



**SOUTH  
KESTEVEN  
DISTRICT  
COUNCIL**

## Planning Committee

22 January 2026



### S25/1799

<b>Proposal:</b>	Section 73 application to vary Condition 13 (Off-site highways works) of planning permission S24/1297
<b>Location:</b>	Land to the north of Longcliffe Road, Grantham
<b>Applicant:</b>	Allison Homes East
<b>Application Type:</b>	Outline planning permission (Major)
<b>Reason for Referral to Committee:</b>	Called in by Councillor Paul Martin citing highways capacity issues
<b>Key Issues:</b>	Impact on highways safety and capacity
<b>Technical Documents:</b>	<ul style="list-style-type: none"><li>• Transport Statement</li></ul>

#### Report Author

Adam Murray – Principal Development Management Planner



01476 406080



adam.murray@southkesteven.gov.uk

**Corporate Priority:**

**Growth**

**Decision type:**

**Regulatory**

**Wards:**

**Peascliffe & Ridgeway**

**Reviewed by:**

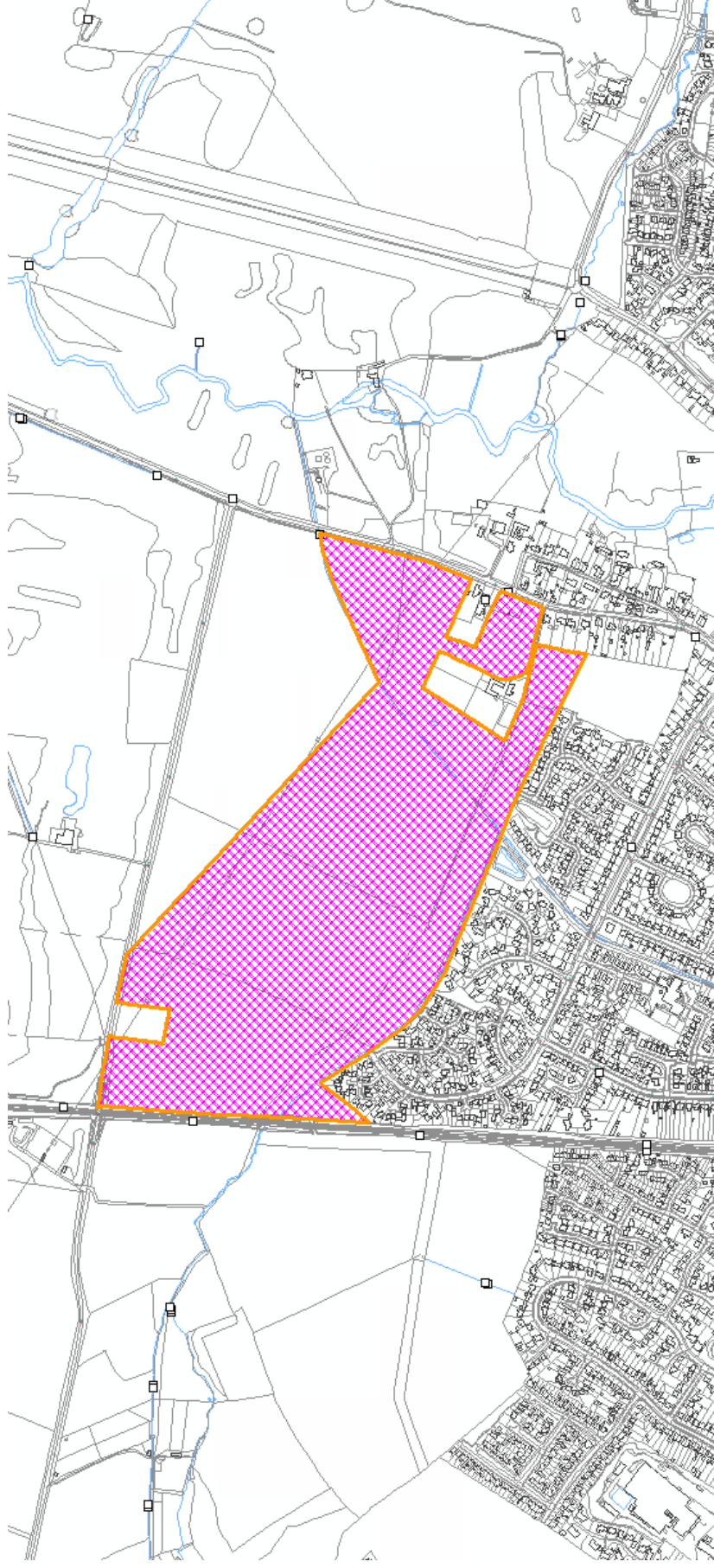
Phil Jordan, Development Management & Enforcement Manager

