



## **S25/0514**

Proposal:	Construction of 9no. dwellings, access, landscaping and parking
Location:	3, Drummond Road, Bourne
Applicant:	RK Homes Ltd
Agent:	Welland Design and Build Ltd
Application Type:	Full Planning Permission
Reason for Referral to Committee:	Member call in Cllr Baker – drainage and flooding concerns
Key Issues:	Principle of development Effect of the proposed development on residential amenity Highway considerations Flood risk and drainage

### **Report Author**

Kevin Cartwright (Senior Planning Officer)

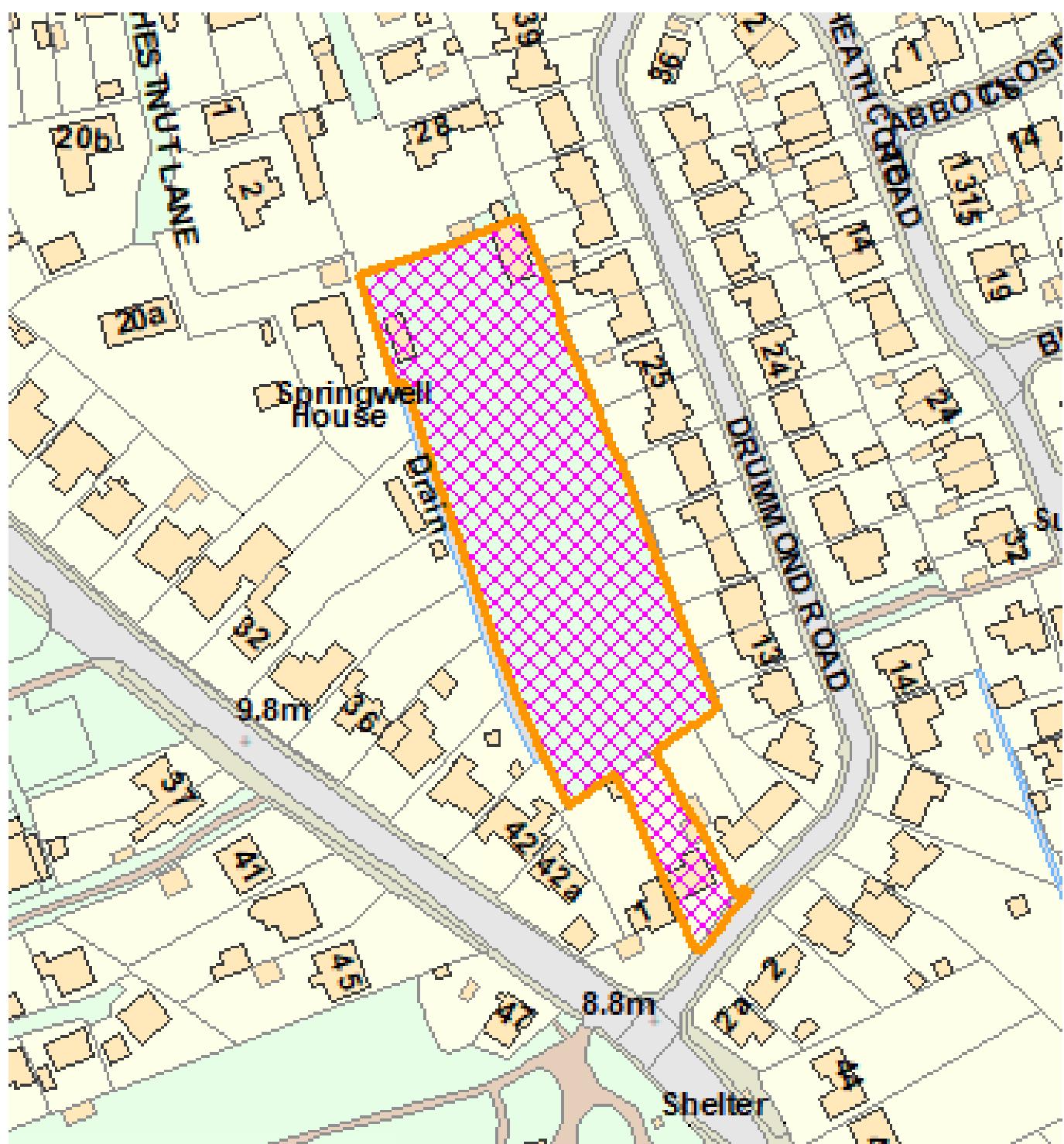
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Corporate Priority:	Decision type:	Wards:
Growth	Regulatory	Bourne Austerby
Reviewed by:	Phil Jordan, Development Management & Enforcement Manager	10 February 2026

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

To authorise the Assistant Director – Planning to GRANT planning permission, subject to conditions in the report



## **1 Description of Site**

- 1.1 The application site is located within Bourne in a predominantly residential area. The site is approximately 0.62 hectares and includes the existing property of 3, Drummond Road.
- 1.2 The site is located to the south of Bourne town centre and is currently an open grassed area, surrounded by residential properties on all sides.
- 1.3 There is an existing drainage ditch that runs along the western boundary of the site.

## **2 Description of Proposal**

- 2.1 The scheme is for the construction of nine residential properties. Access to the site would be from Drummond Road requiring the demolition of 3, Drummond Road.
- 2.2 The dwellings would be a mix of two and three bedroom bungalows of differing designs utilising red brick, slate coloured roof tiles, white window frames and black doors.
- 2.3 A minimum of two parking spaces would be provided for each dwelling with three additional visitor parking spaces provided at the turning head.
- 2.4 Block paving would be used on the main access, footways, driveways and parking areas.
- 2.5 The scheme has been amended with plot 4 being relocated to front the access road being previously located to the rear of plot 5.

