing lawful use of the site allows for vehicles to enter and travel across the site, and the proposal would only be formalising the existing lawful arrangement. It is therefore not expected to result in any unacceptable level of impact to neighbours through noise and disturbance from increased activity, and is also not considered to cause any unacceptable level of visual impact to neighbours.

7.21 As such the proposal is considered to be in accordance with SKDC Local Plan Policy DE1 and NPPF Section 12 in this regard.

7.22 **Highway issues**

7.23 As noted above, objections were received regarding the safety of the existing lawful access, however this access is not subject to this proposal, which is solely for the consideration of the track within the site from the previously approved access point to the previously approved barn.

7.24 It is not anticipated that the proposed track would result in any unacceptable increase in activity or traffic generation within the site.

7.25 The proposal formalises the existing functional link between the access of the site and the barn. Lincolnshire County Council Highways were consulted as part of this application and returned no objections to the proposal in terms of parking, traffic and safety.

Taking the above into account, it is considered that the proposal would result in no unacceptable impact in terms of parking, traffic and highway safety in accordance with SKDC Local Plan Policy ID2 and NPPF Section 9.

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 Conclusion

10.1 Taking the above into account, it is concluded that subject to conditions, the proposal would not have any unacceptable adverse impacts on the character of the area nor the setting of heritage assets and is appropriate for its context, and would not jeopardise public safety. The proposal would therefore be in accordance with the relevant provisions of Policy DE1, EN6 and ID2 of the South Kesteven Local Plan 2011-2036 (Adopted January 2020) and Section 9, 12 and 16 of the National Planning Policy Framework.

11 Recommendation

To authorise the Assistant Director of 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:
 - i. TOLL HOUSE FARM - FARM TRACK LAYOUT 001 – received 09/02/26
 - ii. TOLL HOUSE FARM - FARM TRACK LAYOUT 002 - received 09/02/26
 - iii. LOCATION PLAN – received 18/12/25

Unless otherwise required by another condition of this consent.

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

During Building Works

2. No development hereby permitted shall commence until a written scheme of archaeological investigation has been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the proposed archaeological investigations shall be carried out in accordance with the approved Written Scheme of Investigation before works are re-commenced.

Reason: In order to provide a reasonable opportunity to record the history of the site and in accordance with Policy EN6 of the adopted South Kesteven Local Plan and Paragraph 199 of the NPPF

Standard Note(s) to Applicant:

1. In reaching the decision the Council has worked with the applicant in a positive and proactive manner by determining the application without undue delay. As such it is considered that the decision is in accordance with paras 38 of the National Planning Policy Framework.

Site Location Plan



Location Plan
Site Address: Easting: 507500 Northing: 333089

Date Produced: 17-Dec-2025

Scale: 1:2500 @A4



Planning Portal Reference: PP-14574346v1

Block Plans and Section

Toll House Farm – Farm track



Typical Track Section

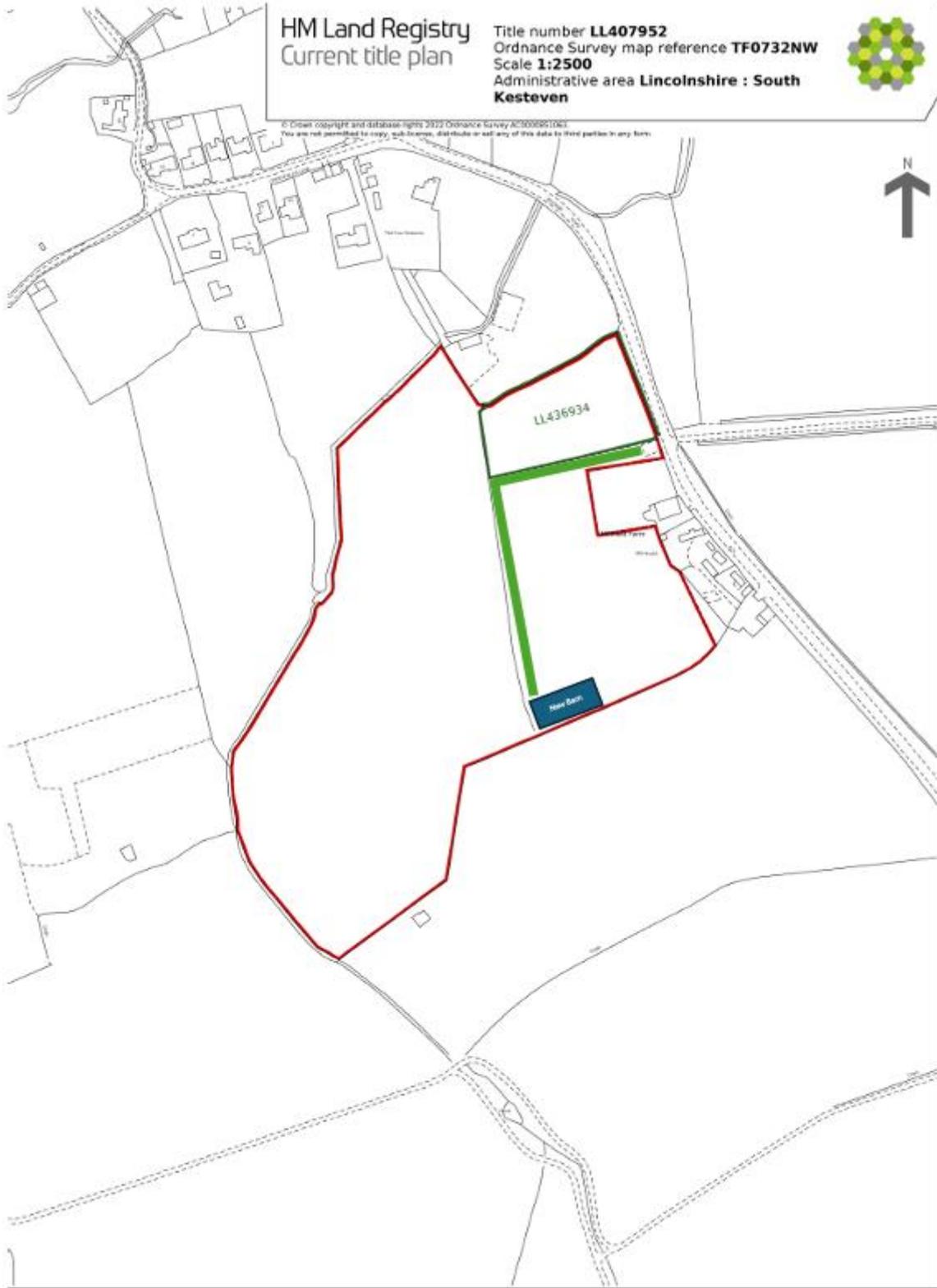
	4.0m Wide	
150mm	6% Coarse Grading Limestone Capping	
Depth Varies	Existing Subsoil -	
Toll House Farm		17/12/2025 THF/3050/001

HM Land Registry
Current title plan

Title number **LL407952**
Ordnance Survey map reference **TF0732NW**
Scale **1:2500**
Administrative area **Lincolnshire : South**
Kesteven



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**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Planning Committee

19 March 2026



S25/2462

Proposal:	Repair 4 Oak supporting posts to the roof canopy after stripping off existing Collyweston roof slates. The slates are to be cleaned and reinstated once the works to the timber structure have been completed.
Location:	Land Off Of Elm Avenue, Witham On The Hill
Applicant:	South Kesteven District Council
Application Type:	Listed Building Consent
Reason for Referral to Committee:	South Kesteven District Council is the applicant
Key Issues:	Impact on listed building
Technical Documents:	Design and Access Statement, Methodology of Works, Photos

Report Author

Ariane Buschmann, Conservation Officer



01476 406 521



Ariane.buschmann@southkesteven.gov.uk

Corporate Priority:

Decision type:

Wards:

Growth

Regulatory

Glen

Reviewed by:

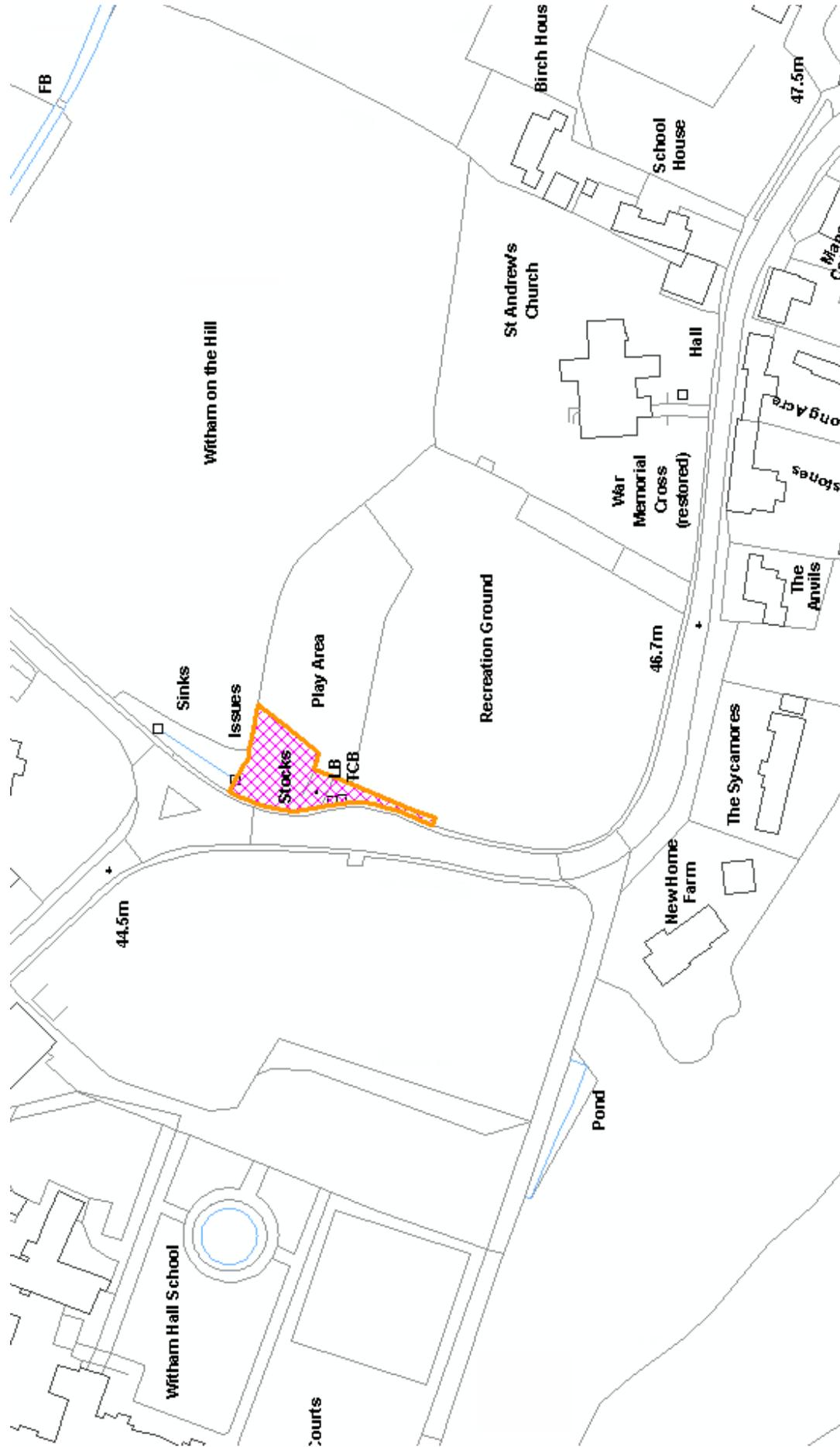
Adam Murray – Principal Development Management
Planner

9 March 2026

Recommendation (s) to the decision maker (s)

To authorise the Assistant Director for Planning & Growth to GRANT listed building consent subject to conditions

S25/2462– Land Off Of Elm Avenue, Witham On The Hill



Key



Application
Boundary



1 Description of Site

- 1.1 The application site comprises a Grade II Listed Building (NHLE 1261196), comprising the 17th century stocks and 20th century canopy. The site is located within the Witham on the Hill Conservation Area.

2 Description of proposal

This application is seeking Listed Building Consent for the repair of the 4No oak posts of canopy by splice repair, and the removal of the Collyweston roof slates, cleaning of the tiles and re-tiling. The current canopy structure is tilting, as such the entire structure will be assessed and straightened where possible. These works are necessary due to the substantial deterioration of the lower section of the timber posts, as well as deterioration of the roof structure.

3 Policy Considerations

- 3.1 **South Kesteven Local Plan 2011-2016 (Adopted January 2020)**
Policy EN6 – The Historic Environment
Policy DE1 – Promoting Good Quality Design
- 3.2 **Design Guidelines for Rutland and South Kesteven Supplementary Planning Document (Adopted November 2021)**
- 3.3 **National Planning Policy Framework (NPPF) (Adopted December 2023)**
Section 16 – Conserving and enhancing the historic environment

4 Representations Received

- 4.1 **Historic England**
4.1.1 No objections.
- 4.2 **Witham on The Hill Parish Council**
4.2.1 The Council has no objections to this application. They have asked me to say that they fully support this application as the work is necessary.

5 Representations as a Result of Publicity

The application has been advertised in accordance with the Council's Statement of Community Involvement and no letters of representation have been received.

6 Evaluation

- 6.1 Section 36(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. The Council adopted the South Kesteven Local Plan 2011-2036 on 30 January 2020, and this forms the development plan for the District and is the basis for decision-making in South Kesteven.

- 6.2 In addition, the Local Planning Authority have adopted a Design Guidelines Supplementary Planning Document (Adopted November 2021) and this document is a material consideration in the determination of planning applications.
- 6.3 The policies and provisions set out in the National Planning Policy Framework (NPPF) (“the Framework”) (Published February 2025) are also a relevant material consideration in the determination of planning applications.
- 6.4 **Impact on heritage assets**
- 6.5 The Local Planning Authority is required to ensure that special regard to preserving the Listed Buildings and their settings in relation to Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the 'Act'). No harm should be caused with the historical assets and their surroundings requiring to be preserved or enhanced.
- 6.6 Furthermore, the importance of considering the impact of development on the significance of designated heritage assets is expressed in the National Planning Policy Framework (NPPF). The NPPF advises that development and alterations to designated assets and their settings can cause harm. These policies ensure the protection and enhancement of the historic buildings and environments. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance should be treated favourably.
- 6.7 Policy EN6 of the SKDC Local Plan (The Historic Environment) states amongst other criteria 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. Proposals will be expected to take into account the Conservation Area Appraisals, where these have been adopted by the Council.
- 6.8 The proposed works would principally affect the 20th century timber canopy structure, which has deteriorated due to the exposure to the elements. This especially affected the bottom section of the timber which are more susceptible to the exposure and rising damp from the ground. In principle, this structure is of lower historic significance, however it does form an intrinsic part of the stocks since its listing. As such, the canopy contributes to the significance of the 17th century stocks as part of their setting. The retention of the canopy in a sound condition is therefore strongly encouraged. The works proposed would result in the minor loss of fabric, however it is noted that this fabric is already negatively compromised and retention of it would not be possible at this stage. The refurbishment of the roof may result in the loss of some percentage of Collyweston slate tiles, however it is noted that these are to be replaced with matching reclaimed Collyweston slate tiles. As such, the loss of fabric would be considered to be very minor. A low loss of fabric would be expected for this, however the proposed works are to the benefit of the overall structure, and preserving the historic fabric of the stocks, which the canopy protects. The proposed works would therefore not be considered to result in harm to the significance of the structure.
- 6.9 The works are considered to preserve the heritage asset by restoring the canopy for its continued use and thus preserving the historic fabric protected by the canopy. Care should

be taken that no damage is caused to the stocks during the works. As such, the proposed works would preserve the character and appearance of the listed building and accords with Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990, Policy DE1 and EN6 of the South Kesteven Local Plan, and Section 16 of the National Planning Policy Framework.

7 Conclusion

7.1 Taking the above into account, it is considered that the proposal would preserve the character and appearance of the listed building in accordance with the Act, the NPPF Section 16, and Policies DE1 and EN6 of South Kesteven's Local Plan. There would be a minor loss of 20th century fabric, which would not result in any harm to the significance of the listed building.

8 Recommendation

8.1 To authorise the Assistant Director for Planning & Growth to GRANT listed building consent subject to the following 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 28 January 2026
- ii) Witham on the Hill Design and Access Statement, received 28 January 2026
- iii) Methodology of Works received 03 February 2026

Unless otherwise required by another condition of this permission.

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

Before the Development is Commenced

3 Before the commencement of any of the joinery works hereby consented, full details of all proposed joinery works for the splice repair and any additional joinery required, including 1:20 sample elevations and 1:2 joinery profiles, shall have been submitted to and approved in writing by the Local Planning Authority.

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

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

Before the Development is Occupied

- 4 Before the part of the building being altered is first occupied/brought into use, the repair of the canopy shall have been completed in accordance with the approved method statement and material.

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

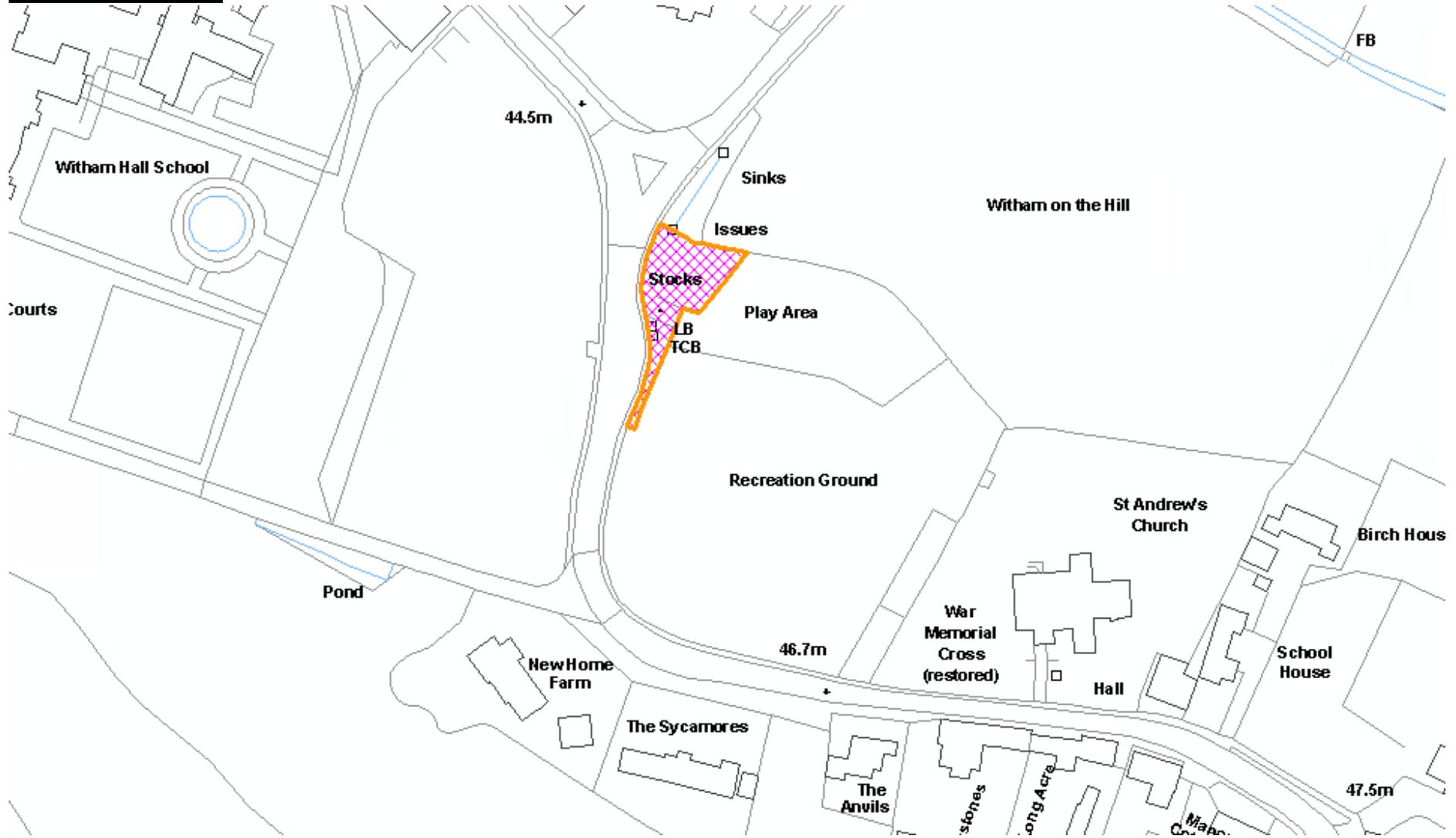
- 5 Before any part of the development hereby permitted is occupied/brought into use, the external elevations shall have been completed using only the materials stated in the planning application forms and approved documents unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy EN6 of the adopted South Kesteven Local Plan.