12 January 2026

#### Recommendation (s) to the decision maker (s)

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

## S25/1799 – Land north of Longcliffe Road, Grantham



### Key



**Application  
Boundary**



# 1 Description of Site

- 1.1 The application site comprises an area of approximately 37.8 hectares of land situated on the northern edge of the main built-up area of Grantham, adjoining the modern and fairly low density Manthorpe estate to the south and the historic village of Manthorpe to the east. The site is bound to the west by the East Coast Mainline railway, and to the east by the A607 and St. John the Evangelist Church. The northern boundary is partly along Belton Lane (in the north-west) and then it follows to the south of the overhead powerlines before continuing north-eastward along the Running Furrows to the point that they meet the A607.
- 1.2 In terms of topography and the wider site context, the site sits within the low-lying Grantham bowl surrounded by the “green rim” of escarpments and higher land. In the centre of the site is a relatively low hill which rises to 68m AOD. The land slopes down to the valleys of the Running Furrows, which runs south-west to north-east across the eastern end of the site; and Gonerby Brook, which is a tributary of the Running Furrows, runs west to east along the southern boundary of the site. A public footpath runs east-west across the southern part of the site from the A607 to an underpass beneath the East Coast Mainline.
- 1.3 The site is in close proximity to a number of designated heritage assets, including the Grade I Listed Belton House and Registered Park and Garden (Grade II), Bellmount Tower (Grade II\*). Manthorpe Conservation Area and various listed buildings within it, are situated to the east of the site.
- 1.4 Outline planning permission for “A sustainable urban extension to Grantham comprising not more than 480 dwellings, a neighbourhood centre, a single form entry primary school, ancillary (formal and informal) public open space, including structural landscaping and biodiversity enhancement areas, and access works” was granted on Appeal in January 2018 following a public inquiry.
- 1.5 Reserved matters approval for the residential parcels of the site - detailing matters of appearance, layout, landscaping and scale – were first approved in April 2021. Subsequently, a revised reserved matters approval for the same matters (Ref: S21/0174) were approved in January 2024.
- 1.6 Section 73 planning permissions have subsequently been granted for both the outline and reserved matters applications, to remove the Longcliffe Road access from the scheme, and to remove the requirement to provide a noise attenuation bund to the East Coast Mainline.

# 2 Description of proposal

- 2.1 The current application is a Section 73 application seeking to vary Condition 13 (off-site highways works) of the implemented outline planning permission (Ref: S24/1297).
- 2.2 As approved, Condition 13 states:  
  
*“No part of the development hereby permitted shall be occupied before the works to improve the public highway by means of signalling the A607/Belton Lane junction, as shown indicatively on drawing ref: 14227-WIE-ZZ-XX-DR-C-951255/Rev A02 have been certified complete by the Local Planning Authority.*  
  
*Reason: To ensure the provision of safe and adequate means of access to the permitted development.”*
- 2.3 The Covering Letter submitted as part of the application confirms that the Section 278 technical agreement for the works has been granted and agreed with Lincolnshire County

Council and that the works are programmed to be commenced w/c 2<sup>nd</sup> February 2026 and anticipated to take 3-4 months to complete.

2.4 As such, the current application seeks to vary Condition 13 to allow for up to 60 dwellings to be occupied prior to the completion of the works.