## **3 Relevant History on site**

- 3.1 S04/0166 – Outline Planning Permission for Residential Development (5) – Refused 25<sup>th</sup> March 2004. (Access was facilitated by the demolition of 24, Austerby).
- 3.2 The reasons for refusal related to noise and disturbance to the occupiers 22b and 26 Austerby due to the proximity of the access.
- 3.3 Additionally, the proposal was considered to not represent the best use of urban land.  
A further reason for refusal related to the substandard visibility from the proposed access.

## **4 Policy Considerations**

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

- Policy SD1 – The Principles of Sustainable Development in South Kesteven
- Policy SP1 – Spatial Strategy
- Policy SP2 – Settlement Hierarchy
- Policy SP3 – Infill Development
- Policy SB1 – Sustainable Building
- Policy EN2 – Protecting Biodiversity and Geodiversity

Policy EN4 – Pollution Control  
Policy EN5 – Water Environment and Flood Risk Management  
Policy DE1 – Promoting Good Quality Design  
Policy ID2 – Transport and Strategic Transport Infrastructure

## 4.2 **National Planning Policy Framework (NPPF)**

Section 2 – Achieving sustainable development  
Section 4 – Decision making  
Section 5 – Delivering a sufficient supply of homes  
Section 9 – Promoting sustainable transport  
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

## **Other Relevant Documents**

Design Guidelines for Rutland and South Kesteven

## **5 Representations Received**

### **5.1 Environmental Protection Services (SKDC)**

5.2 No objection subject to conditions in relation to contaminated land, construction management plan and construction work and delivery hours.

### **5.3 LCC highways and SuDs**

5.4 Final Comments – No objection on Highway grounds:

5.5 The Highway Authority are requesting that a crossing point be installed at the junction of South Road and Drummond Road in order to allow safe passage for pedestrians to access local facilities.

5.6 Due to the proposed drainage of the site not being in line with Lincolnshire County Councils Desing approach, the Highway Authority would not be open to adopting this site

5.7 Drainage Comments - As Lead Local Flood Authority, Lincolnshire County Council is required to provide a statutory planning consultation response with regard to drainage and surface water flood risk on all Major applications. This application is classified as a Minor Application and it is therefore the duty of the Local Planning Authority to consider the surface water flood risk and drainage proposals for this planning application.

5.8 However, the Lead Local Flood Authority want to make the Local Planning Authority aware that there are very strong concerns with regards to the flood risk of this development. Some of the key concerns, but not limited to, are listed below, for the Local Planning Authority to take into account when reviewing this application;

5.9 Lincolnshire County Councils Flood Risk Team have been involved with standing water / flooding to neighbouring gardens of the site, which has been very close to the properties, it is also noted that the site often has standing water. S19 flooding investigations have taken place.

5.10 The cause of this flooding has been identified as water being dispersed from the dyke that runs along the West boundary of this site, the dyke is culverted at the Southwest of the site, through the winter months the capacity of this pipe is insufficient leading the water backing up and flooding. The water that feeds this dyke is from a spring / borehole, as such its flow can be varied throughout the year.

5.11 The overtopping of this dyke is likely to lead to water and sediment sitting on the permeable paving, it is expected that the permeable paving could soon become blocked and inefficient if this is the case, the further impermeable areas could add to the existing problem with the west boundary dyke.

5.12 The dyke to the west is believed to be riparian maintained, the proposed layout would make it very unclear as to who on the Eastern side of the dyke would be responsible for maintaining their share of the dyke. It would be highly recommended that the future responsible parties of this dyke for the East side are made clear or a condition attached that this is resolved before occupation.

5.13 The groundwater level is between 0.8 and 0.9m, this would not be accepted within Lincolnshire County Council's design approach which requires SuDs feature to have a minimum of 1m clearance from the bottom of the SuDs feature and the groundwater level.

5.14 The Lead Local Flood Authority highly recommend that a solution is found to the overtopping of the dyke before and further development takes place within the area. Conditions requested in relation to Construction Management Plan, details of the vehicular access, provision of a tactile pedestrian crossing point over Drummond Road at the junction with A15 South Road, details of the road and footway materials and the submission of a road phasing and completion plan.

#### **5.15 Anglian Water**

5.15.1 Final Comments - The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer. Anglian Water has reviewed the submitted documents (Drainage Statement 21 August 2025) and can confirm that these are acceptable to us, with a maximum discharge rate of 2l/s.

5.15.2 We require these documents to be listed as approved plans/documents if permission is granted.

5.15.3 Request piling risk assessment as a condition.

#### **5.16 Heritage Lincolnshire**

5.17 It is considered that the site offers a potential for archaeological remains to be present based on the extent and type of remains recorded in the vicinity. Insufficient information is available at present with which to make any reliable observation regarding the impact of this development upon any archaeological remains.

Therefore, given this, it is recommended that the developer should be required to commission a Scheme of Archaeological Work, in the form of an archaeological evaluation to determine the presence, character and date of any archaeological deposits present at

the site. This evaluation should initially consist of trial trenching. Further archaeological mitigation work may be required if archaeological remains are identified in the evaluation.

5.18 **Lincolnshire Wildlife Trust**

No substantive comments to make.

5.19 **Bourne Town Council**

Final Comments - Bourne Town Council on the 22 July the Council object due to: Anglian Waters objection, egress, access for disabled persons, vehicular movement, drainage, flood risk, expected traffic, road access to development whilst construction is taking place.

5.20 **Black Sluice Drainage Board**

5.21 Standard notes provided.

5.22 **National Grid**

5.23 I would like to bring to your attention that there is a underground LV cable in the vicinity of footpath to the front of the property. Please contact us for safety advice prior to works commencing

5.24 **Bourne Civic Society**

5.25 DE1 of the Local Plan requires new housing to 'make a positive contribution to local distinctiveness and vernacular'. These designs are totally generic and therefore fail to comply with this policy. It follows that the application fails.

