



**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Planning Committee

7 November 2024



S24/1442

Proposal:	Section 73 application to vary Condition 24 (Off-site highways works) of planning permission S16/2816 (Revised submission of planning application S24/0140)
Location:	Land at Rectory Farm (Phase 1), Grantham
Applicant	Vistry East Anglia
Application Type:	Full Planning Permission (Major)
Reason for Referral to Committee:	At the discretion of the Assistant Director – Planning & Growth
Key Issues:	Highways Impacts
Technical Documents:	<ul style="list-style-type: none"> Highways Safety and Capacity Review Technical Note (Pell Frischmann)

Report Author

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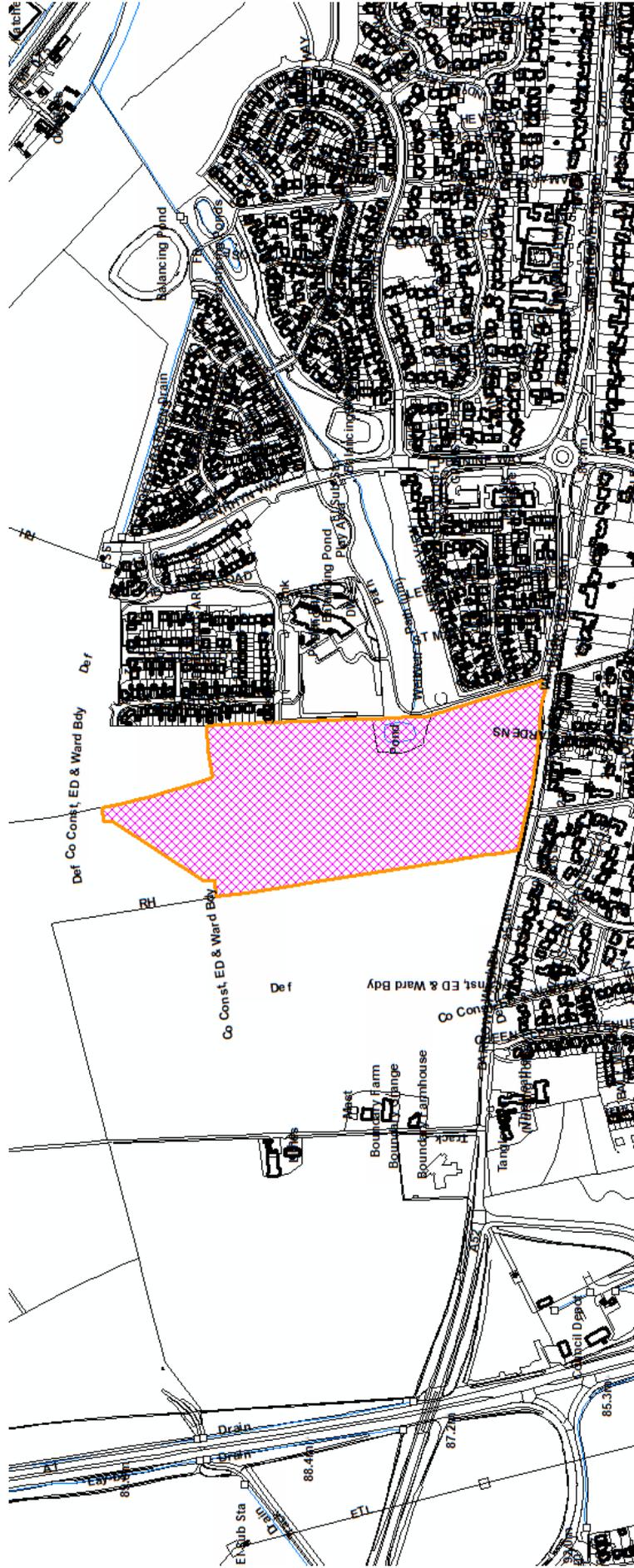
Corporate Priority:	Decision type:	Wards:
Growth	Regulatory	Grantham Arnoldfield

Reviewed by:	Phil Jordan, Development Management & Enforcement Manager	28 October 2024
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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