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

### **3 Relevant History**

<b>Reference</b>	<b>Proposal</b>	<b>Decision</b>
S15/3189	A sustainable urban extension to Grantham comprising not more than 480 dwellings, a neighbourhood centre, a single form entry primary school, ancillary (formal and informal) open space, including structural landscaping and biodiversity enhancement areas, and access works	Refused 08.03.17  Appeal Allowed 19.01.18
S23/0785	Section 73 application to remove Condition 24 (off-site highways works) of planning permission S15/3189	Approved Conditionally 20.05.24
S23/1699	Section 73 application to vary Conditions 4 (Phasing Plan) and Condition 8 (Approved Plans) of planning permission S15/3189 to remove Longcliffe Road access	Approved Conditionally 20.05.24
S24/1297	Section 73 application to vary Condition 9 (Phasing Plan) and Condition 20 (Noise Mitigation) of planning permission S23/1699 to remove requirement to provide noise attenuation bund	Approved Conditionally 27.08.25

### **4 Policy Considerations**

#### **4.1 SKDC Local Plan 2011 – 2036**

Policy ID2 – Transport and Strategic Transport Infrastructure

#### **4.2 Design Guidelines Supplementary Planning Document (Adopted November 2021)**

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

Section 9 – Promoting sustainable transport

### **5 Representations Received**

#### **5.1 Great Gonerby Parish Council**

##### **5.1.1 Objection.**

5.1.2 The Parish Council has significant concerns regarding the proposed variation of Condition 13, While these works aim to improve the A607/Belton Lane junction, we are particularly concerned about the resultant effects on the opposing junction on B1174 Belton Lane/Newark Hill. Lincolnshire County Council has indicated that this junction is already operating at capacity and permitting additional residents to occupy the new development “prior” to the necessary road improvements could severely exacerbate traffic congestion and safety issues in our area.

5.1.3 We wish to remind SKDC that during the Local Plan consultation, the site SKP57 was denied allocation due to Belton Lane and both junctions being unable to cope with increased numbers of traffic.

- 5.1.4 Furthermore, the anticipated surge in traffic from the additional residents will likely worsen existing issues at the B1174 Belton Lane/Newark Hill junction, which is already struggling to during peak hours.
- 5.1.5 It is noted that some properties are already in occupation and in breach of Condition 13, so this application is in effect retrospective.
- 5.1.6 It is imperative that the Local Planning Authority prioritises the safety and well-being of residents and ensures that adequate infrastructure is in place before allowing further development or occupation. It is clear from local knowledge that traffic, especially at peak times, will avoid Belton Lane/A607 and therefore increase more on the Belton Lane/Newark Hill junction.
- 5.1.7 The Feasibility Study carried out by Lincolnshire Highways clearly demonstrates that this junction is at full capacity as it stands today, it is not suitable in its form now, and unable to accommodate any more vehicle usage, which is what will automatically happen if more dwellings are occupied prior to the junction upgrade at the A607 end.

## **5.2 Lincolnshire County Council (Highways & SuDS)**

- 5.2.1 No objections
- 5.2.2 The supporting Transport Statement shows that the A607/Belton Lane junction will operate within capacity with the additional traffic from the 60 houses. The maximum predicted RFC would be 82% in the AM peak hour. Therefore, the Section 73 to vary condition 13 is acceptable as it would not result in an unacceptable impact on the public highway.

## **5.3 National Highways**

- 5.3.1 No comments to make.

## **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 25 letters of representation has been received, all of which have objected to the application. The representations raised the following matters:
  - 1. Adverse impact on highways safety and capacity due to increased vehicular traffic
  - 2. No guarantee that the works would be completed.

## **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 vary 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 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 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 of the current application.

#### 7.7 **Impact on highways safety and capacity**

7.8 As stated above, as approved, Condition 13 states:

*“No part of the development hereby permitted shall be occupied before the works to improve the public highway by means of signalling the A607/Belton Lane junction, as shown indicatively on drawing ref: 14227-WIE-ZZ-XX-DR-C-951255/Rev A02 have been certified complete by the Local Planning Authority.*

*Reason: To ensure the provision of safe and adequate means of access to the permitted development.”*