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

6.1 This application has been advertised in accordance with the Council's Statement of Community Involvement and 38 no. letters of representation have been received. A summary of the comments are summarised below in relation to the original scheme:

- Increased traffic
- Who will be responsible for the oak tree on the site?
- Currently have access to the field to maintain my fence. How will this be affected
- Too high density
- Junction is too close to A15
- Drummond Road is already used as a parking lot particularly for the school
- Access should be from Austerby.
- Proposal should not require the demolition of a property
- Unsympathetic to the area
- Existing drainage problems on the site that started in 2005/06
- Anglian Water has previously stated it would not permit additional water into its surface water assets
- The existing dyke often floods eastwards onto the application site
- The application site at times of flooding acts as a mini water meadow holding the water. Any changes in land levels could affect this and displace the water to neighbouring properties
- Flooding will be increased by the proposed development
- Incorrect culvert diameter is included in the FRA 150mm not 225mm
- No discussion of the bore hole on the site

- The junction is in close proximity to a cemetery, bus stop and two schools it is an accident waiting to happen
  - Upkeep of the dyke/stream to the rear of the properties is difficult
  - Will affect house prices (not a material planning consideration)
  - There is a spring on the site which adds to flooding problems
  - Noise and disturbance from construction will impact enjoyment of our garden
  - Drummond Road is used as a cut through to avoid the town centre
  - Impact on wildlife
  - Noise and disturbance from day to movements to and from the site
  - Concerns regarding construction traffic visiting the site
  - The existing borehole on the site feeds into the watercourse
  - Setting floor levels at 300mm above ground level would put existing neighbouring properties at risk
  - Due to the high water table it cannot be assumed that the site can accept any additional run-off
  - The watercourse discharges into an Anglian Water drain in Drummond Road and is currently inadequate
  - Incorrect boundary. The line has been drawn on the wrong side of the hedge.
  - Loss of green space. The developer has already cut down trees.
  - Loss of habitat
  - Incorrect site boundaries impacts the various calculation for flood risk and biodiversity
  - Noise report calculated for average paving, not block paving
  - BNG assessment is incorrect – trees that are marked as present have already been removed
  - Headlights would shine into neighbouring properties
  - Overlooking and loss of privacy from the dwellings
  - Loss of light and overshadowing from the development
  - Proposed planting would damage existing pipes
  - Drummond Road is narrow and would be blocked if delivery vehicles park on it
  - Will there be on site workers parking?
  - Proposed construction hours would cause noise and disturbance
  - Who will maintain the watercourse and what frequency
  - The application site not solely grass land it includes an existing bungalow
  - Impermeable area would increase therefore increasing risk of flooding
  - There has been significant degradation of on-site habitat
  - Proposal would result in 8 dwellings as the existing would be demolished
  - There may be asbestos in the buildings to be demolished
  - BNG document states 19 dwellings when it is 9.
  - Within the BNG the watercourse width has been miscalculated
  - Refuse vehicle would cut through proposed planting
  - Concerns regarding bin collection next to existing house
  - Visibility splay is below what is typically expected
  - Vehicles would have to wait to enter the site if anyone is leaving
  - The access road will encourage people to park on it which would block other traffic including refuse and emergency vehicles

- Boundary line for 1 Drummond Road is incorrect. It is in fact in line with 5, Drummond Road
- Proposed tree planting next to the watercourse may cause damage
- Throughout the documents differing site areas are referenced.
- Proposed visitor parking prevents access for those with mobility issues
- Would a close boarded fence result in a 7dB reduction in noise. No specifications of the fence panel have been provided
- Noise from refuse and larger vehicles has not been assessed
- Noise calculations have been based on windows being closed. This is not correct during warmer months. This could cause significant noise and disturbance.
- Speed survey should be undertaken to ensure the visibility is acceptable
- The access drive should be redesigned to allow a large family car to pass a refuse vehicle along its entire length
- Proposed junction would be unsafe for pedestrians. Should be redesigned.
- Parking is inadequate as three-bedroom properties require 3 spaces
- If refuse vehicles will not enter the site a bin collection point should be provided
- Will lose the outlook from our garden over a field
- Surface water should not flow onto Drummond Road
- Insufficient information has been provided to demonstrate that the development would not cause off-site flooding
- The dwellings either side of the access would experience significant noise and disturbance
- Construction phase would result in noise, disturbance and dust
- Will the neighbours receive any compensation
- The proposed fence adjacent to the access should have acoustic values
- Bungalows are traditionally associated with elderly, infirm and disabled individuals a bin store located at the entrance to the site would not comply with Building Regulations.
- 9no. properties would require 27no. bins with an additional 9no. bins if homeowners select the green bin option. There would be insufficient space for the bin store.

## 7 Evaluation

### 7.1 Principle of Development

The proposal would result in the construction of nine bungalows.

7.1.1 Overarching Policy SD1 is inevitably of relevance, with regard to the following objectives:

- minimise the need to travel/locate close to services
- convert/redevelop vacant buildings within settlements
- provide housing that meets the need of future and present generations

7.1.2 Policy SP1 is also relevant to consideration of the development principle, in particular where it discusses the following objectives:

- deliver sustainable growth including new housing
- focus growth in main settlements

- create strong, sustainable, cohesive and inclusive communities
- make effective use of previously developed land
- enable access to jobs, services and facilities locally

7.1.3 Policy SP3 supports infill development subject to a number of criteria:

- it is within a substantially built-up frontage or re-development opportunity (previously development land);
- it is within the main built-up part of the settlement;
- it does not cause harm or unacceptable impact upon the occupiers amenity of adjacent properties;
- it does not extend the pattern of development beyond the existing built form; and it is in keeping with the character of the area and is sensitive to the setting of adjacent properties.

7.1.4 Policy DE1 of the Local Plan seeks to ensure high quality design is achieved, with proposals to make a positive contribution towards the character of the area, local identity, and not adversely impact on the street scene and townscape and be of an appropriate scale, density, massing, height and material and not impact on neighbouring residential amenity.

7.1.1 Section 12 of the NPPF sets out the importance of achieving well-designed places to ensure that proposals are only approved when they address the need to improve the character and quality of an area.

