



**SOUTH  
KESTEVEN  
DISTRICT  
COUNCIL**

## Planning Committee

16 April 2026



### S26/0038

<b>Proposal:</b>	Section 73 application to vary Condition 11 (Off-site highways) of planning permission S24/0140 to allow up to 180 occupations
<b>Location:</b>	Land at Rectory Farm (Phase 1), Grantham
<b>Applicant</b>	Vistry Group
<b>Application Type:</b>	Full Planning Permission (Major)
<b>Reason for Referral to Committee:</b>	At the discretion of the Assistant Director – Planning & Growth
<b>Key Issues:</b>	Highways Impacts
<b>Technical Documents:</b>	<ul style="list-style-type: none"> <li>Highways Capacity Technical Note (Pell Frischmann)</li> </ul>

#### Report Author

Adam Murray – Principal Development Management Planner



01476 406080



Adam.Murray@southkesteven.gov.uk

<b>Corporate Priority:</b>	<b>Decision type:</b>	<b>Wards:</b>
<b>Growth</b>	<b>Regulatory</b>	<b>Grantham Arnoldfield</b>

<b>Reviewed by:</b>	Miranda Beavers, Principal Development Management Planner	7 April 2026
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#### Recommendation (s) to the decision maker (s)

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



## **1 Description of the site**

- 1.1 The application site comprises part of Phase 1 of the Rectory Farm development situated on the north-western edge of Grantham. Phase 1 consists of two parcels of land being delivered by Vistry Group and Jelson Homes; the current application has been submitted in relation to the parcel controlled by Vistry Group.
- 1.2 The site comprises an area of approximately 8.73 hectares of land and is situated in the south-eastern corner of the allocation site. The allocation site is a roughly rectangular parcel of land, which was formerly in agricultural use, and is part of a raised plateau which forms the higher ground enclosing the Grantham “bowl” to the east, and slopes from west to east.
- 1.3 Full planning permission for 228 dwellings (LPA Ref: S16/2816) was granted in January 2023. Subsequently, various applications for the approval of details reserved by conditions and non-material amendments to the approved details have been granted by the Local Planning Authority. Furthermore, a Section 73 permission (LPA Ref: S24/0140) was granted on Appeal, which allows for the occupation of 150 dwellings on the Phase 1 site prior to the completion of the off-site highways works to the A1/A52 junction. Works have commenced on site and the initial occupation of properties is ongoing.
- 1.4 The current development site is bound to the west by land owned by Jelson Homes, which forms the remainder of Phase 1 of the Rectory Farm development and benefits from planning permission for 220 dwellings (LPA Ref: S23/0592); beyond which lies agricultural land, part of which, bounding onto Barrowby Road (A52) is allocated as an additional urban extension for approximately 404 dwellings (Site Ref; GR3-H3). The site is bound to the south by Barrowby Road (A52) with low density residential estates from the 1980s / 1990s, and the ongoing residential development of 300 dwellings (The Colleys) being delivered by Countryside Properties (LPA Ref; S14/2571). The site is bound to the north by further undeveloped agricultural land which forms part of the Rectory Farm allocation; this land is to form Phase 2 of the development scheme, and the LPA has recently resolved to grant planning permission, subject to the completion of a Section 106 Agreement, on an outline planning application for up to 400 dwellings (LPA Ref: S23/1023) on behalf of Vistry Partnerships. The land to the east comprises of the Poplar Farm development, which is a mixed-use urban extension of up to 1800 dwellings, community facilities, open space, and a new road that was approved in June 2011 (LPA Ref: S08/1231), where approximately 675 dwellings have been completed.

## **2 Description of the proposal**

- 2.1 The current application is a Section 73 planning application seeking to vary Condition 11 (Off-site highways) of planning permission S24/0140
- 2.2 As approved Condition 11 states:

*“No more than 150 dwellings within the development hereby approved either alone or in combination with planning permission (S16/2816, S23/0592, S24/0140, S24/1442 or S24/1443) (or any subsequent variations to these planning permissions) shall be occupied, until either the scheme shown on drawing 103790 PEF ZZ XX DR Y SK002 (Linden/Jelson eastern junction “top up” scheme), the scheme shown on drawing 103790 PEF ZZ XX DR Y SK001 (GDOV Eastern junction “top up” scheme as required under Condition 28 of planning permission S17/1262), the scheme shown on Proposed General Arrangement Plan (Ref: SK18/SB JCN/Rev P1) or any alternative scheme providing the same mitigation that may be submitted to and approved in writing by the LPA has been completed.”*