- 7.8.1 The Applicant and Lincolnshire County Council (as Local Highways Authority) have confirmed that the Section 278 Agreement and technical consenting process for the works has been completed and that the works are to commence on Monday 2<sup>nd</sup> February 2026. The works are anticipated to take 3-4 months to complete.
- 7.8.2 As a result of the delayed timeframe for booking roadspace to complete the works, the Applicant has confirmed that there is now a misalignment between the timeframe for completing the works and their current build programme, as well as their contractual obligations with the Registered Provider who will be responsible for managing the affordable housing provided on site. Consequently, initial occupations of dwellings on site have taken place, in breach of the condition, and the Applicant is anticipating up to 60 occupations in total prior to the completion of the works. As such, the current application seeks to regularise the ongoing breach of the condition as well as permitting further occupations on site prior to the works being completed.
- 7.8.3 Notwithstanding the above, the application has been accompanied by an updated Transport Statement (ADC Infrastructure), which has assessed the potential implication of the variation. This concludes the following:
- The A607/Belton Lane junction currently operates within its overall capacity and would do so in 2026 without the development in place.
  - The additional traffic from the first 60 dwellings would lead to a modest reduction in performance at the junction, but critically, the junction would continue to operate with spare capacity.
- 7.8.4 Lincolnshire County Council (as Local Highways Authority) have been consulted on the application proposals and have confirmed that they have no objections in relation to highways safety and capacity. In particular, they have confirmed that the junction would continue to operate within its capacity with the proposed 60 occupations prior to the completion of the scheme of signalisation.
- 7.8.5 It is appreciated that public representations have raised objections on the basis that they have no confidence that the improvement works will be completed, and that they do not consider that there has been any change in circumstances to justify the variation in the trigger point for the completion of the works.
- 7.8.6 In this respect, as stated above, the Section 278 Agreement which allows works to be undertaken within the public highway, as well as the technical agreement for the design of the junction have been secured, and the works are formally programmed to commence on Monday 2<sup>nd</sup> February. As such, the Local Planning Authority have a high degree of confidence that the works will be completed as required.
- 7.8.7 With regards to the change in circumstances since the imposition of the original condition, it is noted that the requirement to undertake improvement works to the A607/Belton Lane junction was a result of the removal of the Longcliffe Road access from the scheme. At the time of that application, the Applicant indicated that the junction works could be completed prior to the occupation of 50 dwellings. However, the Transport Assessment which accompanied that application did not directly assess the impact of the junction on that scenario; it considered 3 development scenarios, 180 dwellings, 330 dwellings and 440 dwellings. On that basis, Lincolnshire County Council (as Local Highways Authority)

concluded that the evidence indicated that the junction improvements should be completed prior to any occupations. However, as indicated above, the current application has been accompanied by a Transport Statement which now specifically models the potential impact of 60 occupations prior to completion of the junction works, and this confirms that the junction would remain within capacity in this development scenario.

- 7.8.8 In relation to the representations received from Great Gonerby Parish Council regarding the consequence of the variation on the capacity of the B1176/Newark Hill junction. It is noted that the impact of the development on the Belton Lane / B1174 junction was assessed extensively as part of S23/0785, and it was concluded that a financial contribution towards a scheme of improvements would be proportionate to the level of impact attributed to the development. The financial contribution has been paid and as such, it is now for Lincolnshire County Council (as Local Highways Authority) to undertake the works.
- 7.8.9 The comments regarding the conclusions of the Feasibility Study of the Belton Lane / B1174 (Newark Hill) junction are noted. However, this matter is separate from the consideration of the current application. In the context of the current scheme, the Applicant has fulfilled their obligations in relation to the improvements required to the Belton Lane / Newark Hill junction.
- 7.8.10 Taking all of the above into account, it is Officer's assessment that the proposed variation to Condition 13 to allow for up to 60 occupations to take place 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 of the adopted Local Plan and Section 9 of the National Planning Policy Framework.

## **8 Crime and Disorder**

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

## **9 Human Rights Implications**

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

## **10 Planning Balance and Conclusions**

- 10.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise.
- 10.2 The current application proposes to vary Condition 13 (Off-site highways works) of planning permission S24/1297 to allow for the occupation of up to 60 dwellings prior to the completion of the scheme of junction improvements at the A607/Belton Lane junction.
- 10.3 The current application has been accompanied by a Transport Statement which concludes that the occupation of 60 dwellings prior to the completion of the junction improvement works would not have an unacceptable impact on the capacity of the junction.
- 10.4 Lincolnshire County Council (as Local Highways Authority) have accepted the findings of the Transport Statement and confirmed that the junction would operate within capacity with the occupation of 60 dwellings prior to the completion of the signalisation works.