7.1.2 The application site is located within the settlement of Bourne. In relation to Policy SP3, the site is not within a substantially built-up frontage with the exception of the proposed access and the land cannot be regarded as previously developed in that it is an area of paddock/grassland. However, the application site is regarded as an appropriate location for residential development given it is within the main built up area of a market town and surrounded by existing residential development.

7.1.3 Taking the above policies into account, the principle of the proposal is considered to be acceptable. The site is located within Bourne, therefore considered to be in accordance with Policies SP1, and SP3, of the South Kesteven Local Plan and Sections 5 and 12 of the NPPF and associated Planning Practice Guidance. Specific environmental and technical issues, which support this conclusion, are discussed in detail in the following sections below.

## 7.2 **Effect of the proposed development on the character and appearance of the area**

7.2.1 Policy DE1 seeks to ensure development is appropriate for its context. Further, paragraph 135 of the NPPF provides that planning policies and decisions should ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting.

7.2.2 Policy SP3 requires acceptable development to not extend the pattern of development

7.2.3 In relation to It is considered that the proposal would not extend the pattern of development beyond the existing built form and it is in keeping with the character of the area.

7.2.4 The site is surrounded by residential properties and whilst the proposal would require the demolition of a property to facilitate the access it is considered that this would not result in any unacceptable harm to the appearance of the area as it would not result in any significant change to the street scene with the access road being screened by the neighbouring properties.

7.2.5 The proposed 9no. bungalows would result in a layout comparable to that of the surrounding properties that front Drummond Road. The dwellings would be of similar sized footprints and would have comparable garden areas.

7.2.6 The proposed access road would include a footway along one side and frontage parking would be provided for each property. This arrangement is not unfamiliar for this type of nature of development.

7.2.7 Taking into account the above matters it is considered that the proposal would be an acceptable form of development in keeping with the surrounding context, character and appearance of the street scene. As such the proposal would be in accordance with Policy DE1 and SP3 of the Local Plan and Section 12 and Section 16 of the NPPF.

### 7.3 **Effect of the proposed development on residential amenity**

7.3.1 The proposed layout has been amended with all the properties fronting the proposed access. The location of the properties and the resultant separation distances, coupled with their single storey design would ensure that there would not be any significant overlooking, loss of privacy or overshadowing in relation to the neighbouring properties and their associated amenity areas.

7.3.2 The proposed access would run between the neighbouring properties following the demolition of the existing bungalow. While there would be vehicle movements along the access road adjacent to the neighbouring properties and associated garden areas it is considered that the number vehicle movements serving 9no. properties would not be so significant to result in demonstrable harm to the amenity of the neighbouring occupiers.

7.3.3 A noise report accompanies the planning application which has been assessed by our Environmental Protection officers who have not raised any concerns.

7.3.4 From the submitted noise report, the worst case noise levels from vehicle movements on the access road affecting the receptors have been calculated and compared with relevant criteria given in BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' (BS8233). BS8233 provides suitable criteria for noise levels within habitable rooms

**Table 1 BS8233:2014 Internal Noise Criteria**

Activity	Location	07:00 to 23:00	23:00 to 07:00
Resting	Living room	35 dB LAeq,16hour	-
Dining	Dining room/area	40 dB LAeq,16hour	-
Sleeping (daytime resting)	Bedroom	35 dB LAeq,16hour	30 dB LAeq,8hour

BS8233 also recommends that noise levels in external amenity areas should ideally not exceed 50-55 dB LAeq,T.

7.3.5 The table below summarises the predicted noise levels of the nearest receptors adjacent to the access road:

**Table 4 Predicted Internal Levels Compared with BS8233 Internal Level Criteria, dB LAeq,16hrs**

Receptor	Predicted level with windows closed	Predicted levels with windows open	Criterion	Compliance
1 <sup>st</sup> floor habitable room of 1 Drummond Road <sup>1</sup>	14-16 dB	26-32 dB	35	Yes
Ground floor habitable room of 1 Drummond Road	8-10 dB	20-26 dB	35	Yes
Ground floor habitable room of 5 Drummond Road	2-4 dB	14-18 dB	35	Yes

**Note 1** The 'worst case' window is on the rear façade. There is also a window on the façade directly facing the access road however we understand that this window is to an ensuite, which would not normally be considered a noise sensitive room.

7.3.6 The submitted report assumes a smooth surface access road, not block paving as proposed. Supplemental comments have been received from the applicant's acoustician stating that a blocked paved surface would be likely to increase the road noise by approximately 3dB:

7.3.7 “....studies (e.g. Gardziejczyk, W. (2016). *Noisiness of the Surfaces on Low-Speed Roads*) suggest that noise from vehicle movements on block paving at low speeds are around 2-3 dB higher than noise from smooth road surfaces. In this case we would still readily comply with the nominated noise criteria with an increase of 3 dB”.

7.3.8 Notwithstanding the above increase in noise from a block paved road it is considered that the neighbouring occupiers would not experience any significant noise and disturbance as with the additional 3dB penalty the submitted noise assessment predicts a noise level below the criteria set out by BS8233.

7.3.9 The results are based on noise levels being reduced by 7dB from the construction of a 1.8m timber fencing. No specific details of the fencing have been provided. As such, it is considered appropriate to require the submission of the fencing in adjacent to the neighbouring properties to ensure that it provides adequate noise insulating qualities. This is recommended to be secured by an appropriately worded condition.

7.3.10 Taking into account the above matters it is considered that there would not be any significant harm to the amenity of neighbouring occupiers from noise and disturbance.

7.3.11 In relation to the construction of the development, it is considered appropriate to require the demolition and construction phase to operate in accordance with an approved construction/demolition management plan. This is also recommended to be secured by an appropriately worded condition.

7.3.12 Taking into account the scale and nature of the proposal, there is not considered to be an unacceptable adverse impact on any amenity, subject to conditions to include a Construction Management Plan. As such the proposal would comply with Policy DE1 of the Local Plan.