S24/1442 – Rectory Farm (Phase 1), Grantham



Key



Application
Boundary



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1 Description of the site

- 1.1 The application site comprises part of Phase 1 of the Rectory Farm development situated on the north-western edge of Grantham. Phase 1 consists of two parcels of land being delivered by Vistry Group and Jelson Homes; the current application has been submitted in relation to the parcel controlled by Vistry Group.
- 1.2 The site comprises an area of approximately 8.73 hectares of land and is situated in the south-eastern corner of the allocation site. The allocation site is a roughly rectangular parcel of land, which was formerly in agricultural use, and is part of a raised plateau which forms the higher ground enclosing the Grantham “bowl” to the east, and slopes from west to east.
- 1.3 The Rectory Farm development (North-West Quadrant Phase 2) is allocated in the adopted Local Plan (Site Ref: GR3-H2) for approximately 1,150 dwellings. The adopted Local Plan allocation includes a series of development principles to ensure that the proposals appropriately integrate with the wider North-West Quadrant development scheme, including the adjacent Poplar Farm development; this includes a requirement to “provide appropriate mitigation measures to the Strategic Road Network if required and demonstrated by a relevant transport assessment and agreed with Highways England”.
- 1.4 The current development site is bound to the west by land owned by Jelson Homes, which forms the remainder of Phase 1 of the Rectory Farm development and benefits from planning permission for 220 dwellings (LPA Ref: S23/0592); beyond which lies agricultural land, part of which, bounding onto Barrowby Road (A52) is allocated as an additional urban extension for approximately 404 dwellings (Site Ref; GR3-H3). The site is bound to the south by Barrowby Road (A52) with low density residential estates from the 1980s / 1990s, and the ongoing residential development of 300 dwellings (The Colleys) being delivered by Countryside Properties (LPA Ref; S14/2571). The site is bound to the north by further undeveloped agricultural land which forms part of the Rectory Farm allocation; this land is to form Phase 2 of the development scheme, and the LPA has recently resolved to grant planning permission, subject to the completion of a Section 106 Agreement, on an outline planning application for up to 400 dwellings (LPA Ref: S23/1023) on behalf of Vistry Partnerships. The land to the east comprises of the Poplar Farm development, which is a mixed-use urban extension of up to 1800 dwellings, community facilities, open space, and a new road that was approved in June 2011 (LPA Ref: S08/1231), where approximately 675 dwellings have been completed.
- 1.5 Full planning permission for 228 dwellings (LPA Ref: S16/2816) was granted in January 2023. Subsequently, various applications for the approval of details reserved by conditions and non-material amendments to the approved details have been granted by the Local Planning Authority. Works have now commenced on site and construction of properties fronting onto Barrowby Road are nearing completion.
- 1.6 Furthermore, Members will recall that the site has been the subject of a previous Section 73 application to vary Condition 24 (Off-site highways works) to allow for 150 dwellings to be occupied prior to the completion of the required highways improvement works (LPA Ref: S24/0140). The previous application was refused in April 2024 following consideration by the Planning Committee; and is subject to an Appeal Hearing scheduled for February 2025.
- 1.7 The previous application was refused for the following reason(s):
 1. *The proposed variation to Condition 24 to enable the occupation of 150 dwellings prior to the completion of the scheme of improvements to the A1 / A52 eastern junction*

would be likely to result in a severe impact on highways capacity and safety. As such, the application scheme is contrary to Policy ID2 of the adopted South Kesteven Local Plan and Paragraph 115 of the National Planning Policy Framework (December 2023). In this case, the Local Planning Authority considers that the public benefits of the proposal, including the provision of housing, which is a significant public benefit, would not outweigh the identified harm.

2 Description of the proposal

2.1 The current application is a Section 73 planning application seeking to vary Condition 24 (Off-site highways works) of planning permission S16/2816.

2.2 As approved Condition 24 states:

“No dwellings within the development hereby approved, either alone or in combination with planning permissions (S16/2816, S16/2819 or S16/2818) 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) or any other alternative scheme providing the same mitigation that may be submitted to and approved in writing by the LPA has been completed.