Standard Note(s) to Applicant

In reaching the decision the Council has worked with the applicant in a positive and proactive manner by determining the application without undue delay. As such, it is considered that the decision is in accordance with Paragraph 38 of the National Planning Policy Framework.

Site Location Plan



Existing photographs

80









**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Planning Committee

19 March 2026



S25/2223

Proposal:	Lateral crown reduction to Oak tree (TPO-356).
Location:	Land Adjacent To Numbers 11-21 (Odd Numbers), Rosemary Avenue, Market Deeping, PE6 8JY
Applicant:	Mr Andrew Igoea
Application Type:	TPO Tree Application
Reason for Referral to Committee:	SKDC is Applicant and Landowner
Key Issues:	Impact on the amenity of the area Justification for the works

Report Author

Sean Davies – Tree Officer - Planning



01476 406379



Sean.Davies@southkesteven.gov.uk

Corporate Priority:	Decision type:	Wards:
Growth	Regulatory	Grantham St Wulfram's

Reviewed by:

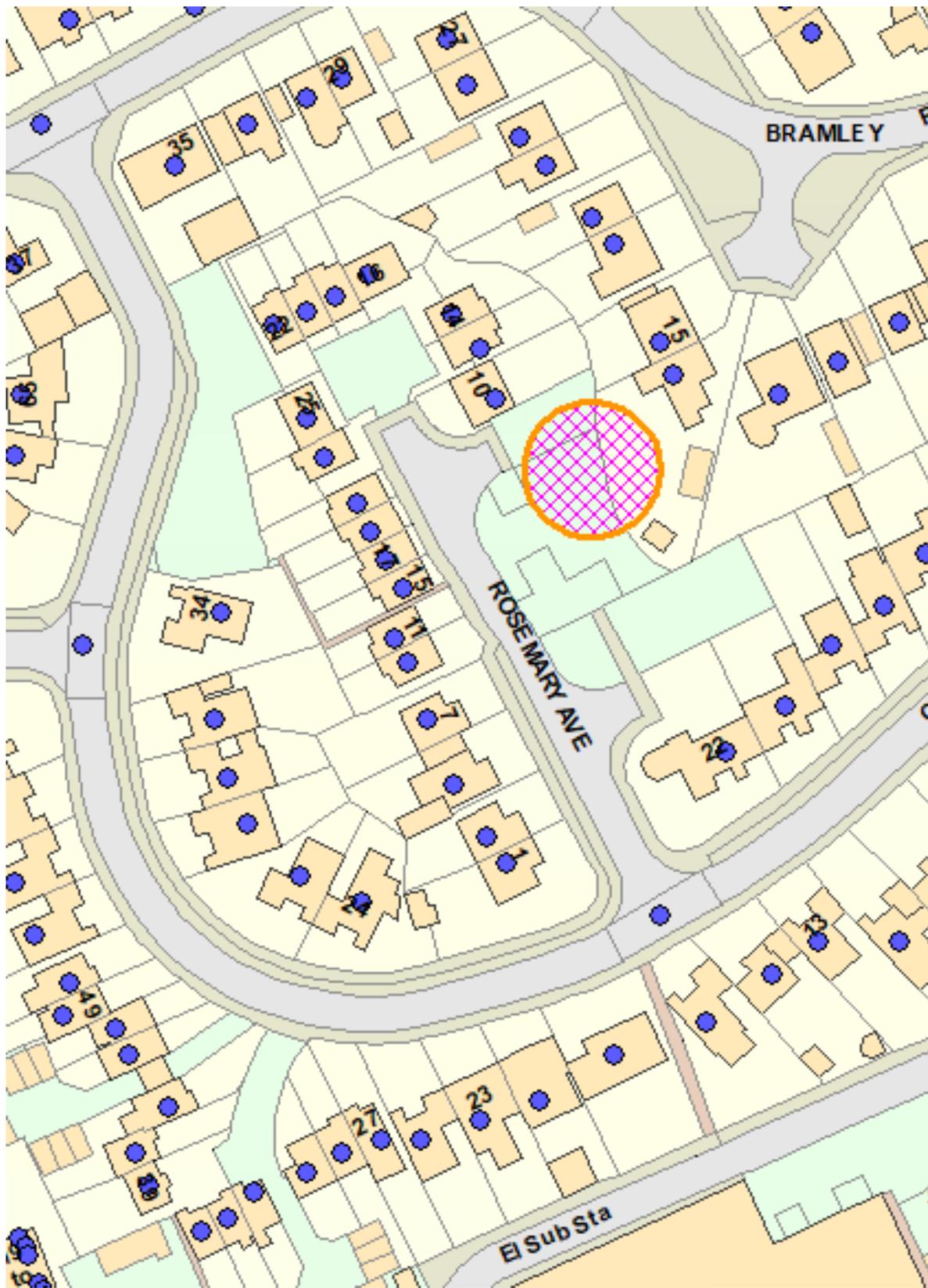
Phil Jordan, Development Management & Enforcement Manager

9 March 2026

Recommendation (s) to the decision maker (s)

1. To authorise the Assistant Director – Planning & Growth to GRANT Consent, subject to conditions.

S25/2223 TPO Land Adjacent to Numbers 11-21 (Odd Numbers), Rosemary Avenue, Market Deeping



**Application
Boundary**



Key

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1 Description of Site

- 1.1 The tree was protected in 2003 due to speculative development pressures and the potential for site clearance. It is clearly visible within the street scene and is estimated to be approximately 100–150 years old, predating the surrounding residential development. The proposed works seek to address ongoing and foreseeable conflict arising from the tree's natural growth, while retaining its positive contribution to the character and visual amenity of the area.

2 Description of proposal

- 2.1 Lateral crown reduction of up to 2m on the east/north-east side to reduce overhang to the garden of 13 Bramley Road.

3 Relevant Considerations

- 3.1 South Kesteven District Council (SKDC) has a duty to assess the value of the tree/s subject to this application and the likely impact of the proposal on the amenity of the area. It must consider whether or not the proposal is justified having regard to the reasons put forward in support of it.
- 3.2 The Council must consider whether any loss or damage is likely to arise if consent is refused or granted subject to conditions and whether it will impact on the amenity of the area. Each application will be treated on its merits.

4 Representations Received

- 4.1 No comments have been received for or against.

5 Evaluation

- 5.1 The application has been submitted by the Council's Tree Officer, who has advised that the works have been identified as necessary for reasonable management of the open space.
- 5.2 The proposed tree works are considered to be reasonable and justified. There would not be any harm to the visual amenity of the area as a result of the proposed works that are recommended to be undertaken in the interests of good arboricultural practice.
- 5.3 Subject to the conditions proposed, it is considered that the works would not result in any harm to the visual amenity of the area and there would be clear public safety benefits from the proposed works.

6 Crime and Disorder

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

7 Human Rights Implications

- 7.1 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.

8 Conclusion

- 8.1 Taking the above into account, it is considered that the proposed tree works would not result in any harm to the visual amenity of the area and there would be clear public safety benefits from the proposed works.

Recommendation

To authorise the Assistant Director-Planning to GRANT consent, subject to conditions:

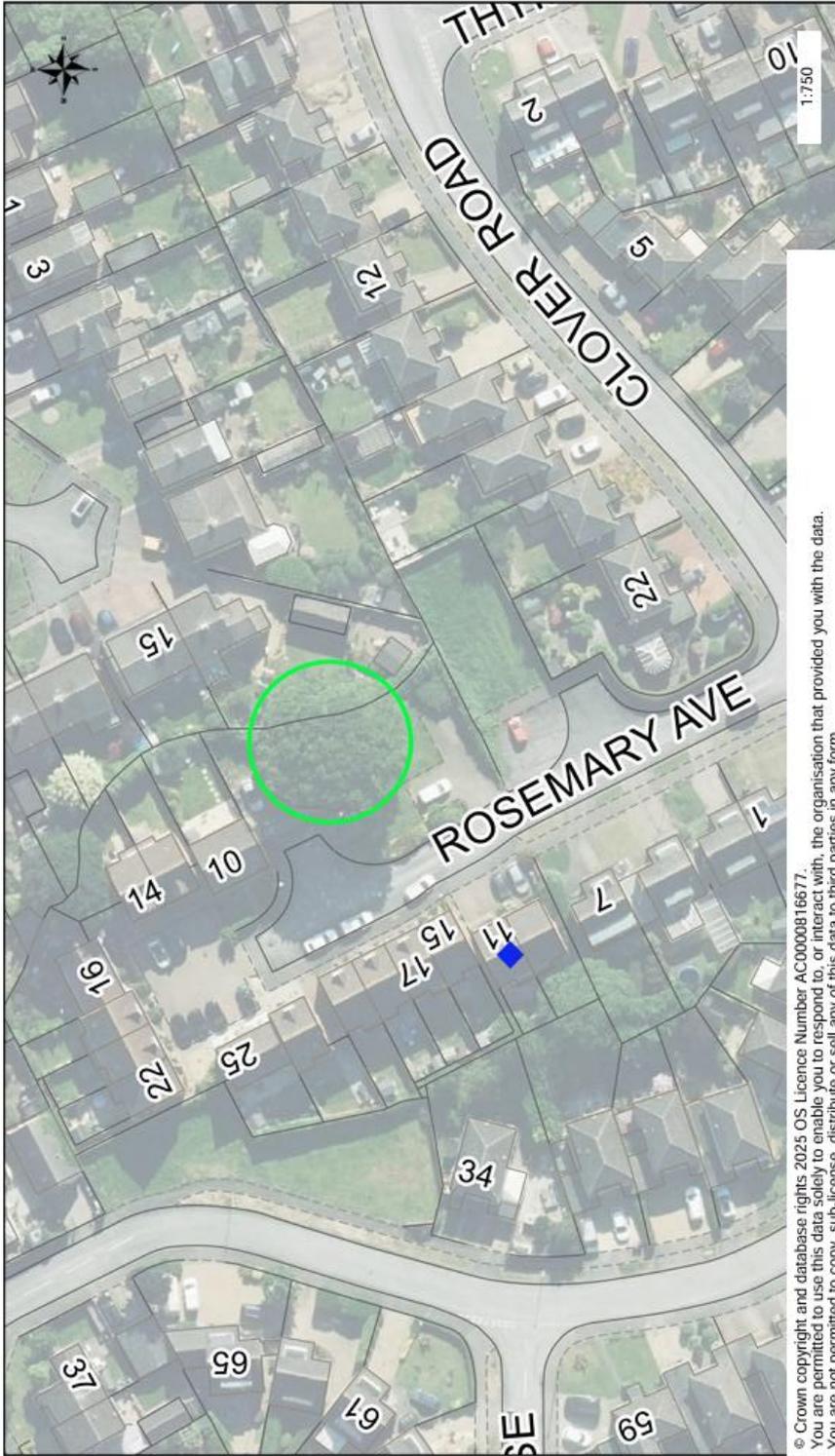
1. All works should be completed within two years of the date of this notice.
2. All works should be carried out in accordance with the British Standard BS 3998:2010 – Tree Work-Recommendations.

Standard Note(s) to Applicant:

In reaching the decision the Council has worked with the applicant in a positive and proactive manner by determining the application without undue delay. As such it is considered that the decision is in accordance with paras 38 of the National Planning Policy Framework.

Standard wildlife informative.

TREE LOCATION PLAN



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**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Planning Committee

19 March 2026



S25/2444

Proposal:	Remove Sycamore tree, Mulberry tree and Weeping Ash tree (TPO-188)
Location:	St Wulfram's Church, Church Street, Grantham, Lincolnshire, NG31 6SR
Applicant:	Mr Andrew Igoea
Application Type:	TPO Tree Application
Reason for Referral to Committee:	SKDC is Applicant and Landowner
Key Issues:	Impact on the amenity of the area Justification for the works

Report Author

Sean Davies – Tree Officer - Planning



01476 406379



Sean.Davies@southkesteven.gov.uk

Corporate Priority:	Decision type:	Wards:
Growth	Regulatory	Grantham St Wulfram's

Reviewed by:

Phil Jordan, Development Management & Enforcement Manager

10 March 2026

Recommendation (s) to the decision maker (s)

1. To authorise the Assistant Director – Planning & Growth to GRANT Consent, subject to conditions.



Application
Boundary



Key

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1 Description of Site

- 1.1 The application site is situated in the grounds of St Wulfram's Church running along Church Street and Castlegate. The site also situated within Grantham Conservation Area.

2 Description of proposal

With regards to TPO works only

2.1 Tree 07Y7, Sycamore

Located in the south-west corner of the churchyard, this tree forms part of a dense group adjacent to properties in St Wulfram's Court and Swinegate. Due to competition within the group, it leans heavily to the south. Removal is proposed to reduce future maintenance requirements and to benefit neighbouring trees.

2.2 Tree 07YJ, Mulberry

Located on the south side of the church amongst headstones, this tree is more shrub-like in form. Removal is proposed to prevent damage to headstones and to facilitate vegetation management in this area.

2.3 Tree 07YL, Weeping Ash

Situated outside the south door of the church, this tree has been previously topped, resulting in a reduced crown formed by regrowth. Extensive decay is present at the old topping points. Further topping would be visually detrimental; therefore, removal is proposed.

3 Relevant Considerations

- 3.1 South Kesteven District Council (SKDC) has a duty to assess the value of the tree/s subject to this application and the likely impact of the proposal on the amenity of the area. It must consider whether or not the proposal is justified having regard to the reasons put forward in support of it.
- 3.2 The Council must consider whether any loss or damage is likely to arise if consent is refused or granted subject to conditions and whether it will impact on the amenity of the area. Each application will be treated on its merits.

4 Representations Received

- 4.1 There were no representations received for the proposal.

5 Evaluation

- 5.1 The application has been submitted by the Council's Tree Officer, who has advised that the works have been identified as necessary for reasonable management of the church grounds.
- 5.2 The proposed tree works are considered to be reasonable and justified. There would not be any harm to the visual amenity of the area as a result of the proposed works that are recommended to be undertaken in the interests of good arboricultural practice.
- 5.3 Subject to the conditions proposed, it is considered that the works would not result in any harm to the visual amenity of the area and there would be clear public safety benefits from the proposed works.

6 Crime and Disorder

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

7 Human Rights Implications

7.1 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.

8 Conclusion

Taking the above into account, it is considered that the proposed tree works would not result in any harm to the visual amenity of the area and there would be clear public safety benefits from the proposed works.

9 Recommendation

To authorise the Assistant Director of Planning & Growth to GRANT consent, subject to conditions:

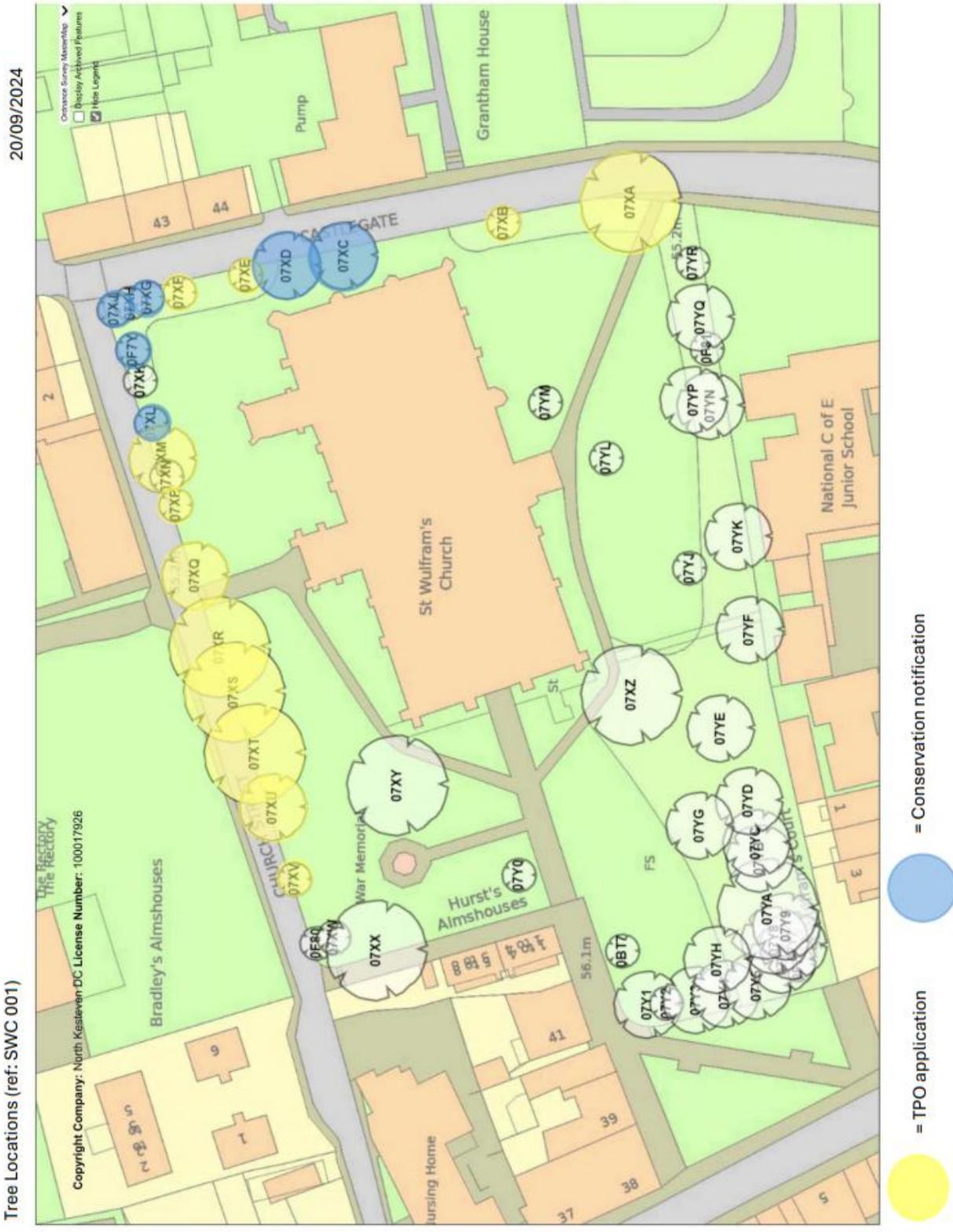
1. All works should be completed within two years of the date of this notice.
2. All works should be carried out in accordance with the British Standard BS 3998:2010 – Tree Work-Recommendations.

Standard Note(s) to Applicant:

In reaching the decision the Council has worked with the applicant in a positive and proactive manner by determining the application without undue delay. As such it is considered that the decision is in accordance with paras 38 of the National Planning Policy Framework.

Standard Wildlife Informative.

