



**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

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Corporate Priority:

Growth

Decision type:

Regulatory

Wards:

Grantham Arnoldfield

Reviewed by:

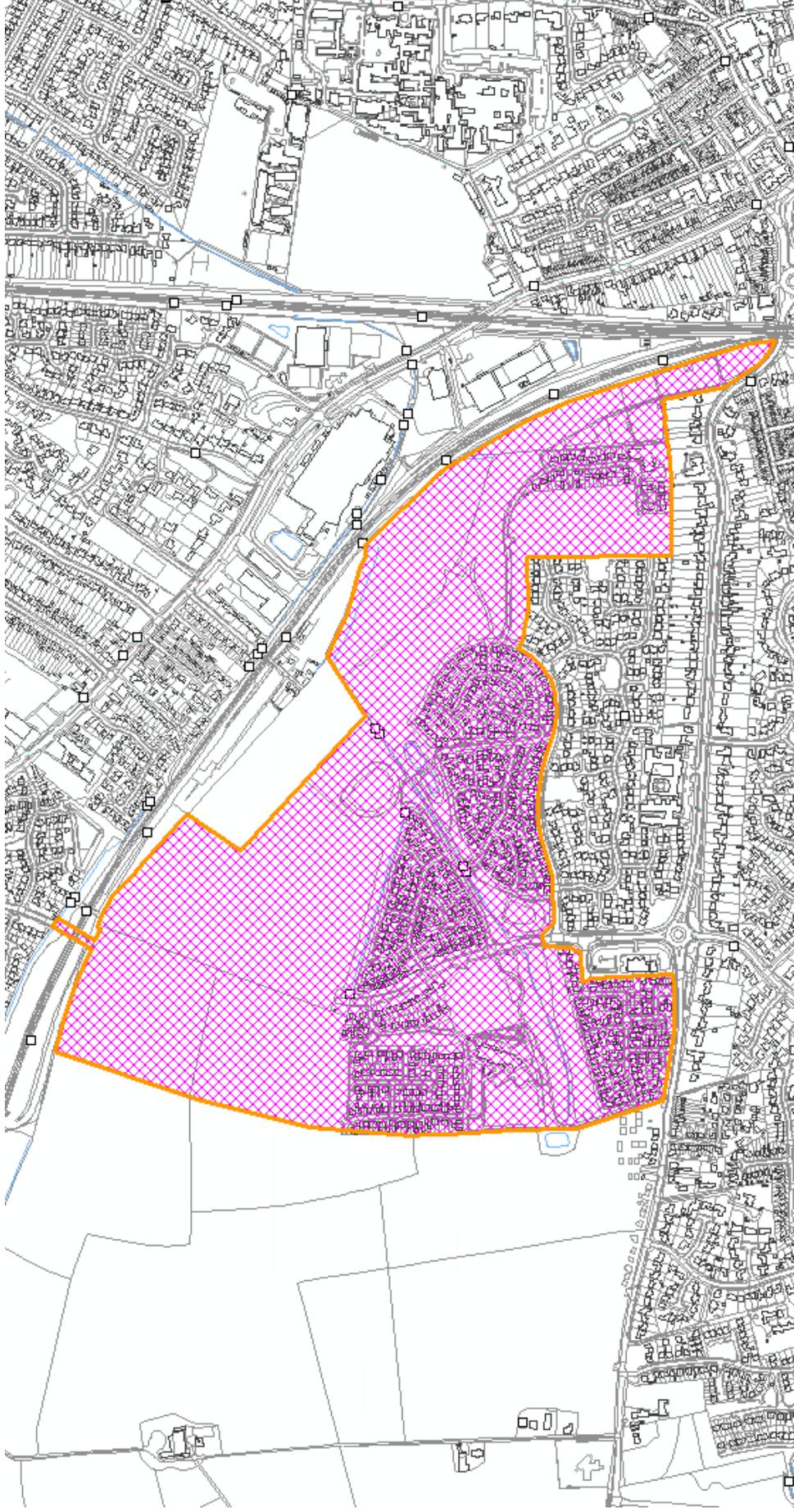
Phil Jordan, Development Management & Enforcement Manager

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	<table border="1"> <tr> <td>Education</td> <td>£ 4,816,000</td> </tr> <tr> <td>Health Care</td> <td>£ 858,000</td> </tr> <tr> <td>Community Hall</td> <td>£ 538,000</td> </tr> <tr> <td>Transport</td> <td>£ 195,000</td> </tr> <tr> <td>POS Maint.</td> <td>£ 1,884,000</td> </tr> <tr> <td>CCTV + PA</td> <td>£ 106,000</td> </tr> <tr> <td>Admin</td> <td>£ 30,000</td> </tr> <tr> <td></td> <td>£ 8,427,000</td> </tr> </table> <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>	Education	£ 4,816,000	Health Care	£ 858,000	Community Hall	£ 538,000	Transport	£ 195,000	POS Maint.	£ 1,884,000	CCTV + PA	£ 106,000	Admin	£ 30,000		£ 8,427,000	<table border="1"> <tr> <td>Education</td> <td>£ 5,655,879</td> </tr> <tr> <td>Health Care</td> <td>£ 1,128,001</td> </tr> <tr> <td>Community Hall</td> <td>£ 0</td> </tr> <tr> <td>Transport</td> <td>£ 256,409</td> </tr> <tr> <td>POS Maint.</td> <td>£ 2,476,911</td> </tr> <tr> <td>CCTV + PA</td> <td>£ 139,328</td> </tr> <tr> <td>Admin</td> <td>£ 39,268</td> </tr> <tr> <td>Additional contribution</td> <td>£2,350,422</td> </tr> <tr> <td></td> <td>£12,046,218</td> </tr> </table> <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 	Education	£ 5,655,879	Health Care	£ 1,128,001	Community Hall	£ 0	Transport	£ 256,409	POS Maint.	£ 2,476,911	CCTV + PA	£ 139,328	Admin	£ 39,268	Additional contribution	£2,350,422		£12,046,218
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	£12,046,218																																			

		<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.