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

2.3 In this respect, it is acknowledged that the current application is a revised submission of the previously refused application (Ref: S24/0140). The refused scheme sought permission to allow for the occupation of 150 dwellings prior to occupation of the junction improvement works being completed. The current application(s) seek approval for the occupation of 50 dwellings (30 dwellings within the Vistry Partnerships parcel and 20 dwellings in the Jelson Homes parcel) prior to the works being completed.

2.4 The application has been accompanied by an updated Highways Safety and Capacity Review Technical Note (Pell Frischmann) (Rev S2_P6), which outlines that Vistry and Jelson have been in discussions with National Highways since mid-2023 in relation to the technical design of the junction improvement scheme. Additional site investigations to inform the technical design have been carried out in September and October, which are seeking to confirm the ground conditions and existing drainage and utility arrangements. The technical approval and relevant legal agreements are due to be concluded in 2025, with the revised junction being completed and operational in early 2026.

2.5 However, whilst works are being progressed with the technical approval, the programme for the implementation of the junction works, and the programme for first occupation do not align and, therefore, the Developers are seeking to vary Condition 24 to allow for the occupation of 50 dwellings (cumulatively) prior to the highways improvement works being completed.

2.6 The proposed development would remain unchanged in all other respects.

3 Relevant History

Application Ref	Description of Development	Decision
S16/2816	Residential development for 228 dwellings, formation of public open space, provision of access and associated drainage and engineering works	Approved Conditionally 17.01.23
S16/2819	Residential development for 220 dwellings, formation of public open space, provision of access and associated drainage and engineering works	Approved Conditionally 10.01.23
S23/0592	Section 73 application to vary Condition 2 (Approved Plans) of planning permission S16/2819 to allow for substitution of house types and introduction of an electric substation	Approved Conditionally 14.09.23
S24/0140	Section 73 application to vary Condition 24 (Off-site highways works) of planning permission S16/2816	Refused 17.01.24 Appeal Lodged
S23/1023	Outline application for the erection of up to 400 dwellings, public open space (including outdoor sports pitches, an associated community pavilion (Use Class F2), outdoor fitness stations, and play areas), internal circulation routes and associated drainage and utilities (Access for approval only) Rectory Farm (Phase 2), Grantham	Pending Consideration Resolution to grant planning permission at Committee in November 2023

4 Policy Considerations

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

Policy ID2 – Transport and Strategic Transport Infrastructure

Policy GR3-H2 – Rectory Farm (Phase 2 North West Quadrant)

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

4.3 National Planning Policy Framework (NPPF) (Published December 2023)

Section 9 – Promoting sustainable transport

5 Representations Received

5.1 Lincolnshire County Council (Highways & SuDS)

5.1.1 No objection.

5.1.2 The junction affected by this variation is in the Strategic Road Network and it is therefore advised that National Highways recommendation is followed.

5.1.3 The application is supported by a Technical Note which sets out that 50 dwellings at the development would result in 12 additional two-way trips in the AM peak and 11 two-way trips in the PM peak through the A1 / A52 (eastern junction).

5.1.4 This would not have a material impact on the LCC network in the peak hours.

5.2 **Barrowby Parish Council**

5.2.1 Objection

5.2.2 The Parish Council would have concerns if the junction improvements were delayed because the requirement to provide a safe pedestrian and cycle route in and out of Barrowby is a primary concern.

5.3 **National Highways**

5.3.1 No objection.

5.3.2 Following approval of planning applications S16/2819 and S16/2816, we received a previous Section 73 application vary Condition 24 of S16/2816 to allow 150 dwellings to be occupied prior to the delivery of the highway improvement scheme. A technical note to support that application indicated that 150 dwellings would be likely to generate 87 two-way movements in the AM peak hour and 89 in the PM peak hour. The pattern of distribution indicated that this would result in 42 additional two-way vehicle trips in the AM peak and 34 two-trips in the PM peak at the A1 / A52 junction.