- 2.3 The application has been accompanied by a Highways Capacity Technical Note (Pell Frischmann), which outlines the results of updated highways modelling based on new traffic and queue surveys completed in September 2025.
- 2.4 Whilst works are being progressed with the technical approval for the junction improvement works, the programme for the delivery of the site and the junction improvement works do not align. Therefore, the current application seeks to vary Condition 11 to allow for 180 occupations prior to the highways improvement works being completed; this would allow for the site to continue delivering housing whilst the works are being completed.
- 2.5 The proposed development would remain unchanged in all other respects.

### 3 Relevant History

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

### 4 Policy Considerations

- 4.1 **South Kesteven Local Plan 2011-2036 (Adopted January 2020)**  
Policy ID2 – Transport and Strategic Transport Infrastructure  
Policy GR3-H2 – Rectory Farm (Phase 2 North West Quadrant)
- 4.2 **Design Guidelines for Rutland and South Kesteven Supplementary Planning Document (Adopted November 2021)**
- 4.3 **National Planning Policy Framework (NPPF) (Published December 2023)**  
Section 9 – Promoting sustainable transport

### 5 Representations Received

- 5.1 Please note that this section includes a summary of the consultation responses. Full details are available to view on the Council's Planning Portal under the application reference S26/0038.

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

5.2.1 No objection.

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

## 5.3 **Barrowby Parish Council**

5.3.1 Objection

5.3.2 Our objection rests on material planning considerations: unacceptable interim impact on highway safety and capacity, delivery uncertainty, cumulative effects from wider growth, undermining of the plan-led system, and conflict with sustainable development principles.

### Precedent – Appeal Inspectors Binding Decision

5.3.3 The Appeal allow development at this site subject to a condition limiting occupations to 150 dwellings before junction completion.

5.3.4 The current proposals double this appeal-approved limit to 300 dwellings. This significantly exceeds what independent scrutiny at appeal deemed acceptable. Approval would signal that applicants can incrementally erode protective conditions through repeated variations, fundamentally contrary to the plan-led development framework.

### Highways Safety, Capacity and Cumulative Impacts

5.3.5 The A1/A53 junction already experiences significant capacity constraints and safety issues. Allowing 300 occupations would substantially increase traffic during the extend interim period before mitigation.

5.3.6 Any supporting Capacity Technical Note must be assessed against: the delivery uncertainty and extended interim period, the cumulative traffic from the North-West Quadrant, Barrowby allocations and approvals generating hundreds more daily trips, approximately 175 homes at Westry Corner / Reedings Road (approved 202), other village growth contributing to corridor impacts.

5.3.7 These generate severe residual cumulative impacts even after eventual mitigation, contrary to Paragraph 116, which justifies refusal where there are unacceptable safety impacts or severe residual cumulative impacts on the road network, taking into account reasonable future scenarios.

### Delivery Uncertainty and Sustainable Development

5.3.8 Repeated slippage of the occupation threshold creates a clear pattern that risks prolonged unacceptable effects without mitigation.

5.3.9 The site is allocated and contributes to the housing supply based on its approved status and delivery trajectory. This is not a new allocation requiring enabling development. Refusal of these variations maintains the development and the appeal approved pace without removing the site's role in the five-year housing land supply or undermining overall delivery.

### Tilted Balance Context

5.3.10 The Council demonstrates approximately 4.07 year housing land supply. The tilted balance therefore applies.

5.3.11 In this case, the significant adverse highways impact demonstrably outweigh the marginal benefits of earlier occupation beyond the appeal determined threshold. Housing need is

important but must be delivered sustainably and in accordance with carefully balanced conditions imposed following independent scrutiny.

## 5.4 **National Highways**

5.4.1 No objection.

5.4.2 Based on our independent checks, the revised modelling shows that the queues and delays and the A1/A52 junction are lower than the results reported in the submitted NH Response Note. Subsequently, and as raised by Pell Frischmann), the appropriate benchmark is to compare the current results with the approved assessment from the consented planning permission during the appeal process in February 2025. Having considered this approach, we can conclude that the impact of the junction remains similar to that of the approved, consented scenario.