Tree location plan



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**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Planning Committee

19 March 2026



S25/2282

Proposal:	Lateral reduction and shorten upper most leaders of Tree A, Selective pruning to provide clearance on Tree B (TPO-190).
Location:	Land North Of Main Road, (Between Greystones And No.1 West Road), Tallington, Stamford, PE9 4RS
Applicant:	Mr Andrew Igoea
Application Type:	TPO Tree Application
Reason for Referral to Committee:	SKDC is Applicant and Landowner
Key Issues:	Impact on the amenity of the area Justification for the works

Report Author

Sean Davies – Tree Officer - Planning



01476 406379



Sean.Davies@southkesteven.gov.uk

Corporate Priority:	Decision type:	Wards:
Growth	Regulatory	Grantham St Wulfram's

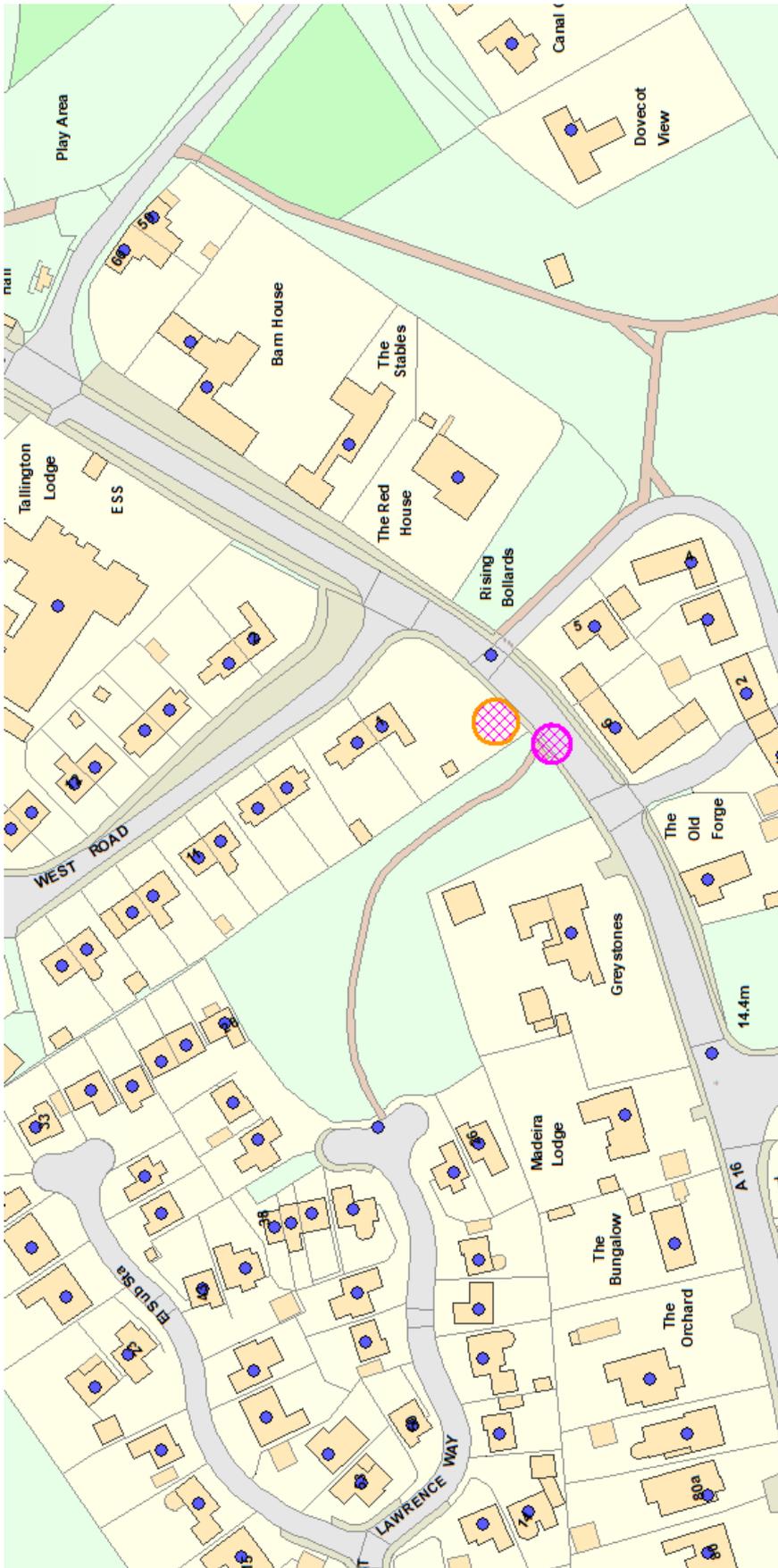
Reviewed by: Phil Jordan, Development Management & Enforcement Manager

9 March 2026

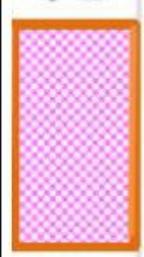
Recommendation (s) to the decision maker (s)

1. To authorise the Assistant Director – Planning & Growth to GRANT Consent, subject to conditions.

S25/2282 TPO Land North Of Main Road,(Between Greystones And No.1 West Road),,Tallington



Key



Application Boundary



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1 Description of Site

- 1.1 Immediately adjacent to the A1175, the trees are protected by Tree Preservation Order (TPO190), which was made in February 1984 following a threat of removal associated with the installation of power lines. The trees are a prominent and long-established feature within the street scene and make a positive contribution to the character and appearance of the area.

2 Description of proposal

- 2.1 Lateral reduction and shorten upper most leaders of Tree A, Selective pruning to provide clearance on Tree B (TPO-190).

3 Relevant Considerations

- 3.1 South Kesteven District Council (SKDC) has a duty to assess the value of the tree/s subject to this application and the likely impact of the proposal on the amenity of the area. It must consider whether or not the proposal is justified having regard to the reasons put forward in support of it.
- 3.2 The Council must consider whether any loss or damage is likely to arise if consent is refused or granted subject to conditions and whether it will impact on the amenity of the area. Each application will be treated on its merits.

4 Representations Received

- 4.1 No comments have been received for or against.

5 Evaluation

- 5.1 The application has been submitted by the Council's Tree Officer, who has advised that the works have been identified as necessary for reasonable management of the trees.
- 5.2 The proposed tree works are considered to be reasonable and justified. There would not be any harm to the visual amenity of the area as a result of the proposed works that are recommended to be undertaken in the interests of good arboricultural practice.
- 5.3 Subject to the conditions proposed it is considered that the works would not result in any harm to the visual amenity of the area and there would be clear public safety benefits from the proposed works.

6 Crime and Disorder

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

7 Human Rights Implications

- 7.1 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.

8 Conclusion

- 8.1 Taking the above into account, it is considered that the proposed tree works would not result in any harm to the visual amenity of the area and there would be clear public safety benefits from the proposed works.

9 Recommendation

To authorise the Assistant Director of Planning & Growth to GRANT consent, subject to conditions:

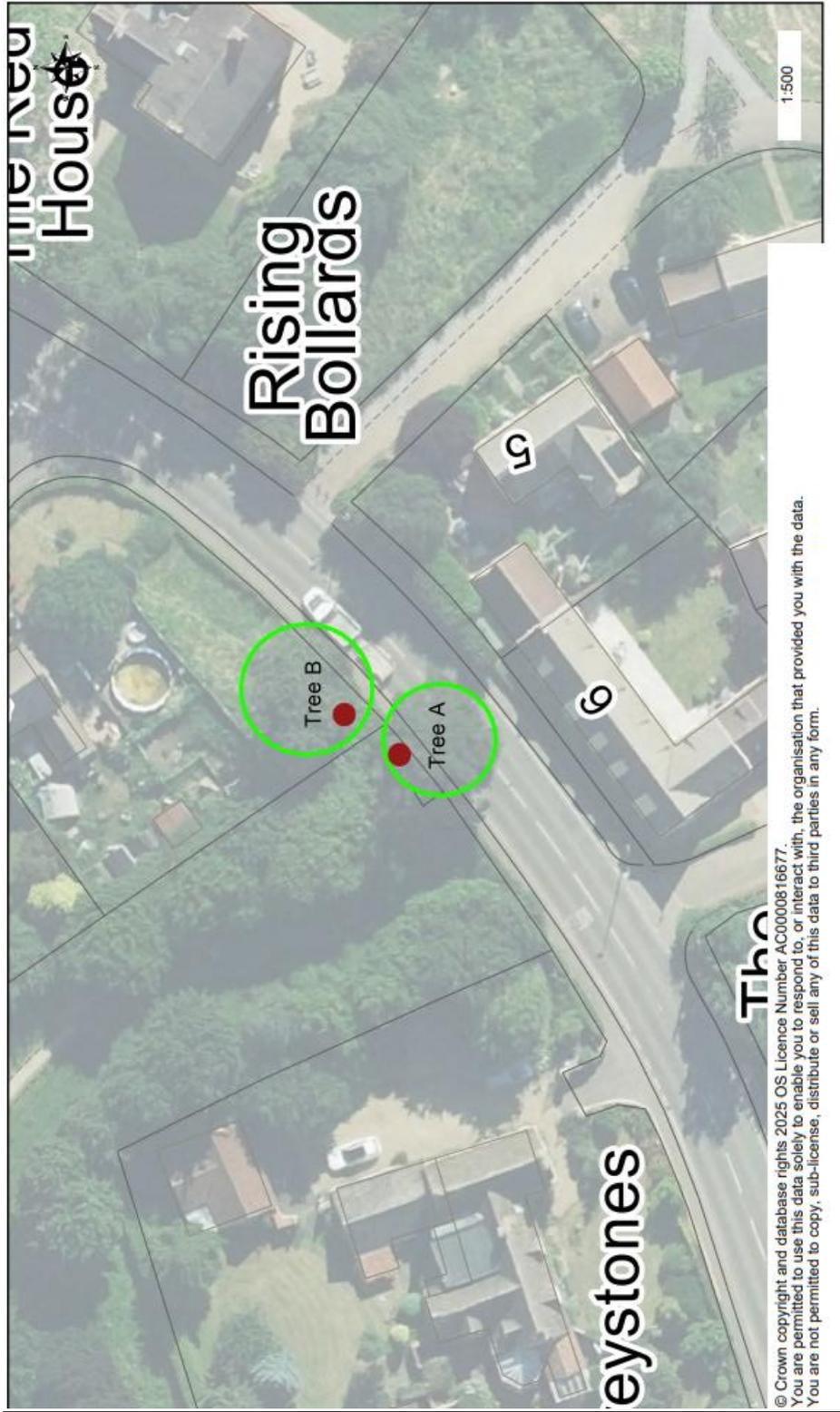
1. All works should be completed within two years of the date of this notice.
2. All works should be carried out in accordance with the British Standard BS 3998:2010 – Tree Work-Recommendations.

Standard Note(s) to Applicant:

In reaching the decision the Council has worked with the applicant in a positive and proactive manner by determining the application without undue delay. As such it is considered that the decision is in accordance with paras 38 of the National Planning Policy Framework.

Standard Wildlife Informative.

Tree location plan



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**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Planning Committee

19 March 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"> • Transport Assessment • Poplar Farm Briefing Note • Illustrative Masterplan

Report Author

Adam Murray – Principal Development Management Planner



01476 406080



Adam.Murray@southkesteven.gov.uk

Corporate Priority:

Growth

Decision type:

Regulatory

Wards:

Grantham Arnoldfield

Reviewed by:

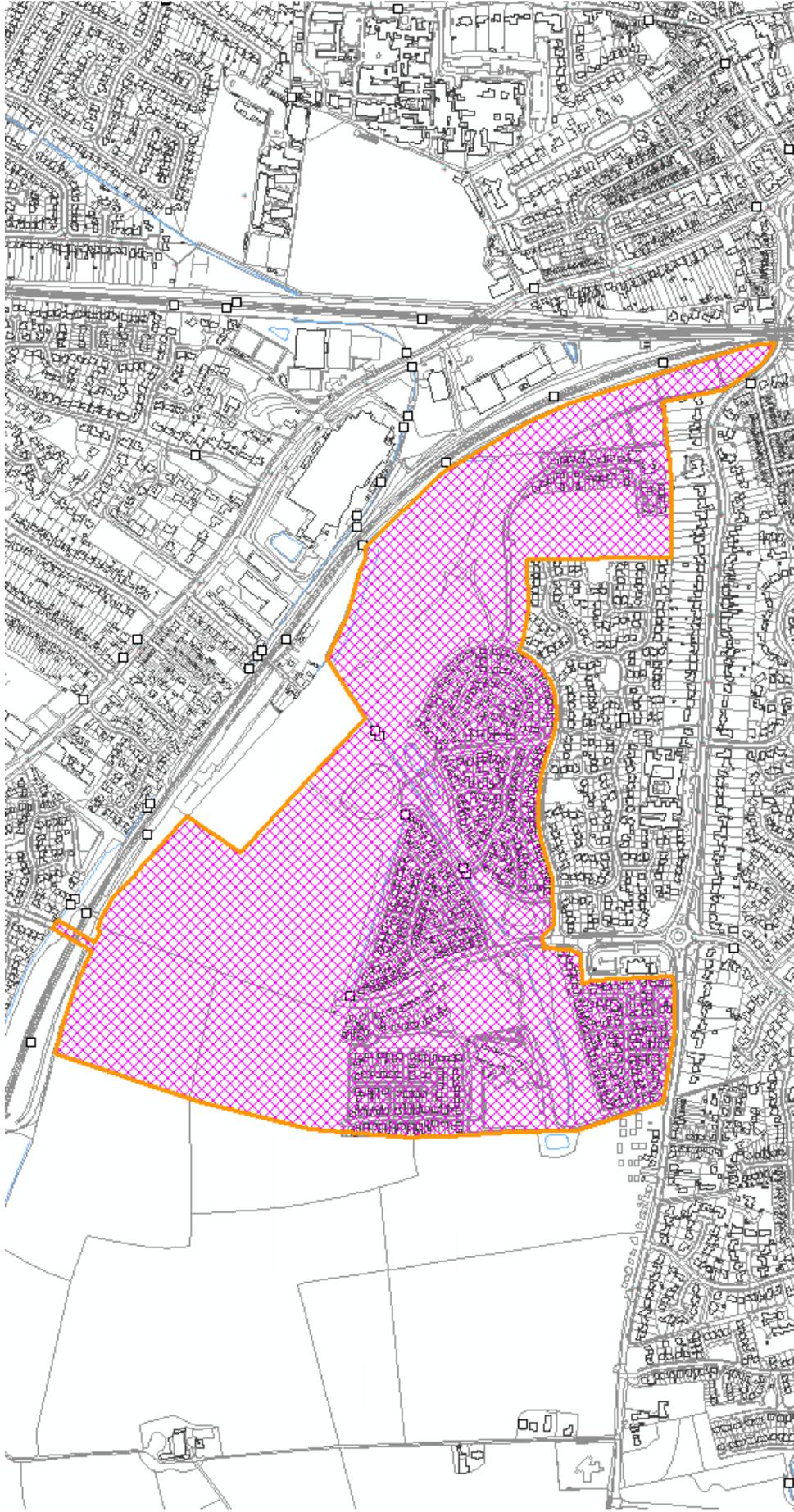
Phil Jordan, Development Management & Enforcement Manager

11 March 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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1 Description of the site

- 1.1 Outline planning permission for the Poplar Farm development was granted in June 2011 (PA Ref: S08/1231) for a proposed “mixed use urban extension comprising up to 1800 dwelling, community facilities (including a primary school, community centre, retail use classes A1, A2, A3 & A5, doctors 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 new road bridge to complete the Pennine Way Link. To date, 673 dwellings have been completed.
- 1.2 The Poplar Farm development comprises part of the North West Quadrant Sustainable Urban Extension (SUE), which includes the adjacent Rectory Farm development, that is allocated for approximately 1,150 dwellings, and which benefits from full planning permission for 448 dwellings, and a resolution to grant outline planning permission for a further 400 dwellings.

2 Description of the proposal

- 2.1 The current application is a Section 73 application seeking to remove Condition 21 (Pennine Way bridge) and vary Condition 36 (Off-site highways works) of the implemented outline planning permission S08/1231.

- 2.2 Condition 21 states:

“No more than 750 dwellings shall be completed or occupied until the required railway bridge link to Pennine Way shall be constructed and brought into use in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory development and in the interests of highway safety to accord with PPG 13 and South Kesteven Core Strategy Policy SP3.”

- 2.3 Condition 36 states:

“Prior to the bringing into use of the Pennine Way Link, improvements shall be carried out on the highway network (and certified as complete by the Local Planning Authority) 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 to be agreed in writing with the Local Planning Authority or other substituted works indicated by the subsequent Transport Assessments required by Condition 37.

Reason: To ensure an appropriate form of development in accordance with highway requirements and standards and in the interests of safety of users of the public highway, and safety of users of the site.”

- 2.4 The primary objective of the current application is to remove the **obligation** to build the Pennine Way bridge. However, the Illustrative Master Plan and Design Code which has been approved pursuant to Condition 3 of the outline planning permission is to remain unchanged. Therefore, whilst the obligation to deliver the Pennine Way bridge is to be removed, the potential for this bridge to be delivered as part of the planning permission would still remain. Notwithstanding this, in removing the obligation to deliver the bridge, it is acknowledged that delivery of the bridge would then be very unlikely. The acceptability of

this application is therefore assessed on the basis that the development would be delivered without the bridge.

2.5 The Section 106 Agreement, completed as part of the original planning permission, secures infrastructure including land and financial contributions for the now completed Primary School, the health centre and community hall proposed to form part of the local centre, on-site affordable housing, and financial contributions towards public transport and public open space maintenance.

2.6 This Agreement also includes a number of obligations relating to the delivery of the bridge. For the purposes of the current application, the principal obligations relate to the delivery of the Pennine Way bridge prior to the occupation of 750 dwellings and subsequently the completion of the off-site highways works. Therefore, the current application would also require a variation to the current Section 106 Agreement to mirror the variation to the planning conditions.

3 Relevant History

Application Ref	Description of Development	Decision
SK35/0253/88	Outline – residential development, neighbourhood centre, health and education facilities, public open space, roads and other facilities	Approved 12/3/1990
S99/1248	Outline – residential development	Withdrawn 26.6.2003
S08/1231	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	Approved Conditionally 23.06.11

4 Policy Considerations

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

Policy DE1 – Promoting Good Quality Design

Policy ID1 – Infrastructure for Growth

Policy ID2 – Transport and Strategic Transport Infrastructure

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

4.3 National Planning Policy Framework (NPPF) (Published December 2024)

Section 2 – Achieving sustainable development.

Section 4 – Decision-making

Section 5 – Delivering a sufficient supply of homes

Section 9 – Promoting sustainable transport

Section 11 – Making effective use of land

Section 12 – Achieving well-designed places

Section 14 – Meeting the challenge of climate change, flooding and coastal change

Section 15 – Conserving and enhancing the natural environment

Section 16 – Conserving and enhancing the historic environment

4.4 **South Kesteven Local Plan Review 2021 – 2041 (Regulation 18 Draft)**

5 Representations received

5.1 Please note that this section includes an officer a summary of the consultation responses and full details are available to view on the Council's Planning Portal under the application reference S24/2218:

5.2 **Active Travel England**

5.2.1 Active Travel England recommends this application is deferred for the reasons detailed in this response.

Connectivity

5.2.2 Whilst the removal of through traffic within the site is likely to be of a benefit, ATE considers that the loss of this connection will significantly undermine active travel connectivity, both from within the site and the surrounding areas. For the site to be sustainable and promote walking, wheeling and cycling, a connection is required. Failure to deliver this connection would significantly increase journey times, reduce the attractiveness and safety of active travel, and compromise overall permeability and would not meet the requirements of NPPF Paragraph 115(a). Furthermore, it would conflict with NPPF Paragraph 96(a), which expects street layouts to facilitate safe, direct pedestrian and cycle links between neighbourhoods.