5.3.3 This number of trips prompted the need to consider how the junction would perform with these additional trips together with trips from wider cumulative developments. A capacity assessment of the junction indicated that the peak hour would result in the junction being over its theoretical capacity and result in long delays, particularly during the AM peak hour. This gave rise to concern.

5.3.4 At the same time, we were also delayed that extending the trigger point by such an amount could add delay to the delivery of the agreed mitigation scheme which is needed to ensure that the cumulative impacts of the development do not become severe or unsafe. In light of these factors, we advised that the application be refused.

5.3.5 In support of this application, the Technical Note outlines the work undertaken to identify the effect of varying the trigger point to 50 occupied dwellings. This sets out that 50 dwellings at the development would result in 12 additional two-way trips in the AM peak and 11 two-way trips in the PM peak through the A1 / A52 (eastern) junction.

5.3.6 We consider that this level of vehicle trips is not likely to have a material impact on the A1 / A52 junction in the peak hours.

5.3.7 In light of the above, we have no objection to the variation of conditions applications.

5.4 **Grantham Town Council**

5.4.1 Objection.

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 letters of representation have been received from 25 interested parties, all of which have raised formal objections to the proposals. The letters of representation have raised the following matters:

1. Delaying the junction improvement works will have an unacceptable impact on highways capacity and safety.
2. The submitted technical note does not take into account the increase in traffic from the Southern Relief Road or other committed developments.

- 6.2 Public representations have also referred to the profitability of the development and the costs of undertaking the junction improvements, as well as concerns about the enforcement of the conditions; these matters are not material planning considerations and are not relevant to the assessment of the current application.

7 Evaluation

- 7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the Local Planning Authority (LPA) 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.

- 7.2 Furthermore, in relation to the current development site specifically, the Local Planning Authority have adopted the Rectory Farm Planning Brief Supplementary Planning Document (SPD) (Adopted November 2021), and this document is a material consideration in the determination of planning applications.

- 7.3 In addition, 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.

- 7.4 The policies and provisions set out in the National Planning Policy Framework (NPPF) (“the Framework”) (Published December 2023), are also a relevant material consideration in the determination of planning applications.

- 7.5 As referenced above, the current application is a revised submission of a previous Section 73 application vary the trigger point for the completion of the junction improvement works (LPA Ref: S24/0140), which was refused by the Local Planning Authority in April 2024. The previous application was refused due to the proposed variation resulting in a severe impact on highways safety and capacity. As indicated, the current application has been revised to reduce the number of dwellings proposed to be occupied prior to the completion of the junction improvement works. However, the LPA’s assessment of the previous application proposals remain a relevant material consideration in the determination of the current application.

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. This is the case with the current application which seeks to vary Condition 24 (Off-site highways works) of planning permission S16/2816.

- 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 (S16/2816). 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 consider only 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 from 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 as 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 of the application.

7.7 Access and Highways Impacts

7.7.1 The current application seeks to vary Condition 24, which relates to a scheme of highways improvement works to upgrade capacity at the A1 / A52 eastern junction. This scheme of junction improvements is required to accommodate the Rectory Farm development together with other committed and allocated development schemes within the area. The Phase 1 Rectory Farm planning permissions, and other relevant permissions (including the approved Grantham Designer Outlet Village) are all subject to Grampian planning conditions requiring the implementation of the identified scheme of mitigation.

7.7.2 As detailed above, as approved Condition 24 states:

“No dwellings within the development hereby approved, either alone or in combination with planning permissions (S16/2816, S16/2819 or S16/2818) 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) or any other alternative scheme providing the same mitigation that may be submitted to and approved in writing by the LPA has been completed.

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

7.7.3 It is acknowledged that a previous Section 73 application (LPA Ref: S24/0140), which sought permission to vary Condition 24 to allow for occupation of 150 dwellings prior to the completion of the junction improvement works, was refused by the LPA in April 2024 due to the likely severe impact on highways safety and capacity.