- 10.5 Taking the above into account, it is Officer's assessment that the proposed variation to Condition 13 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 Section 9 of the National Planning Policy Framework.
- 10.6 As such, the application proposals would accord with the adopted 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 conditions.

## **Schedule of Conditions**

### **Approved Plans**

1. The development hereby permitted shall be carried out in accordance with the following plans and documents:
  - a. Design Code and Masterplan (Allison Homes Limited) (Dated July 2018); and

Any plans granted as part of the reserved matters permission(s) approved pursuant to planning permission S15/3189 or subsequent variations approved thereafter; and

For the avoidance of doubt, the development hereby permitted shall have vehicular access from Belton Lane and Rosedale Drive only.

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

### **During Building Works**

2. The development hereby permitted shall be carried out in accordance with the approved Arboricultural Method Statement, unless otherwise agreed in writing by the Local Planning Authority:
  - a. Arboricultural Method Statement (Nicholsons) (Ref: 18-0635/Rev 4)
  - b. Tree Protection Plan (Ref: 3764/35/180637/V4)

No works shall be permitted within the tree protection areas, including:

- i. The removal of earth
- ii. The storage of materials
- iii. Any vehicular movements (including parking); and / or
- iv. The siting of any temporary buildings.

Reason: To prevent unnecessary damage to existing trees and in accordance with Policy EN2 (Protecting Biodiversity and Geodiversity) of the adopted South Kesteven Local Plan.

3. All construction works shall be completed in accordance with the approved Construction Management Plan (Ref: L052-CMP-PH1-01/Rev B) and Traffic Management Plan (Allison Homes) (received 01 August 2024) approved under application ref: S24/0977, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of safety and free passage of those using the highway; and to ensure that the permitted development does not give rise to any unacceptable adverse impacts on neighbouring residential amenities during the construction period in accordance with Policy EN4 (Pollution Control) of the adopted South Kesteven Local Plan.

4. The development hereby permitted shall be undertaken in accordance with the Phasing Parameters Plan (Ref: L171/Phasing/01/Rev A) and Phasing Plan and Timetable document (April 2024/V1), unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of ensuring the timely provision of each element of the approved development.

## **Before the Development is Occupied**

5. No dwellings shall be occupied until the drainage works have been implemented in accordance with the foul water drainage strategy approved under application ref: S24/0977, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the provision of satisfactory foul water drainage in accordance with Policy EN5 (Water Environment and Flood Risk Management) of the adopted South Kesteven Local Plan.

6. No building hereby permitted shall be occupied until the sustainable drainage system of the site has been completed in accordance with the details approved under application ref: S24/0977, unless otherwise agreed in writing by the Local Planning Authority.

Thereafter, the sustainable drainage scheme shall be managed and maintained in accordance with the approved management and maintenance plan.

Reason: To ensure the provision of satisfactory surface water drainage in accordance with Policy EN5 (Water Environment and Flood Risk Management) of the adopted South Kesteven Local Plan.

7. No part of the non-residential elements (school, commercial and neighbourhood centre) of the approved development shall be occupied until Travel Plan(s) have been submitted to, and approved in writing by the Local Planning Authority. These Travel Plan(s) shall only relate to non-residential buildings, including the school, commercial buildings and neighbourhood centre.

Thereafter, an annual staff survey shall be submitted to the Local Planning Authority that will provide details of the implementation of the Travel Plan for a period of 10 years following the completion and first occupation of the building(s) to which they relate. The occupiers shall ensure that travel arrangements are fulfilled in accordance with the Travel Plan(s), unless the Local Planning Authority provides written approval to any variation to the submitted details.

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 site.

8. No building or part of the site shall be occupied or otherwise brought into use until the means of access thereto has been constructed to at least base course level in accordance with the details approved under application ref: S24/977, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of safety and to avoid the creation of pedestrian trip hazards and vehicular hazards that may arise due to an extended period of dissimilar construction levels.

9. No building, other than those within Phase 1A, shall be occupied until a scheme for the provision of fire hydrants to serve that phase of the development – in which the subject building is located – has been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the fire hydrant(s) serving each phase of the development shall be installed and retained as approved.

Reason: In the interests of the safety of the occupiers / users of the permitted development.