## 7.4 Highway considerations

- 7.4.1 Lincolnshire County Council (as Local Highway Authority) has provided a comprehensive assessment access and parking arrangements associated with the proposal and concluded that the scheme would be acceptable from a highway safety perspective.
- 7.4.2 The highway authority states that:
- 7.4.3 The vehicular access has suitable visibility. The car parking provided is in line with the guidance set out in Lincolnshire County Councils Design Approach for all properties apart from Plot A, which is 1 space short, and turning space has been provided within the limits of the site to allow vehicles to enter and leave in a forward gear and therefore, it is considered that this proposal would not result in an unacceptable impact upon highway safety.
- 7.4.4 The access would be subject to a S184 agreement with Lincolnshire County Council which is separate to the planning application process.
- 7.4.5 LCC (as Local Highway Authority) have advised that it does not consider that this proposal would result in a severe traffic impact with regard to the relevant test in the NPPF. This conclusion is agreed and the vehicular movements associated with a net increase in eight dwellings would be relatively minor in the context of the existing suburban area.
- 7.4.6 LCC (as Local Highway Authority) have requested that a crossing point be installed at the junction of South Road and Drummond Road in order to allow safe passage for pedestrians to access local facilities which is recommended to be secured by condition.
- 7.3.8 It can therefore be concluded that the application, in respect of relevant highway considerations is not in conflict with Policy ID2 of the Local Plan, or with Paragraph 116 of the NPPF.

## 7.5 Sustainability

- 7.5.1 The proposal includes EV charging points for each property and the site is located within Bourne and as such is regarded as a sustainable location. There is a requirement for planning applications to accord with local plan Policy SB1 and SD1. This requires all development proposals to mitigate against and adapt to climate change, to comply with national and contribute to local targets on reducing carbon emissions and energy use unless it can be demonstrated that compliance with the policy is not viable or feasible.
- 7.5.2 Taking into account the above matters the proposal would result in an acceptable form of sustainable development, in accordance with Policies SD1, SB1 and DE1 of the Local Plan, and with the NPPF.

## 7.6 Flood risk and drainage

- 7.6.1 The comments of Lincolnshire County Council in its capacity as Lead Local Flood Authority are noted along with the comments of members of the public and the Town Council in relation to drainage/flooding concerns.

7.6.2 Comments highlight that there has been flooding and standing water within neighbouring gardens, with the source of the flooding being water dispersed from the dyke that runs along the western boundary of the site. The dyke is culverted at the southwest of the site and it is understood that during the winter months the capacity of the pipe is insufficient leading the water to back up which results in localised flooding.

7.6.3 Overtopping of the dyke has the potential for water and sediment to sit within the site and lead to the blocking of any permeable paving resulting in the risk of further surface water flooding. As the dyke is in riparian ownership, the Lead Local Flood Authority has suggested that clarification on maintenance of the eastern part of the dyke is sought. The long term management and maintenance arrangements of all parts of the site's drainage scheme is recommended to be secured as part of a detailed surface water drainage condition.

7.6.4 In addition, the Lead Local Flood Authority has expressed concern in relation to whether a SuDs feature can effectively function in that Lincolnshire County Council's design approach is to have a minimum 1 metre clearance from the bottom of the SuDs feature and the groundwater level.

7.6.5 The submitted drainage strategy illustrates that flows would be restricted and would feed into the Anglian Water network not the dyke that runs through the site. Anglian Water has confirmed their agreement to this approach subject to there being a maximum discharge rate of 2 litres per second as per the submitted Drainage Statement dated 21 August 2025.

7.6.6 Anglian Water has also flagged that there is an aquifer beneath the site and expressed concerns should a piled foundation construction be utilised. Accordingly, it is considered necessary to require the submission of a piling risk assessment as per their request.

7.6.7 The applicant has provided an indicative section demonstrating how a suitable drainage solution could be achieved. This would be the subbase for the road which would act as the attenuation feature providing sufficient storage to hold rainwater for 1 in 100 year flood events plus 40% climate change. This would be achieved by using 20% clean aggregate that provides 30% voids within the subbase.

7.6.8 The road and drives would be lined with an impermeable membrane this would prevent interaction with the groundwater below and prevent groundwater seeping into the road construction. There would be a permeable pipe within the road construction which would connect to the storm outfall which is ultimately connected to a control chamber with a hydrobreak restricting flows to 2l/s as required by Anglian Water.

7.6.9 Anglian Water have confirmed that there is sufficient capacity to accept the proposed development from a foul water perspective.

7.6.10 Taking into account the above matters it is considered appropriate to condition the submission for approval of both surface and foul drainage details. Subject to approval of these details, the proposal is considered to accord with Local Plan policy EN5.

7.7 **Refuse collection and vehicle tracking**

7.8 Discussions have taken place in relation to refuse collection and the applicant has provided confirmation from the Council's Waste and Recycling team that they will be able to collect from within the site as soon as the roads are laid and there is enough room to navigate around the site.

7.9 On this basis an amended plan has been provided which removes the bin collection point from adjacent to the site entrance.

7.10 Additionally, vehicle tracking has been provided to demonstrate how a refuse vehicle can enter and leave the site in a forward gear. Noting no objection from the highway authority it is considered that refuse collection can be appropriately achieved on the site.

7.11 **Biodiversity Net Gain**

7.11.1 This application is required to demonstrate a minimum betterment of 10% in relation to biodiversity net gain. A BNG metric has been submitted with the application which indicates that there would be 11% increase in habitat units, 218% increase in hedgerow units and 25% enhancement of the watercourse.

7.11.2 These matters can be secured by the statutory BNG condition that is required on all relevant planning permissions. As this is a relevant application in relation to the BNG regulations there is a requirement for a habitat management and monitoring plan covering a 30 year period to be produced and approved by the local planning authority in accordance with the Environment Act. The habitat management plan can be secured by an appropriately worded condition.