5.2.3 There has been no assessment as to the degree of severance caused by the lack of this connection between existing and proposed communities.

Access to Services

5.2.4 The Poplar Farm development will include a local centre, which is expected to act as a trip attractor, with many of these trips likely to originate from Gonerby. Currently, the centre of Great Gonerby is approximately 4.5km from the site. If a bridge were provided, this distance would be significantly reduced to around 1.5km – bringing it below the 2km threshold identified as an acceptable walking distance, and thereby reducing the likelihood of car trips.

5.2.5 However, it is important to note that to be considered genuinely walkable, the more recent National Design Guide states that local facilities should ideally be within a 10-minute walk, generally equating to an 800 metre radius.

5.2.6 The application refers to people not needing to access Gonerby as people would access facilities in Grantham instead. This position is not accepted. Great Gonerby and Gonerby Hill Foot both provide additional services which residents of the site may want to access. It is understood some of the facilities available in the existing neighbourhoods are being provided on site; however, it is important that residents of Poplar Farm have a choice of facilities to access and that these can be accessed by active modes. This is particularly relevant to schools. Residents living in Gonerby may choose to attend Poplar Farm Primary School, particularly if it is in walking distance or alternative options are over-subscribed.

5.3 **Barrowby Parish Council**

5.3.1 Objection.

- 5.3.2 The bridge is a critical piece of infrastructure that was promised to the community and is essential for mitigating the increasing traffic congestion and to ensure greater road safety.
- 5.3.3 Impact on traffic congestion – the removal of the condition will have a severe impact on traffic congestion in Grantham. The bridge was intended to alleviate this congestion by providing an alternative route for vehicles thereby reducing the pressure on these key roads.
- 5.3.4 Developer Accountability – It is unacceptable for the Developers to backtrack on their obligations.
- 5.3.5 Community Concerns – The removal of the condition for the bridge construction fails to address the long-term needs of our growing community and ignores the promises made when residents purchased their homes.
- 5.3.6 Safety and Accessibility – Currently, there is only one access point to the estate, which is inadequate and poses significant risks in case of emergencies. The bridge is essential for improving emergency access and evacuation routes. It would provide an alternative route, ensuring that emergency services can reach residents effectively.
- 5.3.7 Environmental and Social Impact – Increased traffic congestion would lead to higher levels of air pollution, which negatively impacts public health. Longer journey times and the frustration of being stuck in traffic contribute to a lower quality of life for residents.
- 5.3.8 Infrastructure Needs – the bridge is a key component of the original planning approval, ensuring proper transport links for current and future residents.

5.4 **County Councillor Paul Martin**

- 5.4.1 The Section 73 states “The original planning permission for Poplar Farm was granted in the 1980s and the latest permission in 2011. When these consents were granted the Grantham Southern Relief Road was not “on the agenda” when the Pennine Way link was deemed necessary”.
- 5.4.2 The Grantham Southern Relief Road was already in planning by 2011 with Phase 1 and Phase 2 granted permission in August 2010. The Developer would have been heavily involved in the applications for Phase 1 and Phase 2 so to claim they knew nothing about it in 2011 is factually inaccurate.
- 5.4.3 The Environment Statement: Non-technical summary S08/0448 was a joint application between Hampton Brook Estates and Buckminster. This summary clearly states “the application site area is just over 39 hectares and includes a new junction on the A1 trunk road and the First Section of the Planned A52 Grantham Southern Relief Road. A new roundabout on the B1174 Spittlegate Level also forms part of the proposals”.
- 5.4.4 The Systra Transport Assessment which accompanies the Section 73 application contains significant and misleading factual errors in relation to knowledge of events.
- 5.4.5 The application should be rejected on the grounds of misleading information in both the application itself and Systra’s Transport Assessment.

5.5 **Grantham Civic Society**

- 5.5.1 Objection.
- 5.5.2 The view of Grantham Civic Society is that the assertion that the PWLR is not required is based on incomplete or flawed data or assumptions. Accordingly, the Civic Society object to the removal of Condition 21. However, in order that additional housing is built to meet

local needs, the Society is prepared to support raising the threshold to trigger the construction, provided that the other elements of the agreed infrastructure are delivered within an agreed timescale.

- 5.5.3 The Civic Society comment that the Systra report is grounded in 2012 data, which is not a sound basis on which to assess the need for the PWLR and bridge over the Nottingham-Grantham railway.
- 5.5.4 Insufficient attention has been given in the TA to the role of Grantham and District Hospital and in particular the NHS Diagnostic Centre in Gonerby Hill Foot.
- 5.5.5 The daily observation of Society members of long queues along all major routes into the town include Barrowby Road, North Parade, Manthorpe Road and Belton Lane demonstrates the need for the PWLR and bridge. This is as a result of locally generated traffic and is not traffic that will use the Grantham Southern Relief Road (GSRR) except to try another approach into the town to reach schools. It is the view of Grantham Civic Society that the PWLR would facilitate and improve journeys to and from schools.

5.6 **Grantham Town Council**

- 5.6.1 Objection.

5.7 **Great Gonerby Parish Council**

- 5.7.1 No comments received.

5.8 **Lincolnshire County Council (Highways & SuDS)**

- 5.8.1 Recommendation for refusal.

5.8.2 This Section 73 application is to vary the conditions requiring the Poplar Farm development to deliver the Pennine Way Link Road at 750 houses. The applicant has submitted supporting information which suggests that the Pennine Way Link Road Bridge (PWLRB) is not now required.

5.8.3 The Applicant submitted a similar pre-application enquiry in 2020 and LCC responded that the PWLR was originally required for 3 key reasons:

- Provide additional highway capacity to mitigate the traffic impact of Poplar Farm
- Provide a second vehicular link to the road network for Poplar Farm
- Provide connectivity between Poplar Farm and Great Gonerby.

Capacity

5.8.4 Since the original application was approved in 2011, LCC has committed and is delivering the Grantham Southern Relief Road (GSRR) and Government policy regarding highway impact of development has now changed, such that the NPPF now requires a “severe” threshold to refuse applications on highways grounds.

5.8.5 The network modelling included in the Systra report shows that the PWLR will provide limited highway capacity benefit to the network. The modelling includes the GSRR which provides additional highway capacity by diverting through traffic on the A52 away from the town centre. This therefore creates spare capacity in the town centre and on the A52, which traffic from Poplar Farm is able to utilise.

- 5.8.6 LCC agree that the Pennine Way Link Road is not now necessary for highway capacity reasons, but instead a Section 106 contribution is necessary towards the GSRR which is providing the additional network capacity.

Highway Safety

- 5.8.7 Road connections to Rectory Farm need to be conditioned to be delivered and offered for adoption. There are 3 road connections shown on the Illustrative Masterplan submitted within this application. Two: Hemsley Road and Pembroke Avenue, have been constructed under Section 38 Agreements for adoption by LCC. However, only to a point approximately 1m from the boundary. These connections need to be completed prior to the site boundary and offered for adoption. The third connection is further north and this again needs to be delivered.

Active Travel Connections to Gonerby

- 5.8.8 The applicant is not addressing this requirement, but states that there are existing footpaths to Gonerby and that the strongest desire line is to the town centre along Barrowby Road where most services are and there are suitable connections that way.
- 5.8.9 LCC consider that direct pedestrian and cycle connections which are similar to that which would have been provided by the PWLR (i.e. direct, a boundary surface and with street lighting) are required to serve Gonerby and those existing residents who anticipated completion of the PWR.
- 5.8.10 Without a comparable pedestrian and cycle link to the north, LCC recommends refusal because there is no safe and suitable alternative being proposed.

5.9 National Highways

- 5.9.1 National Highways have previously engaged with the applicant during pre-application consultations in 2020 and 2021. During this engagement, significant issues with the transport evidence were identified. We concluded that these matters needed to be addressed to ensure the impacts on the strategic road network were suitably assessed and appropriate mitigation measures were identified.
- 5.9.2 National Highways have reviewed the Transport Assessment. Due to the outdated data, the time elapsed since the assessment was undertaken, and the material changes in the area, we recommend that a revised and up-to-date assessment is undertaken. This is necessary to understand the likely impacts on the SRN from the proposal and to help inform decisions on appropriate conditions, trigger points and mitigation.
- 5.9.3 We are not opposed to the suggestion of not delivering the Pennine Way link road. However, we require robust evidence to fully understand its impact on the Strategic Road Network (SRN) and to identify appropriate trigger points for the necessary mitigation.

5.10 Network Rail

- 5.10.1 No objections.

6 Representations as a Result of Publicity

- 6.1 The application has been advertised in accordance with the Council's Statement of Community Involvement and representations have been received from 106 interested parties; 90 of whom have formally objected to the application; 15 of whom have formally

supported the application; and 1 has remained neutral. The matters raised within the representations can be summarised as follows:

(1) Impact on highways safety and capacity

- a. The removal of the bridge would increase congestion on the A52 and at the Asda roundabout, North Parade and B1174
- b. The Grantham Southern Relief Road would not provide sufficient mitigation.
- c. Removal of the bridge would mean that there is only one access/exit onto Poplar Farm
- d. Building the bridge would cause a rat-run through Poplar Farm.

(2) Impact on overall design quality

- a. The bridge is required to provide connectivity for both pedestrians and vehicles
- b. The bridge is required to integrate the North West Quadrant (including Rectory Farm) to the wider area.

(3) Other Matters

- a. The Developers/Applicant's never intended to deliver the bridge.
- b. The bridge was promised to purchasers of properties on Poplar Farm
- c. There are unacceptable areas of infrastructure provided to date on Poplar Farm.
- d. Other infrastructure included in the Poplar Farm development has not been provided.
- e. Failure to support the application would be likely to result in 1,000 homes not being built.

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. The Council adopted the South Kesteven Local Plan 2011-2036 on 30 January 2020, and this forms the Development Plan in respect of the current application.
- 7.2 The Local Planning Authority have also adopted a Design Guidelines Supplementary Planning Document (SPD) (Adopted November 2021), and this document is a material consideration in the determination of planning applications.
- 7.3 The policies and provisions of the National Planning Policy Framework (NPPF) ("the Framework") (Published December 2024) are also a relevant material consideration in the determination of planning applications.
- 7.4 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.

7.5 Furthermore, as of March 2025, South Kesteven District Council are presently unable to demonstrate a 5-year housing land supply, 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 11 of the National Planning Policy Framework. 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; or where specific policies in the Framework indicate that development should be restricted.

7.6 **Principle of Development**

7.6.1 An application can be made under Section 73 of the Town and Country Planning Act 1990 to vary or remove conditions associated with a planning permission.

7.6.2 Planning permission granted under a Section 73 application takes effect as a new, independent planning permission to carry out the same development as previously approved, subject to new or amended conditions, showing the amendment together with any other relevant conditions from the original permission. The new permission would sit alongside the original permission, which remains intact and unamended. It is then for the Applicant to determine which permission to implement.

7.6.3 The Act is very clear that “On such an application, the Local Planning Authority shall only consider the question of the conditions, subject to which planning permission should be granted, and –

(a) If they decide planning permission should be granted subject to conditions different to those subject to which the previous permission was granted, or that it should be granted unconditionally, they shall grant planning permission accordingly; and

(b) If they decide that planning permission should be granted subject to the same conditions as those subject to which the previous permission was granted, they shall refuse the application”.

7.6.4 In other words, the Local Planning Authority cannot revisit the principle of development, or any other issues, which are not relevant to the conditions subject to consideration as part of the current application.

Housing Land Supply

7.6.5 As stated above, the Local Planning Authority are currently 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.

7.6.6 In the context of the current Section 73 application, it is noted that the public benefits associated with the current application are comparable to those that exist for the original planning permission. As such, whilst the provision of housing is a significant public benefit, and the weight to be attributed to this would be substantial given the large volume of dwellings remaining to be delivered as part of the planning permission, this public benefit would be the same for both the original planning permission and the current proposal.

7.6.7 However, it should also be acknowledged that delivery of housing on the site has stalled with the most recent reserved matters application relating to housing granted in 2018. 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 currently projected to be delivered within the next 5 years.

7.6.8 In this context, the proposed variation to remove the obligation to deliver the bridge would allow delivery of the site to re-commence, 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.

7.6.9 In addition, it is also acknowledged that the proposed development site is a strategic site in the context of the Council's overall housing land supply. The remaining 1,126 dwellings that are consented by the outline permission equates to approximately 6% of the overall housing need for the District identified within the Regulation 18 Local Plan Review. Furthermore, the allocation policy for Rectory Farm, which accounts for a further 6% of the housing need, explicitly requires connections between Rectory Farm and the remainder of the Poplar Farm site; and delivery of this site also assumes the delivery of the outstanding facilities within the Poplar Farm local centre. As such, the re-commencement and completion of Poplar Farm is a key pillar of the Council's overall housing supply over the plan period.

7.7 **Impact on highways safety and capacity**

7.7.1 Representations received on the application have raised a number of objections relating to the impact of the proposals on highways safety and capacity, including issues relating to congestion on the local highway network, the suitability of the Grantham Southern Relief Road in mitigating the impacts on the local highway network; and the safety of having a single point of access/egress from Poplar Farm.

7.7.2 In respect of the impact on the capacity of the local highway network, Lincolnshire County Council (as Local Highways Authority) have been consulted and have accepted the findings of the transport modelling set out within the submitted Transport Assessment. This modelling demonstrates that the PWLR would provide a limited highway capacity benefit to the network; the modelling also demonstrates that through-traffic using the A52 and the town centre would be re-distributed onto the GSRR. As such, this would create spare capacity in the town centre and on the A52, which traffic from Poplar Farm would be able to utilise.

7.7.3 In relation to the above, it is noted that LCC Highways have confirmed that the PWLR was originally required at a time, when local highways policy was for developments to provide improvements to replace the capacity on the local highway network that was being taken up by the development traffic. This is a significantly different policy position to the current highways policy set out within the National Planning Policy Framework, which requires developments to mitigate any unacceptable adverse impacts, and development can only be refused on highways grounds where there is a severe impact.

7.7.4 In view of the above, it is Officer's assessment that the application proposals would not give rise to an unacceptable adverse impact on local highways capacity, subject to the completion of the Grantham Southern Relief Road.

7.7.5 An update on the progress with the Grantham Southern Relief Road was provided at the 24 February 2026 meeting of the Finance and Economic Overview and Scrutiny Committee, as follows:

“Whilst works to Phase One commenced in 2015 with the new roundabout official opening in August 2016, subsequent phases required approval from the Secretary of State which was given in 2019. Works commenced on Phase Two in October 2019 and on Phase Three in April 2021. Phase Two was completed in December 2022.

There are ongoing delays with the completion of Phase Three of the bridge due to the identification of soft, unstable ground at the bridge construction site. LCC has publicly confirmed that there was design error relating to the rollout of the bridge over the River Witham and the East Coast Mainline. This impacted the anticipated completion date as well as the cost of rectifying the error expecting to cost between £10-20 million.

LCC has also confirmed that there have been further delays in obtaining all of the required approvals for the redesigned bridge. It is expected that the “bridge push” or “launch” over the River Witham and East Coast Mainline will take place within the next six months. Once the launch has started, it is expected that the road will be completed within two years. LCC has advised that this timescale reflects the scale and sequencing of the remaining works, many of which are depending on the bridge structure being in place and must be undertaken sequentially rather than concurrently”.

- 7.7.6 Notwithstanding this, Lincolnshire County Council have confirmed that there is sufficient capacity within the local highway network to accommodate 250 further dwellings in advance of the completion of the GSRR. As such, conditions are to be imposed restricting the total number of occupations at Poplar Farm to 1,000 dwellings until the completion of the GSRR. The number of occupations permitted is expected to align with the timescales for the completion of the GSRR, such that this condition would not unacceptably inhibit the build programme for Poplar Farm.
- 7.7.7 In relation to the impact on the strategic highways network, National Highways have been consulted on the application and have confirmed that they do not object to the PWLR not being delivered, however, further modelling is required to understand the appropriate trigger points for the completion of improvements to network.
- 7.7.8 In connection with the above, it is noted that the A1/A52 junction is due to be upgraded as part of Grampian conditions imposed on the adjacent Rectory Farm development. Discussions between the Case Officer and officers at National Highways have confirmed that this scheme of junction improvements is the “mitigation” referred to within their formal comments. National Highways have confirmed that the agreed scheme of junction improvements would provide sufficient capacity to accommodate the increased flows through this junction resulting from the removal of the obligation to deliver the PWLR. However, there is currently insufficient information to understand the point at which this junction will operate over capacity; as such, further modelling is required in order to understand the “tipping point” and therefore, impose Grampian conditions restricting the total occupations until the junction improvements have been completed.
- 7.7.9 Within this context, the Case Officer notes that there are currently no conditions restricting occupations at Poplar Farm until the junction improvements have been completed. Notwithstanding this, it is acknowledged that as part of the appeal relating to allowing occupations at Rectory Farm in advance of the completion of the junction, the Inspector determined that it was likely that no more than 750 dwellings would be occupied in advance of the completion of the works. In that scenario, the Inspector concluded that there would not be any unacceptable adverse impacts on the strategic or local highways network. On this basis, it is the Case Officer’s assessment that it would be appropriate and necessary to

impose conditions restricting occupations to 750 dwellings, in line with the assessment previously made by the Planning Inspectorate.

- 7.7.10 Turning to matters relating to highways safety, a number of public representations have raised concerns about the safety of only having a single point of access onto Poplar Farm.
- 7.7.11 Lincolnshire County Council (as Local Highways Authority) have raised no objections in relation to highways safety and have noted that there are connections proposed between Poplar Farm and Rectory Farm, as part of the approved masterplan and planning permissions. Rectory Farm has 3 access points onto Barrowby Road approved and implemented as part of Phase 1, and as such, the additional connections between Poplar Farm and Rectory Farm would result in a total of four vehicular access points being available to serve the development. Notwithstanding this, Lincolnshire County Council have confirmed that the design of the access to Poplar Farm is sufficient to ensure that there would remain access for emergency vehicles even in the event that there was a road traffic accident.
- 7.7.12 Similarly, National Highways have raised no concerns in relation to highways safety for the A1/A52 junction.
- 7.7.13 Taking all of the above into account, it is Officer's assessment that the proposed removal of the obligation to deliver the Pennine Way Link Road would not result in any unacceptable adverse impacts on highways safety and capacity. Indeed, subject to the imposition of conditions restricting the number of occupations pending delivery of the GSRR and the A1/A52 improvements, the Officer considers that there would be no unacceptable impact in highways terms. As such, the application scheme is in accordance with Policy ID2 of the adopted Local Plan and Section 9 of the National Planning Policy Framework.

7.8 **Effect on overall design quality including connectivity**

- 7.8.1 Representations received on the application have raised objections on the basis that the removal of the bridge would reduce connectivity between the North-West Quadrant developments and the wider Grantham area and would harm overall integration between the new developments and the existing residents.
- 7.8.2 Lincolnshire County Council (as Local Highways Authority) have been consulted and have objected to the application on the basis that removal of the obligation to provide the bridge would result in insufficient connectivity between Poplar Farm and Great Gonerby; and in the absence of an alternative pedestrian and cyclist connection
- 7.8.3 Furthermore, Active Travel England have been consulted and have also objected to the development on the basis that removal of the PWLR would undermine active travel connectivity within the site and the surrounding areas. In particular, they have stated that they do not accept the position that residents of Poplar Farm would retain suitable access to facilities in Grantham; and similarly, that the bridge is also necessary to allow residents in Great Gonerby to access suitable facilities.
- 7.8.4 In this respect, the Case Officer notes that connectivity and permeability within development proposals is a principle of high-quality design, which is recognised in national and local planning policy. As such, the PWLR does provide a role in helping to integrate the Poplar Farm development within the wider community and facilitates connectivity between Poplar Farm and Gonerby. Consequently, removal of the obligation to provide this connection, the increasing the potential that this link would not come forward in the future, would result in a degree of harm to the overall design quality.