10. Before each building within Phase 1A of the development hereby permitted is occupied, the fire hydrant(s) serving that dwelling shall be installed in accordance with the details approved under planning application ref: S25/0813, and shall be retained for the lifetime of the development.

Reason: In the interests of the safety of the occupiers / users of the permitted development.

11. No dwelling(s) within the approved development shall be occupied until any bus stop(s) within that phase have been provided. The bus stop(s) shall comprise raised kerbs, bus stop poles with timetable casings / flags and dropped crossing points with tactile paving.

Thereafter, the bus stop(s) shall be retained in perpetuity.

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 site; and to ensure the necessary active travel modes are implemented in a timely manner.

12. No more than 50 dwellings hereby permitted shall be occupied until the bus stop improvements have been completed in accordance with the details approved under planning application ref: S25/0813.

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 site; and to ensure that the necessary upgrades to the local highways network is implemented in a timely manner in order to mitigate the additional movements generated by this development.

13. No more than 60 dwellings hereby permitted shall be occupied before the works to improve the public highway by means of signalling the A607 / Belton Lane junction, as shown indicatively on drawing ref: 14227-WIE-ZZ-XX-DR-C-951255/Rev A02 have been certified complete by the Local Planning Authority.

Reason: To ensure the provision of safe and adequate means of access to the permitted development.

14. No part of the development hereby permitted shall be occupied before a safe and suitable pedestrian access is provided within the development and connected to existing pedestrian facilities on Rosedale Drive, and certified complete by the Local Planning Authority.

Reason: To ensure the provision of a safe and adequate means of access to the permitted development.

### **Ongoing Conditions**

15. The total number of dwellings to be constructed on the application site shall not exceed 480 in total.

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

16. No buildings within the development shall be constructed in the area above the 65 metre contour line, as shown on the Illustrative Masterplan (Ref: EMS.2490\_101G)/
- Reason: Development above this line would give rise to unacceptable impacts on the landscape and to the setting of the nearby heritage assets; and to ensure compliance with Policy EN1 (Landscape Character) and Policy EN6 (The Historic Environment) of the adopted South Kesteven Local Plan.
17. Each dwelling within Phase 1A of the approved Phasing Plan (Ref: L171/Phasing/01/Rev A) shall not be occupied until the noise mitigation measures detailed in the Noise Impact Assessment (Ref: DC4717-NR1/V2) (as applicable) have been completed.
- Thereafter, the acoustic mitigation measures shall be maintained and retained in full for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.
- Reason: To mitigate any noise impacts to dwellings resulting from the neighbouring railway line and to comply with Policy EN4 (Pollution Control) of the adopted South Kesteven Local Plan.
18. The gross internal floor area of the retail use (for all uses falling within Use Class E(a) of the Town and Country Planning (Use Classes) Order 1987 (as amended), or any Order revoking or re-enacting that Order (with or without modification), within the proposed Neighbourhood Centre shall not exceed 630 square metres, and the largest of those units shall not exceed 390 sq. metres at any time.
- Reason: To define the permission and for the avoidance of doubt.
19. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking or re-enacting any such Order with or without modification), the non-residential part of the proposed Neighbourhood Centre shall not be used for any purpose other than those falling within Class E (Part A, B, C, E and F only), Class F1 or Class F2 (Part A only), or as a public house, wine bar or drinking establishment, or drinking establishment with expanded food provision; or hot food takeaway; unless planning permission for a new use of the premises has been granted by the Local Planning Authority.
- Reason: To define the permission and for the avoidance of doubt.
20. No more than 300 dwellings shall be occupied before the proposed Neighbourhood Centre is completed and available for occupation.
- Reason: To ensure the timely implementation of local facilities to serve the residents of the proposed development.
21. If within a period of five year 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, they shall be replanted in the first planting season following any such loss with a specimen of the same size and species, unless otherwise agreed in writing by the Local Planning Authority.
- Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved details; and in accordance

with Policy DE1 (Promoting Good Quality Design) and Policy EN2 (Protecting Biodiversity and Geodiversity) of the adopted South Kesteven Local Plan.

22. Following first occupation of the final dwelling hereby permitted, the Landscape and Environmental Management Plan approved under application ref: S25/0813 shall be adhered to in full, unless otherwise agreed in writing by the Local Planning Authority.

Reason: Soft landscaping makes 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.