7.7.4 The current application seeks permission to vary Condition 24 to allow for the occupation of up to 50 dwellings (cumulatively) on Phase 1 of the Rectory Farm development; 30 dwellings on the Vistry development and 20 dwellings on the Jelson Homes development. The application has been accompanied by a Highways Safety and Capacity Review Technical Note (Pell Frischmann), which identifies that Vistry and Jelson have been in discussions with National Highways since mid-2023 in relation to the technical design of the junction improvements; and this has included detailed investigations carried out in September and October 2024, which relate to the ground conditions and existing drainage and utility arrangements. However, the technical approval process is protracted, and the technical approval and relevant legal agreements are due to be concluded in 2025, with the revised junction expected to be completed and operational in early 2026.

7.7.5 Consequently, the Developers are seeking to vary Condition 24 to allow for the occupation of up to 50 dwellings to be occupied on the Phase 1 site(s) prior to the completion of the junction improvement works.

- 7.7.6 The Highways Safety and Capacity Review Technical Note (Pell Frischmann) concludes that the occupation of 50 dwellings prior to the completion of the junction improvement works would result in 12 additional two-way trips in the AM peak and 11 two-way trips in the PM peak passing through the A1 / A52 eastbound junction. This is compared to an additional 42 two-way movements in the AM peak and 34 two-way trips in the PM peak as a result of the previously refused application for 150 occupations.
- 7.7.7 The submitted capacity assessment concludes that whilst the junction would operate over capacity, the increase in queueing and delay would be minimal. Similarly, the road safety assessment concludes that the occupation of 50 dwellings prior to the junction improvements would not result in any safety concerns.
- 7.7.8 In connection with the above, it is noted that representations received from Barrowby Parish Council, Grantham Town Council and members of the public have raised objections to the proposed variation to the trigger point for the completion of the junction improvement works. In particular, it has been stated that the proposed development would result in an unacceptable impact on highways safety and capacity.
- 7.7.9 National Highways (as Strategic Highways Authority) have been consulted on the application and have confirmed that vehicle trips resulting from the occupation of 50 dwellings prior to the completion of the junction improvement works would not have a material impact on the A1 / A52 junction. As such, they have confirmed that they have no objection to the variation to the condition.
- 7.7.10 Furthermore, Lincolnshire County Council (as Local Highways Authority) have reviewed the submitted details and have also confirmed that the proposed variation to the condition would not result in a material impact on the local highways network.
- 7.7.11 Taking all of the above into account, it is Officers' assessment that the proposed variation to Condition 24 to allow for the occupation of 50 dwellings prior to the completion of the junction improvement scheme would not result in any unacceptable impacts on highways safety and / or capacity. As such, the application scheme is in accordance with Policy ID2 and GR3-H2 of the adopted Local Plan, and Paragraph 115 of the National Planning Policy Framework (December 2023).

7.8 **Other Matters**

- 7.8.1 It is noted that representations received from Barrowby Parish Council have referred to the need for a safe pedestrian and cycle connection from the village of Barrowby. These matters are not relevant to the current application, which relates to the impact of the proposed development on the A1 / A52 junction only; the need for pedestrian and cycle connections between the site and Barrowby village was considered as part of the original application and was not considered to be necessary. The current application falls to be considered in the context of that fallback position.

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 vary Condition 24 (Off-site highways works) of planning permission S16/2816 to allow for the occupation of 30 dwellings (50 dwellings in combination with the Jelson development) prior to the completion of the scheme of junction improvements to the A1 / A52 eastern junction. In this respect, it is appreciated that the current application is a revised submission of S24/0140, which sought permission for the occupation of 150 dwellings prior to the completion of the junction improvement works, that was refused by the Local Planning Authority in April 2024 due to the proposals resulting in a severe impact on highways safety and capacity.
- 10.3 The current application has been accompanied by a revised Highways Capacity and Safety Technical Review (Pell Frischmann) which concludes that the occupation of 50 dwellings prior to the completion of the junction improvement works would result in 12 additional two-way trips in the AM peak and 11 two-way trips in the PM peak passing through the A1 / A52 eastbound junction.
- 10.4 National Highways (as Strategic Highways Authority) have accepted the findings of the submitted Technical Review and have confirmed that this quantum of additional vehicle movements would not result in a material impact on the capacity or safety of the A1 / A52 junction. On this basis, National Highways have no objections to the proposed variation
- 10.5 Similarly, Lincolnshire County Council (as Local Highways Authority) have acknowledged that the junction falls within the remit of National Highways, in any event that too have concluded that the proposed variation would not result in a material impact on the local highways network.
- 10.6 Taking the above into account, it is Officers' assessment that the proposed variation to Condition 24 would not give rise to any unacceptable adverse impacts on highways safety and / or capacity. As such, the proposal would accord with Local Plan Policy ID2 and GR3-H2 and Section 9 of the National Planning Policy Framework.
- 10.7 As such, the application proposals would accord with the development plan when taken as a whole, and there are no material considerations to indicate that planning permission should be withheld, although appropriate conditions are recommended.