7.12 **Other Ecology Matters**

7.12.1 The ecological appraisal that accompanies the application concludes that the proposal would be unlikely to result in any significant adverse effects on ecological receptors at the site subject to:

- Retention and protection of existing boundary trees and shrubs (subject to any relevant arboricultural considerations).
- New native hedge planting to provide enhanced corridors for wildlife movement.
- Sensitive design of any lighting scheme to boundary linear features remains dark for use by nocturnal/crepuscular species such as bats along the adjacent gardens bordering the site.
- Precautionary approach to works in relation to amphibians and reptiles.

7.12.2 Additionally, there is the opportunity to incorporate ecological enhancements within the scheme including new native planting, including hedgerows, trees and grassland and the incorporation of bat and bird boxes and insect hotels within the curtilage of the proposed dwellings.

7.12.3 The installation of bat and bird boxes and an insect hotel can be secured by an appropriately worded condition.

7.12.4 Taking account of the above matters it is considered that the proposal would accord with Local Plan policy EN2 and NPPF Section 15.

## 7.13 Contamination

- 7.13.1 Noting the comments of the Council's Environmental Protection Officer, due to previous uses on the site, there is the potential for contamination to be present on the site. This matter can be appropriately addressed by the submission of a contamination report and appropriate mitigation if contamination is identified.
- 7.13.2 As such there is a requirement for a suitably worded condition in this respect. Taking into account the above matters the proposal is considered to accord with local plan policy EN4.

## 7.13.3 Maintenance rights of access

Concerns have been raised in relation to rights of access for example in relation to existing boundary treatments. These are private legal matters between the parties involved and are beyond the remit of the planning process.

## 8 Crime and Disorder

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

## 9 Human Rights Implications

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

## 10 Planning Balance and Conclusion

- 10.1.1 As of March 2025, South Kesteven 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 be restricted.
- 10.1.2 Whilst concerns have been raised in relation to highway matters, residential amenity, drainage/flooding and visual amenity, no harm has been found in relation to these matters when assessed against local and national policy.
- 10.1.3 Taking into account the above matters, it is considered that the delivery of nine dwellings (a net increase of eight following demolition to facilitate access) should be given significant weight in the planning balance.
- 10.2 The proposed development is considered acceptable having regard to the NPPF and the Local Plan, in particular Local Plan Policies SD1, SP1, SP2, SP3, SB1, EN4, EN5, EN6, DE1, ID2 and NPPF Sections 2, 4, 5, 12, 14 and 15 and there are no material considerations that indicate otherwise, as such the proposal is therefore recommended to be approved, subject to conditions.

## **RECOMMENDATION:**

### **Recommendation**

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

### **Schedule of Conditions**

#### **Time Limit for Commencement**

1 The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason: In order that the development is commenced in a timely manner, as set out in Section 91 of the Town and Country Planning Act 1990 (as amended).

#### **Approved Plans**

2 The development hereby permitted shall be carried out in accordance with planning application form, and with the following list of approved plans:

-Site Location Plan S001 – Rev B  
-Proposed Site Plan – SK001 Rev K  
-Bungalow Type A Proposed Plans and Elevations – Dwg No. SK100  
-Bungalow Type B Proposed Plans and Elevations – Dwg No. SK200 Rev A  
-Bungalow Type D Proposed Plans and Elevations – Dwg No. SK400 Rev A  
-Bungalow Type E Proposed Plans and Elevations – Dwg No. SK500 Rev B  
-Bungalow Type F Proposed Plans and Elevations – Dwg No. SK600

Unless otherwise required by another condition of this permission.

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

#### **Prior to Commencement**

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

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

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

5 The permitted development shall be undertaken in accordance with a surface water drainage scheme which shall first have been approved in writing by the Local Planning Authority.

The scheme shall:

- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
- provide flood exceedance routing for storm event greater than 1 in 100 year;
- provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
- provide attenuation details and discharge rates which shall be restricted to 2l/s as set out in the Drainage Statement 21<sup>st</sup> August 2025.
- provide details of the timetable for and any phasing of implementation for the drainage scheme; and
- provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

No dwelling/ no part of the development shall be occupied until the approved scheme has been completed or provided on the site in accordance with the approved phasing.

The approved scheme shall be retained and maintained in full, in accordance with the approved details.

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

6 Before the development hereby permitted is commenced, a scheme for the treatment of foul water drainage shall have been submitted to and approved in writing by the Local Planning Authority.

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

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

7 The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP)], prepared in accordance with the approved Biodiversity Gain Plan and including:

- a) a non-technical summary;

- (b) the roles and responsibilities of the people or organisation(s) delivering the (HMMP)
- (c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
- (d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; (could be occupation) and
- (e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority, has been submitted to, and approved in writing by, the local planning authority.

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

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 (and policy EN2).

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

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

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

9 No development (including any site clearance/preparation works) shall be carried out until a Construction Environmental Management Plan has been submitted to the Local Planning Authority for approval in writing. Details shall provide the following, which shall be adhered to throughout the period of development:

- a) the parking of vehicles of site operatives and visitors;
- b) loading/unloading and storage of demolition/construction materials
- c) wheel cleaning facilities and road cleaning arrangements;
- d) measures to control the emission of dust and noise during demolition/construction;

- e) a scheme for recycling/disposing of waste resulting from site preparation and construction works;
- f) hours of demolition/construction work, site opening times, hours of deliveries and removal of materials; and
- i) strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (permanent or temporary) connect to an outfall (temporary or permanent) during construction

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

Reason: To minimise detrimental effects to the neighbouring amenities and the amenities of the area in general, having regard to Local Plan Policy DE1 and the National Planning Policy Framework.

10 Before any construction work above ground is commenced, details of soft landscaping works shall have been submitted to and approved in writing by the Local Planning Authority. Details shall include:

- i. planting plans;
- ii. written specifications (including cultivation and other operations associated with plant and grass establishment);
- iii. schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate.