- 7.8.5 However, in assessing the weight to be attributed to this harm, it is acknowledged that Active Travel England identify that the facilities available in Great Gonerby and Gonerby Hill Foot are largely those being provided as part of the local centre to be delivered on Poplar Farm; and that it is access to this local centre for residents in Great Gonerby and Gonerby Hill Foot, which would be the primary benefit of the PWLR. In this light, it is the Case Officer's assessment that the PWLR would therefore be a desirable element of highways infrastructure in order to improve access to services for residents in Gonerby rather than necessary to facilitate access to facilities for residents of Poplar Farm.
- 7.8.6 In light of the above, it is the Case Officer's assessment that the removal of the obligation to deliver the PWLR would result in a degree of harm to the overall design quality, as a result in the reduced connectivity that would be available between Poplar Farm and Gonerby. However, it is also considered that residents of Poplar Farm would continue to have suitable access to services and facilities, and in this light, the PWLR is desirable rather than necessary to make the development acceptable in planning terms.
- 7.8.7 Taking all of the above into account, it is Officer's assessment that the proposed development, when taken as a whole, would be in accordance with Policy DE1 of the adopted Local Plan, and Section 9 and 12 of the National Planning Policy Framework.
- 7.9 **Section 106 Contributions**
- 7.9.1 The original outline planning permission was subject to viability assessment, and the policy compliant Section 106 contributions were reduced in light of the infrastructure costs associated with delivering the development: including the obligation to deliver the Pennine Way Link Road and the associated ransom costs to Network Rail. In total, the financial contributions included within the Section 106 Agreement were approximately 78% of the overall contributions requested.
- 7.9.2 In light of the proposed removal of the obligation to deliver the Pennine Way Link Road, the viability of the development has been re-appraised; this viability appraisal has been undertaken by an independent viability specialist appointed on behalf of the Council and agreed by the Applicant.
- 7.9.3 The revised viability appraisal has been undertaken in a manner which takes into account the level of development delivered at Poplar Farm to date and then models the viability for the delivery of the remainder of the development i.e. the viability appraisal has not simply deducted the costs allowed in the initial appraisal for the delivery of the bridge and the Network Rail ransom and added that to the overall Section 106 package; it has accounted for up-to-date build costs and sales values to assess a real-time position for the delivery of the remainder of the site. The forecasting / modelling of the delivery of the remainder of the development has been undertaken with reference to the approach advocated within the Whole Plan Viability Assessment (January 2024), which has been prepared as part of the ongoing Local Plan Review.
- 7.9.4 Therefore, the revised appraisal has resulted in increased contributions being secured for all financial contributions, which is a result of indexation, as well as an agreement for the Developer/Owner to build the community hall in conjunction with the sports pitches, rather than providing a serviced site to SKDC to build a community facility.
- 7.9.5 In addition, the removal of the Pennine Way bridge and the Network Rail ransom cost from the appraisal has resulted in an additional £2,350,422 being made available towards the overall Section 106 package; this additional financial contribution is to be allocated towards

the cost of delivering the Grantham Southern Relief Road. The payment terms of the Section 106 Agreement have also been renegotiated so that there are clear trigger points for payment tranches which will be apportioned to the overall requirements of the development, as opposed to the current tariff-based approach.

7.9.6 The Heads of Terms for the revised Section 106 Agreement are as follows, with a comparison to the existing agreement:

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 • 402 units by 1398 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
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>Deliver a serviced site for health centre of 800 sq. metres by 1200 units or within 5 years, whichever is the sooner.</p> <p>Land to be subsequently reserved by 5 years after serviced site completed.</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 	

		<ul style="list-style-type: none"> • £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

7.9.7 In the event that the application is deemed to be acceptable in all other respects, the Section 106 Agreement would secure the necessary infrastructure to ensure that the impacts of the development are appropriately mitigated. As such, it is concluded that these obligations are compliant with the statutory tests of the CIL regulations, as well as local and national planning policy.

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

7.10 **Other Matters**

7.10.1 Representations received on the application have also raised objections on the basis that the developer should be held accountable for the failure to deliver on their initial obligations. In this regard, it is understood that the Developer/Owner is not currently in breach of any of the Section 106 obligations, and in any event, this would not usually be relevant to the determination of the current application, which is required to assess the acceptability of the amendments in planning terms. Whilst it is appreciated that applications to vary conditions/planning obligations can be viewed as undermining public confidence within the planning system, each application must be considered on its own merits and in accordance with the Development Plan and any other material considerations that are applicable at the time of determination.

7.10.2 Likewise, it is acknowledged that representations have also raised concerns about the accuracy of statements contained within the application submission. In particular, representations have stated that reference to the Grantham Southern Relief Road being introduced after the grant of planning permission for Poplar Farm are untrue. In this respect, the accuracy of these statements is not material to the assessment of the current application, the relevant point is that the Grantham Southern Relief Road is being constructed and due for completion within 2 years; this will increase capacity on the local highway network and the current application falls to be assessed within this context.

7.10.3 Finally, public representations have also raised objections on the basis that the proposed development would increase town centre congestion and therefore result in increased air

pollution. With regards to this, Lincolnshire County Council (as Local Highways Authority) have confirmed that the additional town centre capacity created by the Southern Relief Road would ensure that there is no increase in congestion as a result of the development i.e. vehicles currently using the local highways network will be replaced and the removal of the obligation to build the PWLR results in a redistribution of vehicles rather than an increase in movements. As such, it is concluded that the proposed development would not result in any unacceptable impacts on air quality.

8 Crime and Disorder

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

9 Human Rights Implications

9.1 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.

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 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 this bridge to be delivered as part of the planning permission would still remain.

10.3 Lincolnshire County Council (as Local Highways Authority) and National Highways (as Strategic Highways Authority) have confirmed that the removal of the obligation of the bridge, would not result in any unacceptable adverse impacts on highways safety and capacity, subject to conditions.

10.4 However, Lincolnshire County Council and Active Travel England have both objected to the application on the basis that removal of the obligation to deliver the bridge would undermine connectivity between Poplar Farm and Gonerby Hill Foot. In this respect, the Case Officer acknowledges that providing vehicular and pedestrian connectivity is a key element of ensuring the overall design quality of a development, and as such, removal of the obligation to deliver the bridge would result in a degree of harm to the overall design quality of the development. In any event, this minor harm to the design quality would need to be balanced against the public benefits associated with the facilitation of the remaining delivery of housing at Poplar Farm.

10.5 Notwithstanding this, it is the Case Officer's assessment that, in connectivity terms, the Pennine Way bridge would primarily serve residents of Gonerby Hill Foot by providing them with access to the services being provided as part of the local centre at Poplar Farm. As such, removal of the bridge link would not undermine the accessibility of residents of Poplar Farm to services and facilities, as they would still retain suitable access to services and amenities locally and in the town. Similarly, residents of Great Gonerby and Gonerby Hill Foot would also retain suitable access to services and facilities within the town centre. In this respect, the PWLR is therefore desirable to improve accessibility for existing residents

to the north of the railway rather than necessary to facilitate connectivity for residents of Poplar Farm. As such, the proposed development would still provide an appropriate overall design in the absence of the bridge, and therefore, would accord with Policy DE1 and Section 12 of the Framework.

- 10.6 Taking the above into account, it is the Case Officer's assessment that the proposed removal of Condition 21 and variation to Condition 36 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.

11 Recommendation

Recommendation – Part 1

- 11.1 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

- 11.2 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.
- 11.3 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 application shall be refused for the following reasons(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.

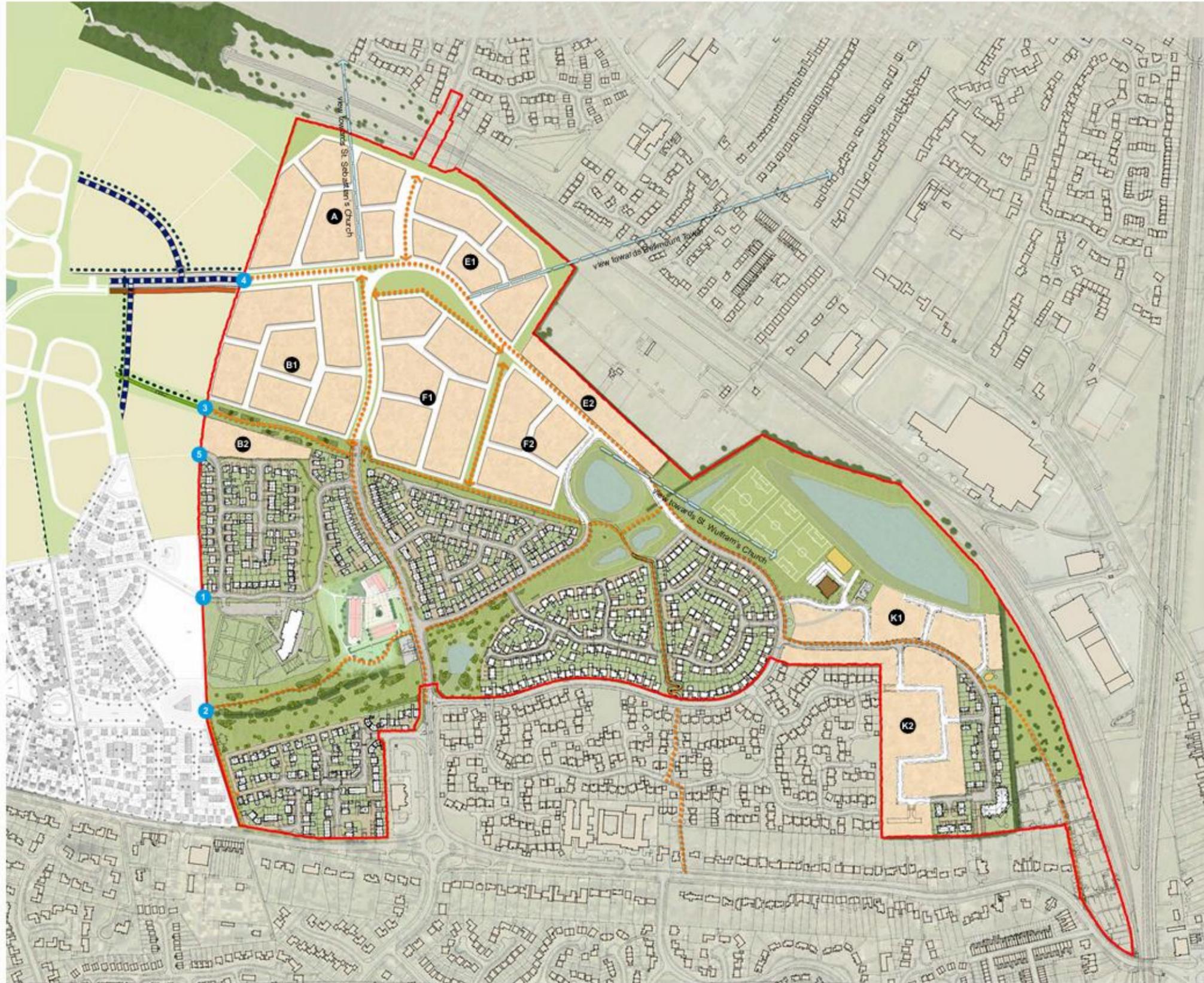
Thereafter, a further additional and pedestrian connection is to be provided in the north-west corner of the site, in accordance with details which shall be submitted and approved as part of the reserved matters applications, pursuant to condition 2.

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

Standard Note(s) to Applicant

- 1) In reaching the decision, the Council has worked with the applicant in a positive and proactive manner by determining the application without undue delay. As such it is considered that the decision is in accordance with Paragraph 38 of the National Planning Policy Framework (2024).

Illustrative Master Plan



NOTES
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KEY

A	3.15ha
B1	3.89ha
B2	0.58ha
E1	2.61ha
E2	0.92ha
F1	3.57ha
F2	2.00ha
K1	1.99ha
K2	3.11ha

Proposed and existing footway/cycleway
 White roads show roads to be built
 Grey roads show existing roads

- Links between Rectory Farm (RF) and Poplar Farm (PF)**
- 1 Helmsley Road link
 - 2 RF footpath to link into PF footpath/cycleway
 - 3 RF footpath to link into PF footpath/cycleway
 - 4 Rectory Farm and Poplar Farm future indicative road link
 - 5 Road connection to Pembroke Avenue
- RF is referring to Rectory Farm and PF to Poplar Farm

Rev	Date	Description	By	Check
1	22/10/2016	Issue for comment	JMG	JMG
2	14/11/2016	Issue for comment	JMG	JMG
3	15/11/2016	Issue for comment	JMG	JMG
4	28/11/2016	Issue for comment	JMG	JMG
5	15/12/2016	Issue for comment	JMG	JMG
6	15/12/2016	Issue for comment	JMG	JMG
7	15/12/2016	Issue for comment	JMG	JMG
8	15/12/2016	Issue for comment	JMG	JMG
9	15/12/2016	Issue for comment	JMG	JMG
10	15/12/2016	Issue for comment	JMG	JMG
11	15/12/2016	Final issue	JMG	JMG

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Buckminster Estate & Norwich Hub
 Poplar Farm,
 Grantham

**ILLUSTRATIVE ONLY MASTERPLAN
 FOR POPLAR FARM**

1:2500 @A1 JMG 15 November 2016
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**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Planning Committee

19 March 2026



S25/0505

Proposal:	Outline planning permission, with all matters reserved except for access, for commercial floorspace and industrial development providing up to 140,000 sqm total GIA of general industrial (Use Class B2) and storage and distribution (Use Class B8) floorspace with ancillary office (Use Class E(g)(i)) floorspace and supporting infrastructure including earthworks, drainage, landscaping, parking, servicing, and other associated works.
Location:	Land south of Gorse Lane, west of A1, Grantham
Applicant:	Mulberry Commercial Developments Limited
Agent:	Aisling Merriman Icen Projects Ltd
Application Type:	Outline Planning Permission (Major, EIA)
Reason for Referral to Committee:	Major application and Section 106
Key Issues:	Principle of development Impact on the character of the area Impact on highway safety Ecology Impact Flooding and Drainage Impact on historic assets
Technical Documents:	Environmental Statement Design and Access Statement Flood Risk Assessment and Drainage Strategy Transport Assessment Ecological Appraisal Biodiversity Metric Landscape & Visual Appraisal November Arboricultural Impact Assessment

Report Author

Kevin Cartwright, Senior Planning Officer



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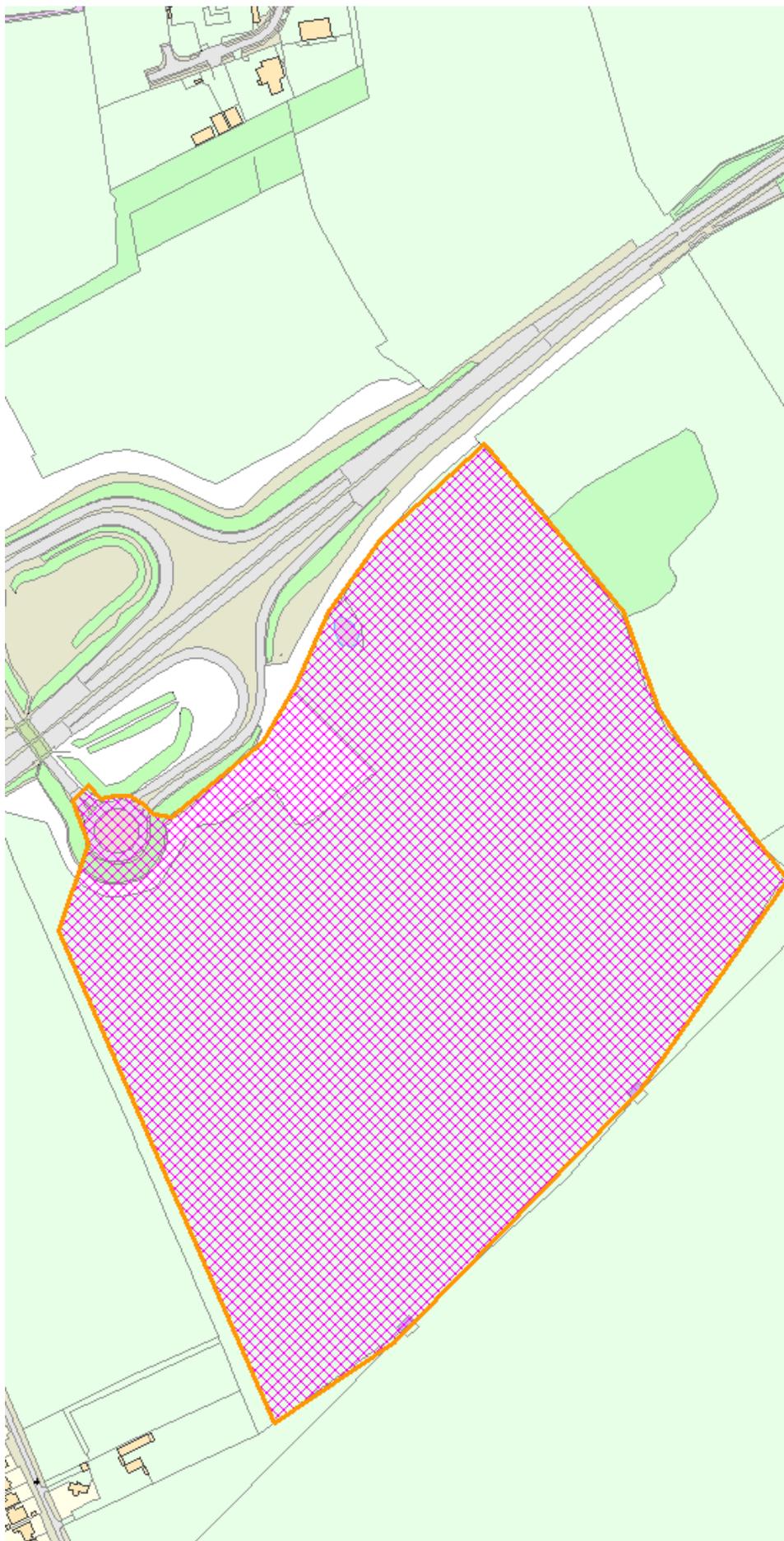
Corporate Priority:	Decision type:	Wards:
Growth	Regulatory	Grantham Springfield

Reviewed by:	Phil Jordan, Development Management & Enforcement Manager	9 March 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 and the completion of a Section 106 legal agreement

S25/0505 - Land south of Gorse Lane, west of A1, Grantham



Key

Application Boundary



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Description of Site

- 1.1 The site is approximately 35.5 hectares in area, located approximately 2 miles south of Grantham town centre, and directly to the south of Gorse Lane. To the east of the site is the A1.
- 1.2 The application site is comprised of an agricultural field with a small woodland running along the south-eastern boundary (Warren Plantation). To the north of the site is car dismantlers yard and a further agricultural field, beyond that is Gorse Lane and a number of residential properties, Grantham cricket club and an Anglian Water storage reservoir.
- 1.3 The western boundary has two electricity pylons and associated cables which run the whole length of this boundary.
- 1.4 The site forms part of the land allocated by Local Plan Policy E1 and forms part of the Grantham Southern Gateway Strategic Employment Opportunity GR-SE1.
- 1.5 The GR-SE1 allocation is in total approximately 118.2 hectares and is located to the east and west of the A1.