## 6 **Representations as a Result of Publicity**

6.1 The application has been advertised in accordance with the Council's Statement of Community Involvement and letters of representation have been received from 19 interested parties, all of which have raised formal objections to the proposals. The letters of representation have raised the following matters:

1. The application would have an unacceptable impact on highways capacity and safety
2. No material change in circumstances since the previous application for up to 150 occupations prior to the junction works being improved.

6.2 Public representations have also referred to the application eroding confidence in the enforcement of planning conditions.

## 7 **Evaluation**

7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the Local Planning Authority (LPA) makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise. The Council adopted the South Kesteven Local Plan 2011-2036 on 30 January 2020, and this forms the Development Plan in respect of the current application.

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

7.3 In addition, the Local Planning Authority have also adopted a Design Guidelines Supplementary Planning Document (SPD) (Adopted November 2021), and this document is a material consideration in the determination of planning applications.

7.4 The policies and provisions of the National Planning Policy Framework (NPPF) ("the Framework") (Published December 2024) are also a relevant material consideration in the determination of planning applications.

7.5 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 host permission. The new permission would then 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.

## **7.7 Effect of the proposal on highways safety and capacity.**

7.7.1 The current application seeks to vary Condition 11, which relates to the scheme of highways improvement works to upgrade capacity at the A1/A52 eastern junction. The scheme of junction improvement works is required to accommodate the Rectory Farm development together with other committed and allocated development schemes within the area. The Rectory Farm Phase 1 permissions, together with other relevant permissions (including the approved Grantham Designer Outlet Village) are all subject to Grampian planning conditions requiring the implementation of the identified scheme of mitigation.

7.7.2 Condition 11 currently requires this scheme of junction mitigation to be completed prior to 150 occupations on the Phase 1 development. This occupation limit was deemed to be acceptable as part of an Appeal Hearing in January 2025, in which the Inspector considered the acceptability of the potential queue lengths and capacity of the junction in the context of 150 occupations on Rectory Farm and reasonable scenarios for committed and ongoing development within the local area.

7.7.3 It is important to note that the appeal permission was considered and allowed on the basis of a model, which was based on the information prepared as part of the Transport Assessment accompanying the original planning permission submitted in 2016. The queueing levels and capacity of the junction of 150 occupations, which was deemed to be

acceptable by the Appeal Inspector, and therefore represents the consented position, are summarised as follows:

- A1 Slip Road
  - Maximum Queue (in Passenger Car Units (PCUs) – 23 PCUs
  - Maximum Capacity (in Ratio Flow Capacity (RFC) – 1.19
- A52 Barrowby Road (Right Turn)
  - Maximum Queue – 5 PCUs
  - Maximum RFC – 0.84

7.7.4 The application has been accompanied by a Highways Capacity Review Technical Note (Pell Frischmann), which sets out the results of new traffic and queue surveys collected in between Monday 8<sup>th</sup> September and Sunday 14<sup>th</sup> September 2025, and the base model has been redeveloped based on this updated information. The results of the updated surveys show that the current operation of the junction is different from the previously consented position. In particular, the queueing on the A1 slip road has reduced, however, queueing on the A52 right turn filter lane has increased. The modelling also accounts for cumulative impacts related to the committed developments, which include the permitted developments at Low Road / Reedings Road, Barrowby.

7.7.5 The result of the modelling shows the following in respect of queuing levels and capacity for up to 300 occupations:

- A1 Slip Road
  - Maximum Queue – 13 PCUs
  - Maximum Capacity – 1.10 RFC
- A52 Barrowby Road
  - Maximum Queue – 16 PCUs
  - Maximum Capacity – 0.99 RFC

7.7.6 As such, the modelling shows that the A1 Slip Road would not operate at a higher queueing length of ratio to capacity than that considered to be acceptable as part of the appeal hearing.

7.7.7 Whilst the A52 Barrowby Road arm of the junction is now operating higher than the consented position, the modelling shows that the queue length would be increased by 4 PCUs compared to the existing operation of the junction and an increase in the RFC of 0.03.

7.7.8 National Highways (as strategic highways authority) have been consulted on the submitted assessment and have confirmed that model has been validated as being appropriate for assessing the impact of the proposed development. National Highways have also confirmed that on this basis, they accept the findings of the model and agree that the impact on the junction of the proposed variation would remain similar to the position deemed to be acceptable by the Appeal Inspector. On that basis, they have confirmed that they have no objections.