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

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

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

12 The archaeological investigations shall also have been completed in accordance with the approved details before development commences.

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

13 Before the works to provide the boundary treatments hereby permitted are commenced, a plan indicating the heights, positions, design, materials and type of boundary treatment to be erected shall have been submitted to and approved in writing by the Local Planning Authority.

This shall include specific details of the type and extent of fencing adjacent to 1 and 5 Drummond Road to provide the noise attenuation as set out in the submitted noise report.

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.

14 Before the end of the first planting/seeding season following the occupation/first use of any part of the development hereby permitted, all soft landscape works shall have been carried out in accordance with the approved soft landscaping details.

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

### **Prior to Occupation**

15 Before any part of the development hereby permitted is occupied/brought into use, the vehicle parking and turning area shall have been undertaken in accordance with Proposed Site Plan SK001 Rev J and retained as such thereafter.

Reason: To ensure that adequate parking provision is provided and retained in order to minimise on street parking and to ensure that vehicles can enter and leave premises in a forward gear in the interests of highway safety.

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

- i. A complete record of remediation activities, and data collected as identified in the remediation scheme, to support compliance with agreed remediation objectives;
- ii. As built drawings of the implemented scheme;
- iii. Photographs of the remediation works in progress; and
- iv. Certificates demonstrating that imported and/or material left in situ is free from contamination.

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

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

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

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

18 Before any part of the development hereby permitted is occupied/brought into use, the works to provide the boundary treatments shall have been completed in accordance with the approved boundary treatment scheme.

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.

19 Prior to first occupation on site further details relating to the vehicular access to the public highway, with tactile crossing, including materials, specification of works and construction method shall be submitted to the Local Planning Authority for approval. The approved details shall be implemented on site before the development is first occupied and thereafter retained at all times.

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

20 The development hereby permitted shall not be occupied before a tactile pedestrian crossing point over Drummond Road (at the junction with the junction of the A15 South Road) has been installed, to improve the existing footway network for vision impaired pedestrians, to be provided in accordance with details that shall first have been submitted to, and approved in writing by, the Local Planning Authority. The works shall also include appropriate arrangements for the management of surface water run-off from the highway.

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

21 Before any dwelling is occupied, 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 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.

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

Long term design objectives

Management responsibilities; and

Maintenance schedules for all landscaped areas,

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

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

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

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

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

23 Prior to the construction of any foundations using piling, details of the foundation design shall be submitted to and approved in writing by the local planning authority.

Piling activities shall not take place without a suitable geotechnical/piling risk assessment which considers the risk of breaching the confining layer overlying the Lincolnshire Limestone aquifer, and the risk of potentially mobilising contamination from historic contaminative uses of the site into the aquifer during such activities.

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

Reason: A piling foundation is unlikely to be acceptable due to the risk to the underlying aquifer and associated contamination.

## On-going Conditions

24 Monitoring reports shall be submitted to the local planning authority in writing in accordance with the methodology and frequency specified in the approved (HMMP).

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 (and policy EN2).

**Standard Note(s) to Applicant:**

- In accordance with Section 59 of the Highways Act 1980, please be considerate of causing damage to the existing highway during construction and implement mitigation measures as necessary. Should extraordinary expenses be incurred by the Highway Authority in maintaining the highway by reason of damage caused by construction traffic, the Highway Authority may seek to recover these expenses from the developer.
- The permitted development requires the formation of a new/amended vehicular access. These works will require approval from the Highway Authority in accordance with Section 184 of the Highways Act. Any traffic management required to undertake works within the highway will be subject to agreement. The access must be constructed in accordance with a current specification issued by the Highway Authority. Any requirement to relocate existing apparatus, underground services, or street furniture because of the installation of an access will be the responsibility, and cost, of the applicant and must be agreed prior to a vehicle access application. The application form, costs and guidance documentation can be found on the Highway Authority's website, accessible via the following link:  
<https://www.lincolnshire.gov.uk/licences-permits/apply-dropped-kerb>.
- The road serving the permitted development is approved as a private road which will not be adopted as a Highway Maintainable at the Public Expense (under the Highways Act 1980). As such, the liability for the future maintenance of the road will rest with those who gain access to their property from it.
- The highway improvement works referred to in the above condition are required to be carried out by means of a legal agreement between the landowner and the County Council, as the Local Highway Authority. For further guidance please visit our website; [www.lincolnshire.gov.uk/highwaysplanning/works-existing-highway](http://www.lincolnshire.gov.uk/highwaysplanning/works-existing-highway)
- In reaching the decision the Council has worked with the applicant in a positive and proactive manner by determining the application without undue delay. As such it is considered that the decision is in accordance with paras 38 of the National Planning Policy Framework.
- Please contact the Lincolnshire County Council Streetworks and Permitting Team on 01522 782070 to discuss any proposed statutory utility connections, Section 50 licences and any other works which will be required within the public highway in association with the development permitted under this Consent. This will enable Lincolnshire County Council to assist in the coordination and timings of these works. For further guidance please visit the Highway Authority's website via the following link: Traffic Management - <https://www.lincolnshire.gov.uk/traffic-management>
- The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition") that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

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

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

Based on the information available this permission is considered to be one which require the approval of a biodiversity gain plan before development is begun.