11 Recommendation

- 11.1 To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to the following schedule of conditions:

Schedule of Conditions

Approved Plans

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

Site Location Plan: 379-LP-01C received 24 January 2019

Access: NTW 477 014 received 24 January 2019

Site Wide Plans: 379-SK-01F; 379-SK-02F; 379-SK-03F; 379-SK-04F; 379-SK-05F; 8247-L-01C; GRA01.PL001D; GRA01.PL004A; GRA01.PL006A; GRA01.PL008B; GRA01.PL009B all received 18 September 2020

House Types and garages: HWK.pe7; EVE.pe; WAY.pe; MOU.pe; MYL.pe; PEM.pe; Rip.pe; KNI.pe; ASL.pe; COT.CH.pe; SG.pe; DTG.pe all received 08 June 2018

Unless otherwise required by another condition of this permission.

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

During Building Works

Construction Management Plan

- 2) All construction works on site shall be carried out in accordance the Construction Management Plan and Method Statement (Dated February 2023) approved under application reference: S23/0300, unless otherwise agreed in writing by the Local Planning Authority.

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

Ecological Mitigation

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

Reason: In the interests of ecology and biodiversity.

Before the Development is Occupied

Estate Road

- 4) Before any dwelling is occupied, all of that part of the estate road and associated footway that forms the junction with the main road and which will be constructed within the limits of the existing highway, shall be laid out and constructed to finished surface levels in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.

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

Hard Landscaping

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

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

Soft Landscaping

- 6) Before the end of the first planting / seeding season following the occupation / first use of any part of the development hereby permitted, all soft landscaping works shall have been carried out in accordance with the soft landscaping details approved under application ref: S23/0300, unless otherwise agreed in writing by the Local Planning Authority.

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

Materials

- 7) Before any part of the development hereby permitted is occupied / brought into use, the external surfaces shall have been completed in accordance with the details approved under application ref: S23/0300, unless otherwise agreed in writing by the Local Planning Authority.

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

Boundary Treatments

- 8) Before any part of the development hereby permitted is occupied / brought into use, the works to provide the boundary treatments shall have been completed in accordance with the details approved under application ref: S23/0300, unless otherwise agreed in writing by the Local Planning Authority.

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

Surface and Foul Water Drainage

- 9) Before any part of the development hereby permitted is occupied / brought into use, the works to provide the surface and foul water drainage shall have been completed in accordance with the details approved under application ref: S23/0300, unless otherwise agreed in writing by the Local Planning Authority.

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

Sustainable Building

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

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

Off-Site Highways Works

- 11) No more than 30 dwellings within the development hereby approved shall be occupied, until either the scheme shown on drawing 103790 PEF ZZ XX DR Y SK002 (Linden/Jelson Eastern junction 'top up' scheme), the scheme shown on drawing 103790 PEF ZZ XX DR Y SK001 (GDOV Eastern junction 'top up' scheme as required under condition 28 of planning permission S17/1262), [the scheme shown on Proposed General Arrangement Plan (Ref: SK18/SB JCN/Rev P1)] or any other alternative scheme providing the same mitigation that may be submitted to and approved in writing by the LPA has been completed.

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

Off-Site Highways Works (Western junction)

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

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

Ongoing Conditions

Landscaping Protection

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

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

Landscape Management Plan

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

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

Surface Water Drainage

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

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