2 Description of Proposal

- 2.1 This application is seeking outline planning permission with all matters reserved except for access, for commercial floorspace and industrial development providing up to 140,000 sqm total GIA of general industrial (Use Class B2) and storage and distribution (Use Class B8) floorspace with ancillary office (Use Class E(g)(i)) floorspace and supporting infrastructure including earthworks, drainage, landscaping, parking, servicing, and other associated works.
- 2.2 The applicant has provided an indicative masterplan for the site showing how three units across the site. Unit A the largest unit of approximately 98,477 m² would be located to the north of the site with 2no. smaller units, Unit B -10,470 m² and Unit C – 8,742 m² located to the south. The overall height of the proposed units is up to 24.5m.
- 2.3 Access would be via a new junction forming a western arm onto the newly constructed roundabout junction off the A1.
- 2.4 There is a public right of way (PROW) that would require diversion as part of the proposed development. This is the subject of planning application S25/1717.
- 2.5 It is indicated that the works would be undertaken on a phased basis over an approximate 2.5 year construction period.
- 2.6 The application is accompanied by an Environmental Statement (ES) to identify any significant environmental effects associated with the proposed development. In line with the Council's Scoping Opinion the specific areas assessed are air quality, archaeology,

landscape and visual impact, noise and vibration, socio-economics, transport and traffic, built heritage and residual effects, mitigation and cumulative effects.

3 Relevant History

- 3.1 **S25/1717** - Proposed public footpath - Gran/16/1 diversion West of A1/A52 roundabout to accommodate new site access associated with Planning Application S25/0505 – (current application).

4 Policy Considerations

4.1 SKDC Local Plan 2011 – 2036

Policy SP1 – Spatial Strategy

Policy SP2 – Settlement Hierarchy

Policy E1 – Grantham Southern Gateway Strategy Employment Opportunity (GR-SE1)

Policy EN1 – Landscape Character

Policy EN2 – Protecting Biodiversity and Geodiversity

Policy EN4 – Pollution Control

Policy EN5 – Water and Flood Risk Management

Policy EN6 – The Historic Environment

Policy ID2 – Transport and Strategic Transport Infrastructure

Policy DE1 – Promoting Good Quality Design

Policy SB1 – Sustainable Building

4.2 National Planning Policy Framework (NPPF)

Section 6 – Building a strong, competitive economy

Section 9 - Promoting sustainable transport

Section 11 - Making effective use of land

Section 12 - Achieving well-designed places

Section 14 - Meeting the challenge of climate change, flooding and coastal change

Section 15 – Conserving and enhancing the natural environment

Section 16 – Conserving and Enhancing the Historic Environment

4.3 Other Guidance

Design Guidelines for Rutland and South Kesteven

5 Representations Received

5.1 Environmental Protection Services (SKDC)

- 5.1.1 Environmental Protection has reviewed the documents in respect of the above application specifically the Environmental Statement and associated appendices covering air quality impacts and noise and vibration. Environmental Protection accepts the details in the EIA submitted by the applicant for the proposed development and at this stage has no comments to make.

5.2 LCC Highways & SuDS Support

5.2.1 Final Comments - Having given due regard to the appropriate local and national planning policy guidance (in particular the National Planning Policy Framework), Lincolnshire County Council (as Highway Authority and Lead Local Flood Authority) has concluded that the proposed development would not be expected to have an unacceptable impact upon highway safety or a severe residual cumulative impact upon the local highway network or increase surface water flood risk and therefore does not wish to object to this planning application.

5.2.2 No objection subject to: (a) Planning Conditions and Informatives (b) S106 requests and highway improvements as follows: Surface Water Drainage Condition Off-site Improvements for a footway/Cycleway and S106 Contribution for Travel Plan Monitoring.

5.3 **Environment Agency**

5.3.1 We have no objection to the application as submitted. We have reviewed the Technical Note: Foul Drainage Way Forward and understand that foul flows from the proposed development are to be discharged to the existing public sewer. We therefore maintain our position of no objection set out in our previous responses dated 16 April 2025 and 19 September 2025.

5.4 **Anglian Water**

5.4.1 Anglian Water OBJECTS to any connection into our foul network from the proposed development, due to capacity constraints and pollution risk. The applicant's proposed connection point to manhole 8500 located east of the development is not in line with the agreed strategy with Anglian Water. To overcome our objection, we require that the applicant to engage with Anglian Water. This will avoid the constrained network which could cause pollution and flood risk downstream. The developer is to be responsible for the infrastructure to convey foul water flows from the proposed development to the receiving network.

5.4.2 We would expect the applicant to submit a re-development report as part of their submitted documents for this application, including details of a sustainable point of connection, (SPOC) we will then review and respond appropriately.

5.4.3 Anglian Water is committed to supporting sustainable growth and in doing so we must continue to meet the statutory obligations whilst balancing factors such as climate change as environmental protection. However, if the LPA are minded to approve the application, despite our objection and risk of pollution, we recommend the following condition is applied: Condition: no development shall commence until a strategic foul water strategy has been submitted to and approved in writing by the Local Planning Authority, in consultation with Anglian Water. This strategy will identify a sustainable point of connection to the public foul network. Prior to occupation, the foul water drainage works must have been carried out in complete accordance with the approved scheme.

5.5 **Fire Authority**

5.5.1 No objection – subject to the development complying with the relevant Building Regulation requirements in relation to fire appliance access and fire hydrant provision.

5.6 National Highways

5.6.1 National Highways has No Objections to the application subject to a condition in relation to a construction traffic management plan.

5.7 Newark and Sherwood District Council

5.7.1 No objections.

5.8 Active Travel England (ATE)

5.8.1 Based on the above assessment ATE continue to recommend that the any decision is deferred until access for walkers, wheelers and in particular cyclists are fully understood and considered in line with planning legislation, national and local policy.

5.8.2 Should the planning authority be considering determination imminently ATE would encourage the planning authority to take advice from the local highway authority on how to secure the off site works as illustrated in the submissions. ATE would strongly recommend planning conditions to secure cycle parking and trip end facilities (lockers, showers, drying, changing) and robust and supportive travel plan as well as seeking provision is made for on site breaks in the final design and supportive catering or kitchen facilities to help minimise the trips the development would create. A future active travel connection to the consented but as yet constructed retail park would also be very valuable. ATE have included our model planning conditions to assist the planning authority and would be happy to discuss the wording in more detail.

5.8.3 (Conditions have been suggested in relation to a travel plan, cycle parking and walking and cycling infrastructure).

5.9 MOD Safeguarding

5.9.1 The application site occupies the statutory safeguarding zones surrounding RAF Barkston Heath. In particular, the height, technical, and birdstrike safeguarding zones surrounding the aerodrome, and it is approximately 9.5km from the aerodrome boundary.

5.9.2 After reviewing the application documents, I can confirm the MOD has no safeguarding objections to this proposal if there is no feeding of geese or ducks on these ponds

5.10 Heritage Lincolnshire

5.10.1 Following an archaeological desk-based assessment, a programme of archaeological investigation (geophysical survey and trial trenching) has been carried out at the site. Archaeological remains including enclosures, ditches, palaeochannels and pit alignments have been identified at the site. At least some of the features are likely to be associated with domestic activities. Recovered dating evidence indicates a late prehistoric\Iron Age date for the bulk of the remains. The investigations add to information recovered during previous investigations in the area. Therefore, it is recommended that prior to any development there should be a programme of mitigation in the form of open area archaeological excavation. The excavations should be subject to a relevant planning condition and should be completed in advance of any work beginning on any relevant part of the site.

5.10.2 Prior to any groundworks the developer should be required to commission a Scheme of Archaeological Works in accordance with a written scheme of investigation submitted to and approved in writing by the local planning authority. This should be secured by an

appropriate condition to enable heritage assets within the site to be recorded prior to their destruction. This should consist of set piece archaeological excavation.

5.11 **Conservation Officer**

- 5.11.1 The proposed site is within the wider buffer zone of the grade II* listed Harlaxton Manor Designated Park and Garden, as well as in the wider proximity of a number of designated sites. The scoping opinion as provided by SKDC stated that a series of features should be scoped in, comprising: Bowl barrow 450m north west of St Guthlac's Church, Little Ponton and Stroxtan - 1013900 CHURCH OF ST GUTHLAC, Little Ponton and Stroxtan - 1062312 CHURCH OF ST WULFRAM, Non Civil Parish - 1062501 HARLAXTON MANOR, Harlaxton - 1000982 HARLAXTON MANOR, Harlaxton - 1298440 BAROQUE TERRACE FOUNTAIN AND STATUES 25 METRES SOUTH EAST OF HARLAXTON MANOR, Harlaxton - 1236526 MANOR HOUSE, Little Ponton and Stroxtan - 1062315 CHURCH OF ALL SAINTS, Little Ponton and Stroxtan - 1360365 FARMBUILDINGS AT GRANGE FARM, Little Ponton and Stroxtan - 1062316 The ES Report assessed each of the sites, in combination with the ZTV produced as part of the overall report. It assessed effects during construction, when the development is operational, and presents mitigation measures.
- 5.11.2 It confirms that there will be likely some minor impact upon the Church of St Guthlac, the Church of All Saints and the Farmbuildings at Grange Farm. The Harlaxton Manor Registered Park and Garden is noted to not be impacted by the proposal. It should, however, be noted that the woodland, which screens the Manor from the site, is part of the park and garden. The ZTV does show intervisibility with the site from the edge of the woodland. While not a significant vista point, this long distance intervisibility should not be disregarded. The setting of any of the surrounding upstanding non-designated heritage assets, such as Warren Farm, the Water Tower at Gorse Lane, Heath Farm and Spittelgate Farm should also be taken into account when considering the design and landscaping of the site.
- 5.11.3 Overall, careful consideration will have to be given to the height, architecture and materials of the proposed development and surrounding infrastructure to ensure the experienced impacts are kept at a minimum, and to ensure the site is in keeping with the immediate and wider landscape character of Grantham. A landscape strategy detailing additional planting and landscaping should be provided, focusing especially along the eastern, southern and western boundary of the site. As the full design, scale and materials of the proposed works are not known at this point, a full assessment of the potential impacts cannot be made. In principle, however, the minor impact upon the heritage assets potentially experienced likely is possible to be mitigated through design and landscaping.

5.12 **Historic England**

- 5.12.1 Historic England provides advice when our engagement can add most value. In this case we are not offering advice.

5.13 **Natural England**

- 5.13.1 Natural England is not able to provide specific advice on this application and therefore has no comment to make on its details. Although we have not been able to assess the potential impacts of this proposal on statutory nature conservation sites or protected landscapes, we offer the further advice and references to Standing Advice.

5.14 Upper Witham Drainage Board

- 5.14.1 No objection. Witham IDB Extended Area - the board has no comments on this application, the development does not affect the interests of the board.

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 no letters of representation have been received.

7 Evaluation

7.1 Principle of Development

- 7.1.1 Policy SP1 of the South Kesteven Local Plan (2020) sets out a framework guiding the location of new development within the District and provides that the majority of new development shall be focussed on Grantham and the market towns. Policy SP1 sets out that development should create strong, sustainable, cohesive communities, making the most effective use of previously development (brownfield) land (where possible). Development should also provide for a scale and mix of housing to meet identified needs.
- 7.1.2 Policy E1 of the Local Plan sets out that employment development will be delivered through a series of site allocations across the district, including to the Grantham Southern Gateway Strategy Employment Opportunity (GR-SE1), with development of B1 (now Class E), B2 and/or B8 uses supported subject to criteria.
- 7.1.3 Policy DE1 of the Local Plan seeks to ensure high quality design is achieved, with proposals to make a positive contribution towards the character of the area, local identity, and not adversely impact on the street scene and townscape and be of an appropriate scale, density, massing, height and material and not impact on neighbouring residential amenity.
- 7.1.4 NPPF Paragraph 85 states: Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.
- 7.1.5 Paragraph 124 of the NPPF states: "Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land".

- 7.1.6 Section 12 of the NPPF sets out the importance of achieving well-designed places to ensure that proposals are only approved when they address the need to improve the character and quality of an area.
- 7.1.7 The site forms part of Local Plan allocation site GR-SE1, a 118.19 hectare strategic employment allocation. The site is considered to be of strategic employment importance given its relationship to the principal areas of growth and its accessibility to the strategic road network.
- 7.1.8 Policy E1 states that appropriate proposals for new B1 (now Class E), B2 and/or B8 uses and/or redevelopment for B1, B2 and/or B8 uses on this Strategic Employment Site identified on the Policies Map will be supported where proposals:
- Do not conflict with neighbouring land uses;
 - Scale does not harm the character and/or amenities of the locality; and
 - Do not impact unacceptably on the local and/or strategic highway network.
- 7.1.9 The Policy outlines that proposals should:
- a) Create attractive landscaped edges to the western and southern boundaries, and incorporate new green infrastructure within the Strategic Employment Opportunity where possible;
 - b) Bring forward development in a co-ordinated way to make the effective use of development land and highway infrastructure;
 - c) Provide the highway infrastructure to access the site and to ensure that impact on the existing highway network is minimised, including the provision of any appropriate mitigation to the strategic highway network;
 - d) Ensure that there are appropriate measures to enhance access and the provision of public transport to Grantham town centre;
 - e) Provide safe and convenient highway, footway and cycleway connections throughout the Strategic Employment Opportunity, including the provision of footpaths along Gorse Lane;
 - f) Provide appropriate surface water management including the use of Sustainable Drainage Systems wherever practicable;
 - g) Ensure a good quality of design commensurate with the vision of creating a create an attractive and vibrant gateway to the sub-regional centre of Grantham and, regarding land immediately to the south of Gorse Lane and to the west of the A1, have building heights which respect the sensitivities of the surrounding landscape;
 - h) Demonstrate and incorporate suitable measures, where necessary to minimise and mitigate setting impacts upon the significance of the Bowl Barrow Scheduled Monument;
 - i) Provide a Minerals Resource Assessment to take account of the Minerals Safeguarding Area.

- 7.1.10 As the proposal is located within the allocated strategic employment site, it is considered to be acceptable in principle subject to the consideration of the above criteria set out in Policy E1.
- 7.1.11 It is accepted that the proposal is of substantial scale, however this is to be expected on a strategic employment site. The proposal would utilise the newly constructed roundabout junction on the A1 thereby giving excellent access to the strategic road network. As such, subject to assessment in relation to the various criteria within Policy E1 it is considered that the proposed development is acceptable in principle.
- 7.2 Impact on the Character of the Area**
- 7.2.1 Policy DE1 seeks to ensure development is appropriate for its context. Section 12 of the NPPF seeks the creation of well-designed buildings and places.
- 7.2.2 Policy EN1 seeks to ensure that development is appropriate for the character and significant natural, historical and cultural attributes and features of the landscape and contribute to its conservation, enhancement and restoration.
- 7.2.3 The proposal is an outline application with all matters reserved except access. The proposal would create B2 General Industrial and storage and distribution (Use Class B8) floorspace with ancillary office (Use Class E(g)(i)) floorspace and supporting infrastructure including earthworks, drainage, landscaping, parking, servicing, and other associated works.
- 7.2.4 Whilst indicative, the submitted site plan shows the arrangement of three buildings the largest Unit A has an indicative footprint of approximately 424m x 223m and the two smaller units, Units B and C with indicative footprints of 176m x 78.5m and 128m x 68.5m respectively. The proposed buildings would have a maximum height of 24.5m.
- 7.2.5 The site is relatively flat and earthworks would be relatively minor with cut and fill to provide level plateaus for the proposed buildings and associated parking and turning areas. The existing ground levels range 123.4m AOD to 121.3m AOD with the site sloping upwards from east to west.
- 7.2.6 The submitted parameters plan states an eaves height of 21m and a maximum ridge height of 24.5m. This would equate to a maximum height of 149.65 AOD.
- 7.2.7 A landscaping buffer is proposed around the boundary of the site which would include landscaped bunds of approximately 3-4m along the rear boundaries of the site and approximately 6m along the frontage of the site adjacent to the proposed Suds features.
- 7.2.8 As part of the submitted supporting documents, including the accompanying Environmental Statement includes a Landscape and Visual Impact Assessment (LVIA).
- 7.2.9 The landscape sensitivity of the site is assessed and described as ordinary being made up of agricultural fields. The site is described as being relatively exposed being located on a high plateau with the Warren Planation forming the only real enclosure adjacent to the site.

- 7.2.10 The LVIA assesses the site as being of medium to low sensitivity.
- 7.2.11 The impacts of the development have been assessed at both the construction phase and operational stage and consider the impact on the landscape based on its sensitivity and the magnitude of change and the visual effects which are concerned with people's views and the change that would occur from the proposed development.
- 7.2.12 The LVIA indicates that the proposal would result in moderate adverse significant effects on the land within the site as it would be lost to the proposed development. This is considered to be an unavoidable result of developing a greenfield site and should be considered in the context of the allocated use of the land.
- 7.2.13 Construction of the proposed development would result in major adverse significant effects on the landscape character due to construction vehicles, cranes, earthworks, fencing and ultimately the developing outline of the buildings as they are constructed. It is however recognised that these effects would be for a temporary period.
- 7.2.14 During construction the landscape effects have been assessed as follows:
- 7.2.15 "The Proposed Development will result in a significant effect on the character of the Site during construction, as well as significant direct effects on the land use of the Site, i.e. the arable land as a landscape element. This is due to the change of the open land at the Site to a construction site and emerging development. While the Study Area and other receptors will be impacted by the construction activities, the effects are not found to be significant, and will be temporary, occurring in the short to medium term"
- 7.2.16 "Significant visual effects during construction will be limited to the closest receptors, these being the residents to the north of the Site on Gorse Lane, and recreational users passing along or next to the Site on public footpaths PRoW Gran/16/1 and PRoW LPon/8/1. While construction activities will be visible from other receptors in the middle to long distance, the effects are not considered to be significant"
- 7.2.17 Once operational the landscape effects as a result of the development have been assessed as follows:
- 7.2.18 "The Proposed Development will result in a significant effect on the character of the Site, due to the change in land use and introduction of a large scale development. Similarly, there will be a significant effect on the arable land within the Site as a landscape element, due to the loss of this element on the Site. However, the effect on the Study Area will not be significant because of the suburban and industrial influence in its centre, alongside the railway line, the A1 Great Northern Road, and overhead powerlines and pylons".

- 7.2.19 The visual effects of the development once operational have been assessed as follows:
- 7.2.20 “Significant visual effects during operation will be limited to the closest receptors, these being the residents to the north of the Site on Gorse Lane, and recreational users passing along or next to the Site on public footpath PRoW Gran/16/1”.
- 7.2.21 Officers agree with these conclusions, however it is noted that the submitted LVIA indicates significant beneficial effects from planting at year 15 of operation, once they become established. Therefore, securing a robust landscaping scheme is considered to be an important mitigation measure.
- 7.2.22 It is accepted that based on the indicative masterplan and illustrative landscape strategy there is somewhat limited opportunity for extensive tree planting around the boundary of the site, particularly along the southern and western boundaries as set out in local plan policy E1 (a).
- 7.2.23 The applicant has provided the following clarification in relation to landscaping:

The illustrative masterplan shows thicket planting on the bunds which are situated on the western and eastern site boundaries. Final levels for the bunds have yet to be decided however at this stage they are assumed to be 1:3 at their steepest. This is a standard gradient for planted landscape bunds, suitable for both shrub and tree planting. While exact details will be agreed at a later stage, it is envisaged that thicket, including tree varieties, will be planted into a minimum of 300mm topsoil on the bunds, and coir blanket will be laid on steeper slopes to stop erosion and aid in successful plant establishment. In addition, compaction of the bunds will be controlled to balance stability and permeability, ensuring water can infiltrate rather than run off the slopes.

- 7.2.24 *The bunds are proposed to be planted with native thicket which can include a high proportion of trees, as well as shrubs. The detailed species list will be agreed at reserved matters, and where overhead power lines allow, there is scope to incorporate larger native tree species. In addition, tree planting outside the thicket areas can be increased beyond what is currently illustrated. The bunds themselves will also provide some immediate screening. While the higher parts of the proposed built form will remain visible in places, the combined effect of the bunds and structural vegetation will screen large parts of the built form, reducing the visual impact.*
- 7.2.25 Taking into account the above, and noting that at this stage that all matters are reserved for subsequent approval with the exception of access, it is considered that there may be a requirement for amendments to the layout as shown indicatively to enable a reinforcement of the landscaping around the boundaries of the site, noting that the existing pylons along the western boundary are a constraint to tree planting as clearance and access to the pylons must be maintained.