**Financial Implications reviewed by:**

**Legal Implications reviewed by:**

**Location Plan**



**Site Plan**



## Proposed Street Scenes



## Bungalow Types

### BUNGALOW TYPE A



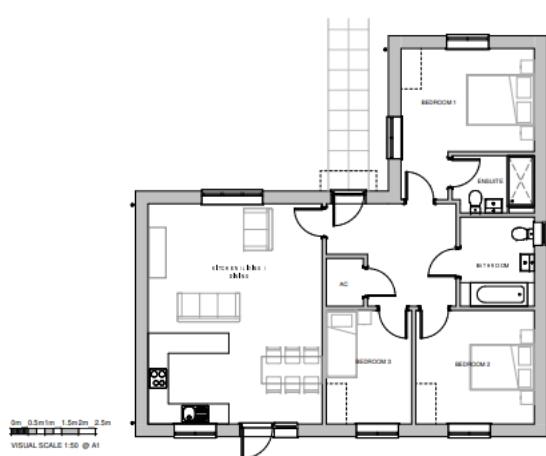
Rear Elevation  
1 : 100

0m 1m 2m 3m 4m 5m  
VISUAL SCALE 1:100 @ A1

Front Elevation  
1 : 100

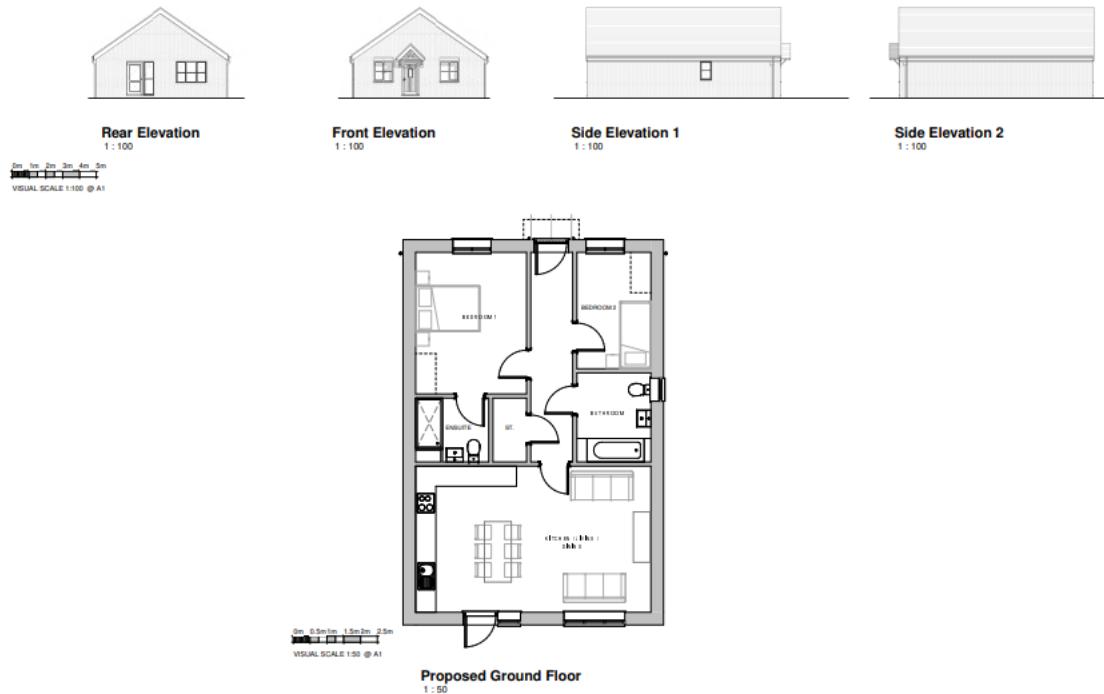
Side Elevation 1  
1 : 100

Side Elevation 2  
1 : 100

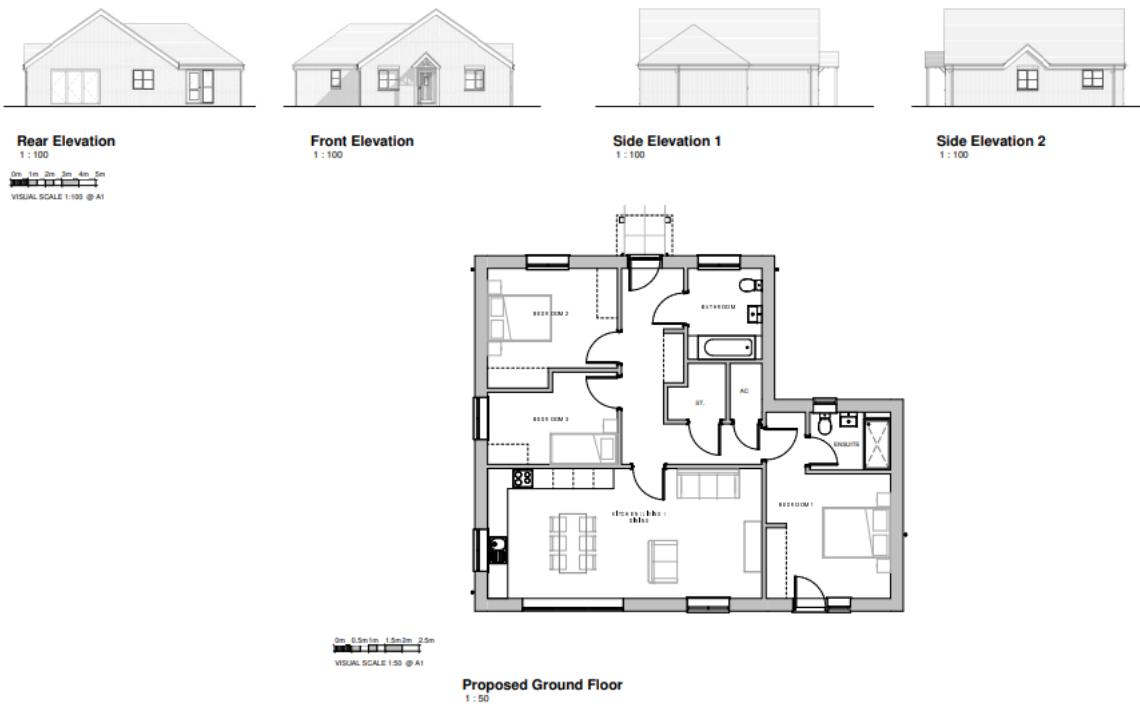


Proposed Ground Floor

### BUNGALOW TYPE B



### BUNGALOW TYPE D



### BUNGALOW TYPE E



### BUNGALOW TYPE F