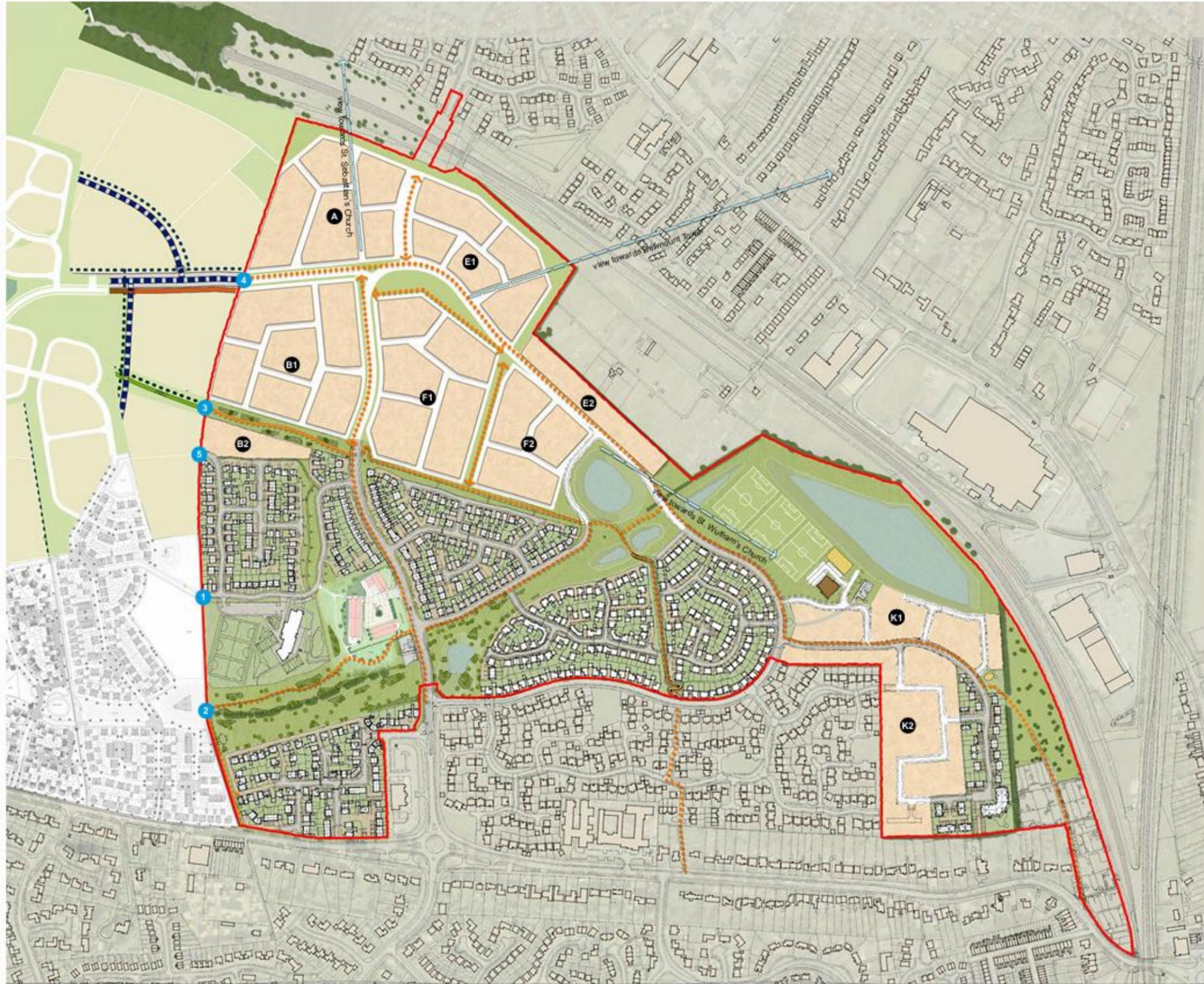
Thereafter, a further additional and pedestrian connection is to be provided in the north-west corner of the site, in accordance with details which shall be submitted and approved as part of the reserved matters applications, pursuant to condition 2.

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
1	20.10.2016	Issue for comment	ALC
2	14.11.2016	Issue for comment	ALC
3	15.11.2016	Issue for comment	ALC
4	28.11.2016	Issue for comment	ALC
5	01.12.2016	Issue for comment	ALC
6	02.12.2016	Issue for comment	ALC
7	14.12.2016	Issue for comment	ALC
8	15.12.2016	Issue for comment	ALC
9	20.12.2016	Issue for comment	ALC
10	21.12.2016	Issue for comment	ALC
11	01.01.2017	Final issue	ALC

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Buckminster Estate & Norwich Hub
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 Grantham
**ILLUSTRATIVE ONLY MASTERPLAN
 FOR POPLAR FARM**
 1:2500 @A1 JAG 15 November 2016
3567-SK-28 M