7.7.9 Taking all of the above into account, it is Officer's assessment that the proposed variation to Condition 11 would not result in any unacceptable adverse impacts on highways safety or capacity. As such, the application scheme would accord with Policy ID2 and GR3-H2 of

the adopted Local Plan and Paragraph 116 of the National Planning Policy Framework (December 2024).

## **7.8 Other Matters**

7.8.1 It is noted that representations received from Barrowby Parish Council and interested parties have raised concerns that the application would undermine confidence in the planning system and the enforcement of planning conditions. Whilst Officers appreciate that applications to vary conditions can be viewed as undermining confidence in the enforcement process, 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. In this regard, as detailed above, the proposed variation would not result in any unacceptable adverse impacts on highways safety or capacity.

7.8.2 Notwithstanding this, it is noted that there have been delays in the Developer obtaining technical consent from National Highways for the works, and subsequently, delays to the timeframe for implementation of the works and the upgraded junction being operational. As detailed within the Capacity Note, the current project programme anticipates the junction improvements being completed and operational by the end of 2027.

7.8.3 In connection with the above, it should be noted that the Rectory Farm development has been included in the New Homes Accelerator Programme. This means that the Government and Homes England are now directly involved in expediting the technical approval process with National Highways. Officers involved in the New Homes Accelerator Programme have confirmed that the programme for the implementation of the junction improvements has been agreed directly with National Highways.

7.8.4 Finally, the description of development for the application refers to varying Condition 11 of the appeal permission (Ref: S24/0140). However, Officers note that this permission has subsequently been amended through S25/0616, which removed two footpath connections on the eastern boundary, due to 3<sup>rd</sup> party ownership constraints. As such, the schedule of conditions set out below also include the variation to conditions permitted as part of that permission. Given that S25/0616 was subject to formal consultation at the time of that application, it is concluded that no party is prejudiced in the inclusion of these updated conditions.

## **8 Crime and Disorder**

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

## **9 Human Rights Implications**

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

## **10 Planning Balance and Conclusions**

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

- 10.2 The current application proposes to vary Condition 11 (Off-site highways works) of planning permission S24/0140 to allow for the occupation of up to 180 dwellings (300 dwellings in combination with the Jelson development) prior to the completion of the scheme of junction improvements to the A1/A52 eastern junction.
- 10.3 National Highways (as Strategic Highways Authority) have accepted the findings of the submitted highways capacity modelling, which concludes that the A1 slip road would not operate beyond the position deemed to be acceptable as part of the previous appeal hearing. Whilst the A52 filter lane would operate at a higher queue length and capacity, than the consented position, this is not a severe impact when viewed in the context of the current operation of the junction. On this basis, National Highways have no objections to the proposed variation.
- 10.4 Taking the above into account, it is Officer's assessment that the proposed variation to Condition 11 would not give rise to any unacceptable adverse impacts on highways safety or capacity. As such, the proposal would accord with Policy ID2 and GR3-H2 of the adopted Local Plan and Section 9 of the National Planning Policy Framework.
- 10.5 As such, the proposal would accord with the adopted Development Plan when taken as a whole, and the material considerations in this case would also weigh in favour of the granting of planning permission.

## **11 Recommendation**

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

## **Schedule of Conditions**

### **Approved Plans**

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

Site Location Plan: 379-LP-01C

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

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

Unless otherwise required by another condition of this permission.

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

### **During Building Works**

#### **Construction Management Plan**

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

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

#### **Ecological Mitigation**

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

Reason: In the interests of ecology and biodiversity.

### **Before the Development is Occupied**

#### **Estate Road**

- 4) Before any dwelling is occupied, all of that part of the estate road and associated footway that forms the junction with the main road and which will be constructed within the limits of the existing highway, shall be laid out and constructed to finished surface levels in accordance with details approved under application S25/0490, unless otherwise agreed in writing by the Local Planning Authority.

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

#### **Hard Landscaping**

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

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

#### **Soft Landscaping**

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

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

### **Materials**

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

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

### **Boundary Treatments**

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

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

### **Surface and Foul Water Drainage**

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

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

### **Sustainable Building**

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

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

### **Off-Site Highways Works**

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

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

### **Off-Site Highways Works (Western junction)**

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

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

### Ongoing Conditions

#### **Landscaping Protection**

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

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

#### **Landscape Management Plan**

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

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

#### **Surface Water Drainage**

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

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