- 7.2.26 The application is in outline form with all matters reserved for subsequent approval except access. Whilst an indicative site layout plan has been provided and an upper height limit of 24.5m stated, the detailed design and appearance of the buildings in conjunction with landscaping and management are key matters for consideration at the reserved matters stage.
- 7.2.27 It is accepted that the proposal would result in both impact on the landscape and impact on the views that residents and users of the adjacent PROW would experience both during the construction and operational phases. However, taking into account the site is a strategic employment allocation, it is accepted that significant built form would be constructed on the site, subject to appropriate landscape mitigation. Further, subject to consideration of the final design and appearance of the buildings, as well as a robust landscaping scheme, it is considered that the proposal is on balance in accordance with Policies E1, EN1, and DE1 of the Local Plan and Section 12 of the NPPF and Design Guidelines for Rutland and South Kesteven.

7.3 Impact on Residential Amenity

- 7.3.1 The proposed development would include general industrial and storage and distribution uses. The application site is approximately 190m from Gorse Lane which is the location of the nearest residential receptors. As such it is considered that there would not be any significant impact on the amenity of neighbouring occupiers from either the operation or construction of the proposed development.
- 7.3.2 It is accepted that the operational phase would result in an increase in vehicle movements to and from the site. However, it should be noted that the access is via the newly constructed roundabout junction on the A1. As such it is expected that there would be a limited increase in vehicle movements along Gorse Lane in close proximity to the residential properties.
- 7.3.3 Within the Environmental Statement there is a specific section in relation to noise and vibration. Assessment has been undertaken in relation to both the construction and operational phases of the development. As the site layout is not fixed at this point, the assessment was undertaken at the closest point on the site boundary to the sensitive receptors to give the worst case scenario and at a point central to the site to give a more typical scenario.
- 7.3.4 The findings of the assessment was that during both the construction and operational phases there would be not be any demonstrable harm in relation to noise and vibration and that all impacts during both the construction and operational phases would not be significant. This is supported by the comments of the Environmental Protection Officer who has not objected to the proposed development and have confirmed agreement with the findings of the submitted Environmental Statement.
- 7.3.5 Notwithstanding the above, it is considered that a Construction Management Plan is necessary to ensure that neighbouring occupiers would not experience any significant

impact on amenity as it would provide the opportunity to control dust, noise and working hours on the site during the construction phase.

- 7.3.6 Taking into account the outline nature of the proposal, there is not considered to be an unacceptable adverse impact on the amenity of neighbouring occupiers, subject to conditions to include a CEMP and the proposal is considered to comply with Policy DE1 of the Local Plan and Design Guidelines for Rutland and South Kesteven in this respect.

7.4 Highway considerations

- 7.4.1 The proposed development would be accessed via an additional arm from the existing roundabout junction to the A1. The Transport and Traffic chapter of the ES has assessed both the construction and operational phase of the development in accordance with a scope agreed by Lincolnshire County Council in its capacity as Local Highway Authority and National Highways in relation to the A1.
- 7.4.2 The submitted assessment indicates that the effects during the construction phase would be a short-term increase in HGV movements on local roads in the area and an increase in car based trips by contractors employed at the site.
- 7.4.3 The site has direct links to the A1 and the Grantham Southern Relief Road (GSRR) providing good connection to the local strategic road network. As such, all construction related vehicles would be expected to route to the site via the proposed site access junction. As such, the majority of these trips would be via the A1 and A52. This is based on the assumption that the strategic local network would be used for most of the construction related vehicle trips. This would be reinforced by all contractors and suppliers informed that site access should be via A roads to minimise the impact on the more sensitive minor roads in the area.
- 7.4.4 Based on the submitted assessment, the additional traffic during the construction phase is considered to have a negligible adverse effect and is not considered significant. Nonetheless, as per the consultee responses it is considered appropriate to require the submission of a Construction Traffic Management Plan (CTMP). This separate condition avoids the need for routing details as part of the CEMP condition.
- 7.4.5 During the operational phase the effects are considered to be minor adverse and are not considered to be significant. It is anticipated that the proposed development would result in an additional 445 peak hour trips in the morning (8am-9am) made up of 329 arrivals and 116 departures and 402 two way trips during the evening peak (5pm-6pm) made up of 83 arrivals and 319 departures.
- 7.4.6 The submitted assessment indicates that the affected junctions all have capacity and would have negligible queues and that the road network as a whole has sufficient capacity and as such there would not be a severe impact. This is supported by the comments of both Lincolnshire County Council (as local highway authority) and Highways England not raising any objections.

- 7.4.7 The comments of Active Travel England are noted. Running in tandem with this application is the application to amend the route of the public right of way that would be affected by the access to the site.
- 7.4.8 Cycling and walking connectivity would be provided by the provision of a shared footpath/ cycleway connection of approximately 800m along the A52 to the existing network. Thereby providing access to the B1174 giving a link back to the town centre and the opportunity to utilise the expected improved bus service as a result of the proposed Southern Quadrant Sustainable Urban Extension.
- 7.4.9 A Travel Plan would ensure sustainable travel choices are made wherever possible and can again be secured by an appropriately worded condition and the monitoring secured via a developer contribution of £5,000 as per the comments of Lincolnshire County Council (as Local Highway Authority).
- 7.4.10 In summary, the proposal is considered to comply with Local Plan Policy ID2 and Section 9 of the NPPF.

7.5 **Drainage**

Surface water

- 7.5.1 Policy EN5 of the Local Plan together with Section 14 of the NPPF seek to direct development to areas with the least probability of flooding, together with implementation of SuDS drainage where possible, in order to minimise surface water runoff.
- 7.5.2 The proposal is accompanied by a flood risk assessment and drainage strategy.
- 7.5.3 The site is located within Flood Zone 1 and therefore at a low risk of flooding.
- 7.5.4 The site is considered to be suitable for a drainage solution based on infiltration taking into account the soil and ground conditions. As such a sustainable drainage system is shown indicatively on the submitted masterplan including drainage lagoons towards the frontage of the site.
- 7.5.5 The submitted details have been assessed by Lincolnshire County Council in its capacity as Local Lead Flood Authority and the Environment Agency and there no objections have been raised. On this basis as the application is in outline form with all matters reserved for subsequent approval except access it is considered appropriate to condition the submission of surface water details.
- 7.5.6 Taking into account the above matters the proposed surface water drainage strategy is considered to be acceptable in principle and would be secured through an appropriately

worded condition and the submission of reserved matters relating to siting. As such the scheme is considered to comply with Local Plan Policy EN5.

Foul Water

7.5.7 It is noted that Anglian Water has objected to the proposal in relation to foul drainage. The concerns relate to the capacity of the existing network in the vicinity of the site. As such they are not supportive of the connection to the nearest foul network on Tollenmarche Road North.

7.5.8 As an alternative Anglian Water has proposed a connection adjacent to the water recycling centre to the north of Grantham. This would be a connection point approximately 4km north of the site adjacent to Belton Lane, Manthorpe Road junction. This is considered to be undeliverable as it would require piping over an extensive distance and likely requiring third party land.

7.5.9 The NPPF at para 201 states:

“The focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. Equally, where a planning decision has been made on a particular development, the planning issues should not be revisited through the permitting regimes operated by pollution control authorities”.

7.5.10 The NPPG (National Planning Policy Guidance) at para 016: Assessing Impacts on Water Quality states water quality is only likely to be a significant planning concern when a proposal would:

- involve physical modifications to a water body such as flood storage areas, channel diversions and dredging, removing natural barriers, construction of new locks, new culverts, major bridges, new barrages/dams, new weirs (including for hydropower) and removal of existing weirs; and/or
- indirectly affect water bodies, for example,
- as a result of new development such as the redevelopment of land that may be affected by contamination, mineral workings, water or wastewater treatment, waste management facilities and transport schemes including culverts and bridges;
- result in runoff into surface water sewers that drain directly, or via combined sewers, into sensitive waterbodies e.g. water bodies with local, national or international habitat designations;
- through a lack of adequate infrastructure to deal with wastewater
- through a lack of adequate infrastructure to deal with wastewater where development occurs in an area where there is a strategic water quality plan e.g. [Nutrient Management Plans](#), River Basin Management Plans, water cycle studies, diffuse

water pollution plans or sewerage undertakers' drainage strategies which set out strategies to manage water quality locally and help deliver new development.

- 7.5.11 It is considered that the proposal would not result in any of the above scenarios, particularly as Anglian Water in its capacity as sewerage undertaker has not clearly articulated the risk or harm that may occur from the development and that any risk or harm is directly attributable to the proposed development.
- 7.5.12 An interpretation of the above guidance is that planning authorities should assume that the relevant infrastructure providers have met their statutory obligations and that there is appropriate capacity within the sewerage system. On this basis it is considered that an appropriately worded condition to require the submission of foul drainage details is acceptable in this instance on this allocated site.
- 7.5.13 Taking into account the above matters, notwithstanding the concerns indicated by Anglian Water, it is considered that the proposal would comply with Local Policy EN5.

7.6 Ecology

- 7.6.1 An ecological assessment has been undertaken including a phase 1 and phase 2 survey. The report's recommendation include:
- 7.6.2 A pond on the site adjacent to the woodland that would be wholly retained as part of the development. As such appropriate protection of this area during the works is necessary.
- 7.6.3 Management and enhancement of the retained woodland and the opportunity for the creation of linear habitat corridors the creation of multi-functional Suds, and enhancements for reptiles, amphibians, bats, birds, hedgehogs an invertebrates
- 7.6.4 This would be achieved by undertaking the recommendation within the reports. This can be achieved by a suitably worded condition and the submission of appropriate landscaping details at reserved matters stage.
- 7.6.5 Taking into account the above matters the proposal is considered to comply with Local Plan Policy EN2.

7.7 Heritage and Archaeology

- 7.7.1 The submitted Environmental Statement includes assessment of above and below ground heritage in accordance with a scope agreed in consultation with the Conservation Officer and Heritage Lincolnshire.
- 7.7.2 The assessment considers the impact on the relevant heritage assets including Bowl Barrow, Church of St Guthlac (Little Ponton), Church of St Wulfram (Grantham), Church of All Saints (Stroxton), Grange Farm buildings (west of Little Ponton) and Harlaxton Manor and its registered park and garden during both construction and operational phases.

- 7.7.3 The assessment concludes that the impact on the identified receptors during the construction phase would be low and of temporary duration resulting in minor adverse impact.
- 7.7.4 This impact results from the presence of construction machinery including tall cranes and other plant, but would ultimately be for a temporary period of approximately 2.5 years.
- 7.7.5 In relation to the completed, operational development, it is considered that there would be no effect on the settings of the identified receptors with the exception of potential visual effects on the setting of the Church of St Guthlac, the Church of All Saints and the grade II farm buildings at Grange Farm.
- 7.7.6 It is considered that the site would be experienced as a confined development adjacent to the A1 and other existing urban development and would not adversely impact their setting.
- 7.7.7 This is supported by the comments of the conservation officer who has not raised any objections to the proposal.
- 7.7.8 In relation to archaeology, the comments of Heritage Lincolnshire are noted in that further work is required to build upon the trial trenching that was undertaken by the applicant in December 2024. This can be achieved by an appropriately worded condition that would secure the mitigation measures and recording of any archaeology on the site ahead of the construction phase.
- 7.7.9 Taking into account the above matters the proposal is considered to accord with Policy EN6 and Section 16 of the NPPF.

7.8 Minerals and Waste

- 7.8.1 A mineral assessment is submitted with the application as the site falls within a minerals safeguarding area. The limestone bedrock beneath the site is the reason for its inclusion in the safeguarding area. It identifies a number of constraints that would have to be taken to account should mineral extraction take place, these include the pylons along the western boundary, the A1, the public right of way, the principal aquifer beneath the site and the proximity of residential properties.
- 7.8.2 Should the above constraints be adequately addressed it is estimated that extraction of all of the limestone on the site would take approximately 16 years. This would completely undermine the delivery of the employment allocation.
- 7.8.3 The assessment also indicates that there is no need for new reserves of limestone in Lincolnshire as their landbank is above the minimum requirement.
- 7.8.4 Taking the above matters into account, and specifically that the site is allocated as a Strategic Employment Opportunity in the local plan, it is considered that the scheme is acceptable.

7.9 Sustainability

- 7.9.1 The proposal is for the construction of a significant commercial development an assessment to identify the credits and rating level considered achievable for the proposed development in relation to BREEAM (Building Research Establishment Environmental Assessment Method) was submitted with the application.
- 7.9.2 A BREEAM assessment promotes low carbon resilient and sustainable developments.

- 7.9.3 Whilst accepting no details have been submitted at this stage in relation to the detailed design and construction of the building, the submitted details indicate that the building would be able to achieve a very good rating. This rating would place the building in the top 25%.
- 7.9.4 This would be achieved by building construction techniques, mechanical ventilation and heat recovery, high efficiency lighting, passive infrared sensors, Photovoltaic (PV) panels on the roof and air source heat pumps.
- 7.9.5 Taking into account the above matters, the proposal is considered to accord with Policy SB1, Measures to secure compliance with Policy SB1 will therefore be conditioned and form part of the detailed submissions relating to the design of the buildings.

7.10 **Socio Economic**

- 7.11 The proposed development would create employment during both the construction and operational phase. It is estimated that during the 2.5 year construction period 1,420 on site construction jobs would be created. This equates to 546 construction jobs per annum.
- 7.12 From an operational perspective, the proposal, based on the proposed floor area of up to 140,000 it is estimated that the proposal has the potential to accommodate 2000 full-time equivalent jobs on the site. Taking into account part-time jobs it is estimated that this would increase to a total of 2,198 total jobs. Based on Office of National Statistics figures it is estimated that 68% of these jobs would be taken by local residents in South Kesteven. This equates to approximately 1,495 jobs being met by local residents.
- 7.13 In addition to the direct employment, indirect employment would be created by additional spending on goods and services by the new occupiers of the site. This would be expenditure from workers in addition to persons employed in local businesses supplying the employment uses, all of which would support the local economy.
- 7.13.1 Taking into account the above matters it is considered that the proposal would result in both significant short term and long-term beneficial effects from employment generation and as such the proposal is considered to accord with NPPF Section 6.

7.14 **Biodiversity**

- 7.14.1 The relevant metric and assessments have been completed to establish the current baseline on the site. The legislation requires a minimum of 10% gain as part of a development. In this instance, based on the submitted Biodiversity metric and plan the scheme would deliver a positive 10% gain through the creation of grassland and tree planting and a 1264% gain from hedgerow planting.
- 7.14.2 It is acknowledged that at this time, landscaping is not under consideration. However, the submitted information forms the baseline by which the betterment can be secured via the submission of the reserved matters in relation to landscaping and the standard BNG

condition that is deemed to be attached to all relevant planning permissions and would be formally discharged by the planning authority ahead of any development commencing on site.

7.14.3 Contamination

7.14.4 The submitted preliminary risk assessment indicates that there are areas of made up ground as a result of the earthworks associated with the construction of the A1 slip road that may contain potential contaminants. As such the submission of a further contamination report and verification is considered reasonable and can be achieved by an appropriately worded condition.

7.11 S106 Heads of Terms

7.14.5 S106 contributions including:

- (i) LCC Travel Plan Contribution - Travel Plan Monitoring A financial contribution of £5k will be required towards LCC staff costs to monitor the outcomes delivered by the travel plan. This will be secured via a S106 agreement and will be payable upon first occupation of the development.
- (ii) S106 Monitoring Fee - £5,000
- (iii) BNG Monitoring Fee - £23,106

7.14.5.2 Regulation 122 of the Community Infrastructure Regulations 2010 (and repeated in Paragraph 58 of the Framework) requires planning obligations to be fair and reasonably related in scale and kind to the development proposal and necessary to make the development acceptable terms.

7.14.5.3 These contributions will ensure that the impact of the development is appropriately mitigated. It is considered that these requirements would be compliant with the statutory tests of the CIL regulations as well as local and national policy requirements.

7.12 Other matters

Remainder of the Site Allocation

7.12.1 It is noted from the submitted indicative masterplan that to the north of the site there is the remainder of the site allocation. There would be the ability to access the remainder of the allocation to the north by the formation of an additional arm off the roundabout junction that serves the A1 and this development.

8 Crime and Disorder

8.1 It is considered that the proposal would not result in any significant crime and disorder implications. Lincolnshire Police have been consulted and have no objections to the proposal.

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 Conclusion and Planning Balance

- 10.1 With regard to decisions on planning applications, Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.
- 10.1.1 Accordingly, para 2 of the NPPF states that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise and that the National Planning Policy Framework is a material consideration in planning decisions.
- 10.1.2 The proposal is considered to be in compliance with Local Plan Policy E1: Grantham Southern Gateway Strategy Employment Opportunity (GR-SE1). The site is allocated as a strategic employment site for the district.
- 10.1.3 The proposal would benefit from good transport connections resulting from the A1 and Grantham Southern Relief Road.
- 10.1.4 The proposal is in outline form, with all matters reserved except access, however a indicative masterplan and parameters plan demonstrate how the development could be accommodated on the site that would not result in any significant harm to the character and appearance of the area nor result in a severe impact in relation to highway safety.
- 10.1.5 There would not be any identified harm to heritage assets both below and above ground and no significant harm to the amenity of neighbouring occupiers.
- 10.1.6 The scheme would result in a substantial job creation and other local economic benefits as a result of the construction phase and the operational phases of the development.
- 10.2 Taking into account the above matters the proposal is considered to accord with Policies SP1, SP2, E1, EN1, EN2, EN4 EN5, EN6, ID2, DE1 and SB1 of the Local Plan, and Sections 6, 9, 11, 12, 14 and 16 of the NPPF and the Design Guide for Rutland and South Kesteven there are no material considerations that indicate otherwise, as such the proposal is therefore acceptable.

11 RECOMMENDATION:

Recommendation – Part 1

To authorise the Assistant Director – Planning & Growth to GRANT outline planning permission, subject to the completion of a Section 106 legal agreement securing the necessary travel plan financial contribution

Recommendation – Part 2

- 11.3 Where the Section 106 Agreement has not been concluded prior to the Committee, a period not exceeding 12 weeks after the date of the Committee shall be set for the completion of the obligation.
- 11.4 In the event that the agreement has not been concluded within the 12-week period and where, in the opinion of the Assistant Director – Planning, there are no extenuating circumstances which would justify a further extension of time, the related planning application shall be refused for the following reason(s):

The applicant has failed to enter into a planning obligation to secure the necessary travel plan financial contribution. As such the necessary criteria essential to make what would otherwise be unacceptable development acceptable have not been forthcoming.

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).

Reserved matters

- 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.

The layout and scale presented at Reserved Matters must not exceed the maximum parameters detailed within the submitted Site Parameters Plan GRN-PHP-W0-XX-DR-A-4674-007-P09.

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 approved plans:

- i) Location Plan GRN-PHP-W0-XX-DR-A-4674-009 (P02)
- ii) Proposed Site Access Arrangements Dwg. No. 2310-043 PL01 Rev. B.

Unless otherwise required by another condition of this permission.

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

Pre-commencement

Phasing

- 4 Prior to the commencement of any development, a phasing plan for the development as a whole including for the agreed access shall be submitted to and approved in writing with the Local Planning Authority. The development, hereby approved, shall only be implemented in accordance with the approved phasing plan or other such details, which must be first submitted and approved by the Local Planning Authority.

Reason: To ensure the timely development of the works including to the site frontage, and coordination with associated highway works.

Construction Method Statement

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

The Construction Management Plan and Method Statement shall include:

- o phasing of the development to include access for construction;
- o the parking of vehicles of site operatives and visitors;
- o loading and unloading of plant and materials;
- o storage of plant and materials used in constructing the development;
- o wheel washing facilities;
- o hours of construction work including hours of deliveries;
- o full details of any piling to be employed, if relevant; 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 (permanent or temporary) connect to an outfall (temporary or permanent) during construction.

The Construction Management Plan and Method Statement shall be strictly adhered to throughout the construction period.

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

- 6 No part of the development hereby permitted shall commence until a Construction Traffic Management Plan has been submitted and agreed in writing by the Local Planning Authority. The development shall then be carried out in accordance with the agreed Construction Traffic Management Plan.

Reason: In the interests of highway safety and to ensure a satisfactory form of development.

Archaeology

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

Reason: In order to provide a reasonable opportunity to record the history of the site and in accordance with Policy EN6 of the adopted South Kesteven Local Plan and Paragraph 211 of the NPPF.

Contamination

- 8 Prior to the commencement of development within any phase or sub-phase (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall be submitted to and approved in writing by the Local Planning Authority:

- a. A preliminary risk assessment which has identified:

- i. All previous uses
- ii. Potential contaminants associated with those uses
- iii. A conceptual model of the site indicating sources, pathways and receptors
- iv. Potential unacceptable risks arising from contamination of the site.

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

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

d. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (c) above are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action. The scheme shall be carried out as approved, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard potential occupiers against possible harm arising from any contamination and to ensure that the potential risks posed to controlled water is assessed and surface water monitoring is undertaken consistent with the requirements of paragraph 107 of the NPPF and Policy EN2 and EN4 of the adopted South Kesteven Local Plan.

Off-site Access Details and Programme

9 No development, other than works required for Site preparation / Earthworks, shall commence in any phase or sub-phase until details of the following works have been submitted to and approved in writing by the Local Planning Authority and no part of the development shall be occupied or brought into use until these works have been completed in accordance with the approved details.

- (i) The provision of an additional arm off the roundabout connecting to the A1 and Tollemache Road North.
- (ii) The provision of a footpath / cycleway to connect from the existing network to the site as shown indicatively on Proposed Footway/Cycle Track Dwg No. 2310-043 PL02 Rev A.

Reason: In the interests of highway safety and convenience and in accordance with Policy ID2 and DE1 of the Local Plan.

Plot Access Details and Programme

10 No development, other than works required for Site preparation / Earthworks, shall commence in any phase or sub-phase until engineering, drainage, street lighting and other construction details required to facilitate access to that phase or sub-phase, as well as a programme for their phased implementation has been submitted to and agreed in writing with the Local Planning Authority. The works shall be implemented in accordance with the approved scheme and the phasing plan.

Reason: In the interests of traffic safety and convenience in accordance with Policies ID2 and DE1 of the adopted South Kesteven Local Plan.

Travel Plan

- 11 Prior to first occupation of the development, a Travel Plan comprising immediate, continuing and long-term measures to promote and prioritise alternatives to private vehicular use, which shall include clear objectives and modal share targets, together with a time-bound programme of implementation, monitoring, regular review and interventions (in the event of a failure to meet modal share targets) shall be submitted to and approved in writing by the Local Planning Authority.

The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the agreed Travel Plan measures and targets to the satisfaction of the council.

Reason: In order that the permitted development conforms to the requirements of the National Planning Policy Framework, by ensuring that access to the site is sustainable and that there is reduced dependency on the private car for journeys to and from the development in accordance with Policy ID2 of the adopted South Kesteven Local Plan.

Cycle Parking

- 12 Prior to the commencement of development above ground of any phase or sub-phase including a building, a scheme for the provision of cycle parking within that Phase shall be submitted to and approved in writing with the Local Planning Authority. The cycle parking spaces, shall be provided in accordance with the approved scheme prior to the occupation of the phase to which they relate and shall be retained at all times.

Reason: In order that the permitted development conforms to the requirements of Policy ID2 of the adopted South Kesteven Local Plan.

Earthworks and Materials Management Plan

- 13 No development shall commence in any phase or sub-phase until an earthworks and material management plan for that phase or sub-phase shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented as approved.

Reason: Earthworks and the creation of development platforms will involve large material volumes, and the LPA wish to be assured as satisfactory the details of site preparation works that my impact on local amenity, hydrology and ecology is addressed.

Surface Water Drainage

- 14 The permitted development shall be undertaken in accordance with a surface water drainage scheme principles set out in Burrows Graham FRA & DS ref. 30147-BGL-XX-XX-RP-D-00001 P08. For each phase of the scheme, the detailed drainage design shall be submitted to the LLFA for approval, and include the following information:

- 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 green field run-off rates or alternative rates as agreed by Anglian Water;
- 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, the permitted development in accordance with Policy EN5 of the adopted South Kesteven Local Plan.

Foul Water Drainage

- 15 Prior to the construction of any building above slab level pursuant to a phase or sub phase of the permission, a scheme for the on-site foul water drainage works, based on Burrows Graham FRA & DS ref. 30147-BGL-XX-XX-RP-D-00001 P08 or an alternatively agreed scheme which includes the connection point and discharge rate to the public network, shall be submitted to and approved in writing by the Local Planning Authority.

The development must only be carried out in accordance with the approved details.

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

Foul Water Discharge

- 16 Under no circumstances will foul water be discharged from the site until the earlier of:

- The Anglian Water works upgrade works have been completed to the Combined Sewer Overflow (CSO) at Manthorpe Mill Pumping Station (AW Ref. AnW0862), or
- Two years following the date of this planning permission

Reason: Reason: To ensure the provision of satisfactory foul water drainage is provided in accordance with Policy EN5 of the adopted South Kesteven Local Plan and to provide Anglian Water with the opportunity to make improvements to their existing network within a reasonable timeframe.

Hard and Soft Landscaping

- 17 No development, other than works required for Site preparation / Earthworks, shall commence in any phase or sub-phase until a scheme for soft and hard landscaping for that phase or sub-phase, including for the A1 frontage and the perimeter planting, as well as on-plot hard and soft landscaping (including boundary treatments), shall be submitted and agreed in writing with the Local Planning Authority.

The scheme shall be implemented prior to first occupation, or as may otherwise be agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy EN1 of the adopted South Kesteven Local Plan.

Levels

- 18 A reserved matters application shall include plans showing the existing and proposed land levels of the site including site sections, spot heights, contours and the finished floor levels of all buildings with reference to neighbouring properties/an off site datum point shall have been submitted to and approved in writing by the Local Planning Authority.

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

Reason: In the interests of the visual amenities of the area and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Before the development is occupied

Noise

- 19 Prior to the occupation of any building hereby permitted, an assessment demonstrating compliance for all building services plant with the design targets established within the ES Vol. 1 Chapter 7 (Lucion Delta-Simons) shall be submitted to the Local Planning Authority for approval.

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

Reason: In the interests of commercial and environmental amenity in accordance with Policy EN4, DE1 and SD1 of the adopted South Kesteven Local Plan.

Sustainability

- 20 The buildings shall achieve a minimum Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good' in accordance with the submitted BREEAM UK New Construction Outline Pre-Assessment (P4, 21 February 2025) prepared by MBA.

Reason: In the interests of design, safeguarding the environment and providing sustainable development and to ensure the development mitigates and adapts against climate change in accordance with Local Plan Policy SB1.

Ecology

- 21 All works on site and to the buildings during construction shall be undertaken in accordance with the recommendations as set out in the Ecological Assessment and Further Ecological Assessment (BMD).

This shall include details of mitigation, compensation/enhancement as set out in the recommendations of the reports in accordance with details to be submitted to and approved in writing by the local planning authority.

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

Reason: In the interest of best ecological practice and in accordance with Policy EN2 of the adopted South Kesteven Local Plan.

Lighting

- 22 Before works to erect any lightings are commenced, details of the lighting including levels of illumination and hours of operation shall have been submitted to and approved in writing by the Local Planning Authority. The lighting details will accord with the submitted External LED Lighting Outline Stage Assessment Report (Rev. P4) and the Estate Road External LED Lighting Assessment Report (Rev. P4), both prepared by MBA.

Reason: In the interests of the amenities of the area and in accordance with Policies EN4 and DE1 of the adopted South Kesteven Local Plan.

Soft Landscaping

- 23 Before the end of the first planting/seeding season following the occupation/first use of each phase or sub-phase of the development hereby permitted, all soft landscaping

works for that phase or sub-phase 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.

Hard Landscaping

- 24 Before each phase or sub-phase of the development hereby permitted is occupied/brought into use, all hard landscaping works pertaining to that phase or sub-phase 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.

Ongoing conditions

- 25 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.

- 26 The development hereby permitted shall be limited to the following uses and to the maximum floor space for each as defined by the Town and Country Planning (Use Classes) Order 1987 as amended:

Up to 140,000 sqm total GIA of general industrial (Use Class B2) and storage and distribution (Use Class B8) floorspace with ancillary office (Use Class E(g)(i)).

Reason: For the avoidance of doubt and to define the permission and in order that the development is carried out in accordance with the parameters against which the application was assessed.

- 27 No development above ground on any phase or sub-phase requiring a non-domestic water supply shall commence until a strategic water resources strategy relating to

that phase or sub-phase has been submitted to and approved in writing by the Local Planning Authority, in consultation with Anglian Water. The strategy will confirm non-domestic water is available to serve the development and should explore innovative solutions which may help reduce overall water demand.

The development must only be carried out in accordance with the approved details.

Reason: To ensure domestic water supply is not jeopardised and to protect water resources and ensure sustainable development.

Standard Note(s) to Applicant:

1. In reaching the decision the Council has worked with the applicant in a positive and proactive manner by determining the application without undue delay. As such it is considered that the decision is in accordance with paras 38 of the National Planning Policy Framework.
- 2) Highway Informative 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>.
- 3) The highway improvement works referred to in the above condition are required to be carried out by means of a legal agreement between the landowner and the County Council, as the Local Highway Authority. For further guidance please visit our website: <https://www.lincolnshire.gov.uk/adoptingimproving-roads-footpaths>.
- 4) 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>
- 5) BNG Phased - The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:
 - (a) a Biodiversity Gain Plan has been submitted to the planning authority, and

(b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be South Kesteven District Council.

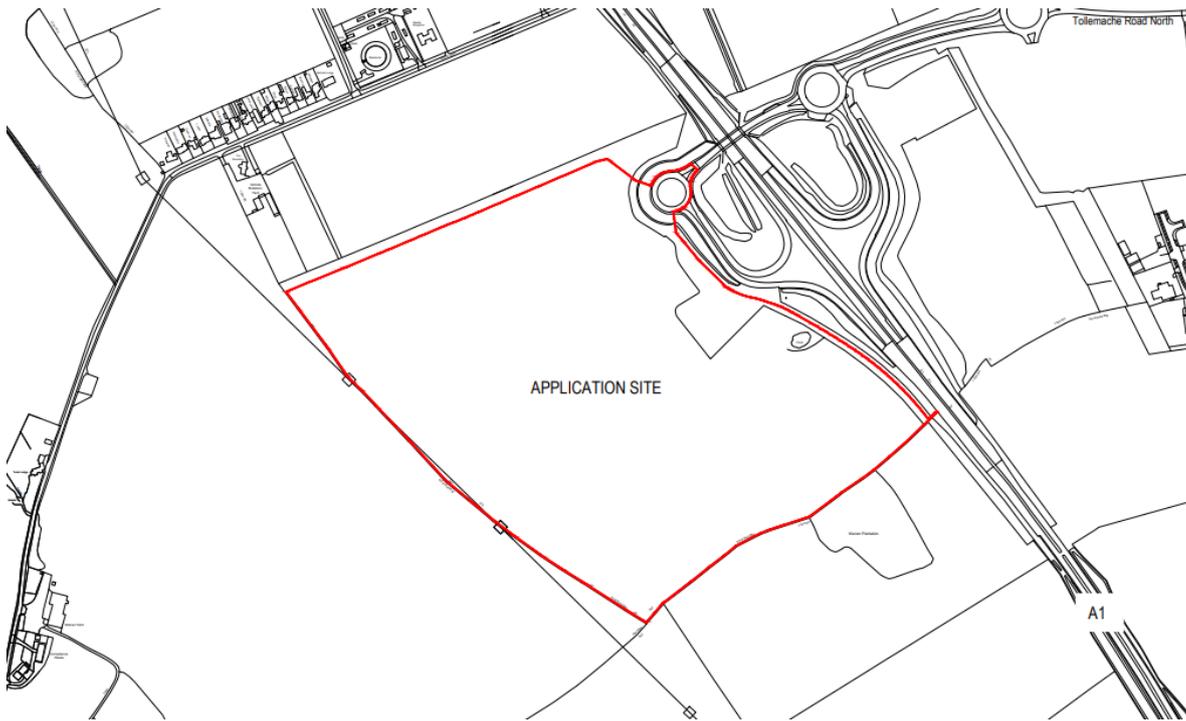
There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed below.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed below are considered to apply.

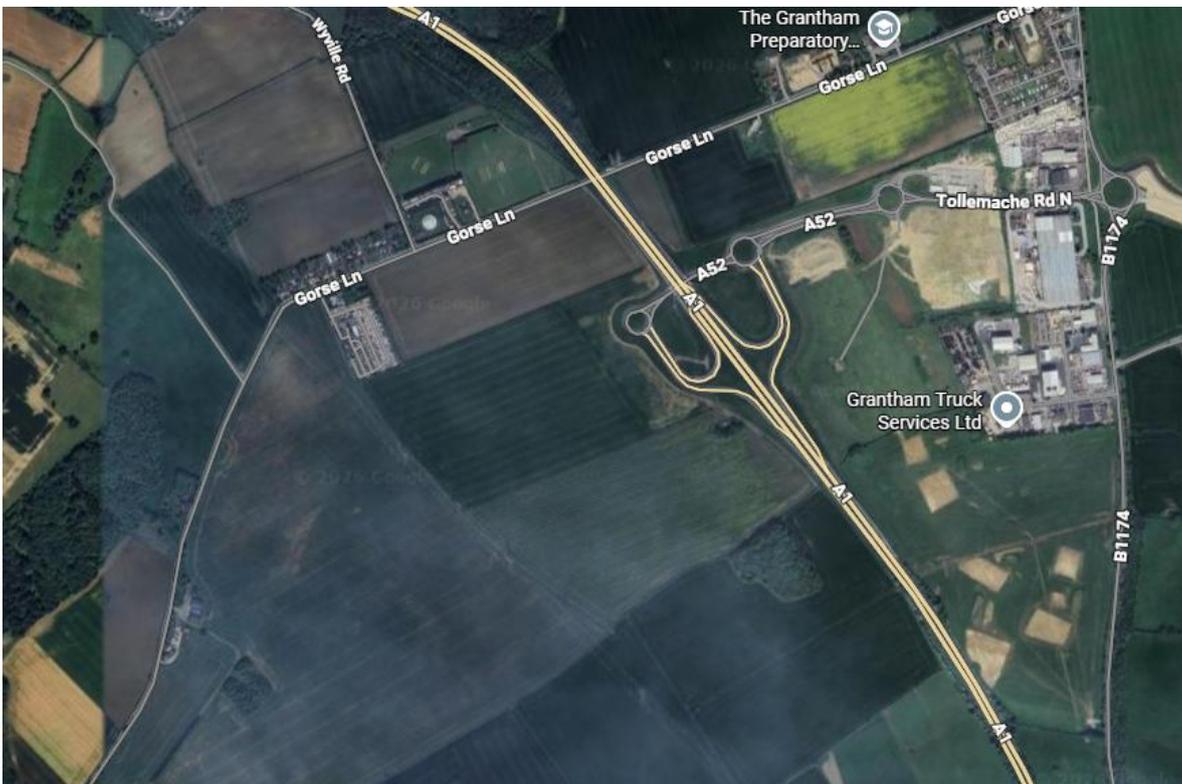
The permission which has been granted has the effect of requiring or permitting the development to proceed in phases. The modifications in respect of the biodiversity gain condition which are set out in Part 2 of the Biodiversity Gain (Town and Country Planning) (Modifications and Amendments) (England) Regulations 2024 apply.

In summary: Biodiversity gain plans are required to be submitted to, and approved by, the planning authority before development may be begun (the overall plan), and before each phase of development may be begun (phase plans).

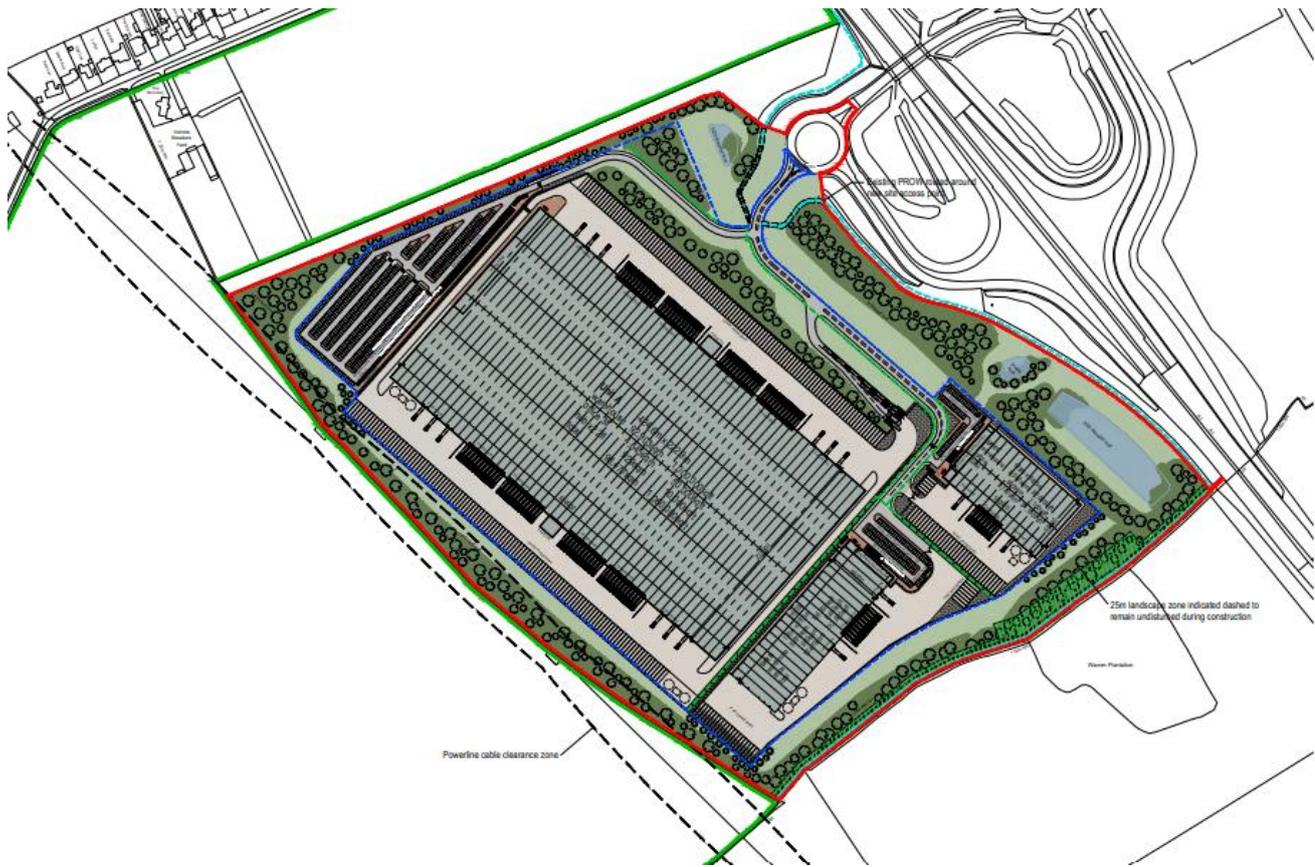
Location Plan



Aerial Photograph of Site



Illustrative Masterplan



Site Parameters Plan



Illustrative Landscaping

