



Planning Committee

19 February 2026

S25/0642

Proposal:	Change of use from existing agricultural field to create new leisure facility. Construction of golf driving range with associated clubhouse, parking, and amenities
Location:	Existing Agricultural Field off Meadow Drove, Bourne
Applicant:	Mr Daniel Cundy
Agent:	StudioTwenty
Application Type:	Full Planning Permission
Reason for Referral to Committee:	Call in by Cllrs Morgan and Lane – Impact on the open countryside and highway matters
Key Issues:	Principle of development Effect of the proposal on the character and appearance of the area Effect of the proposal on residential amenity Highway considerations

Report Author

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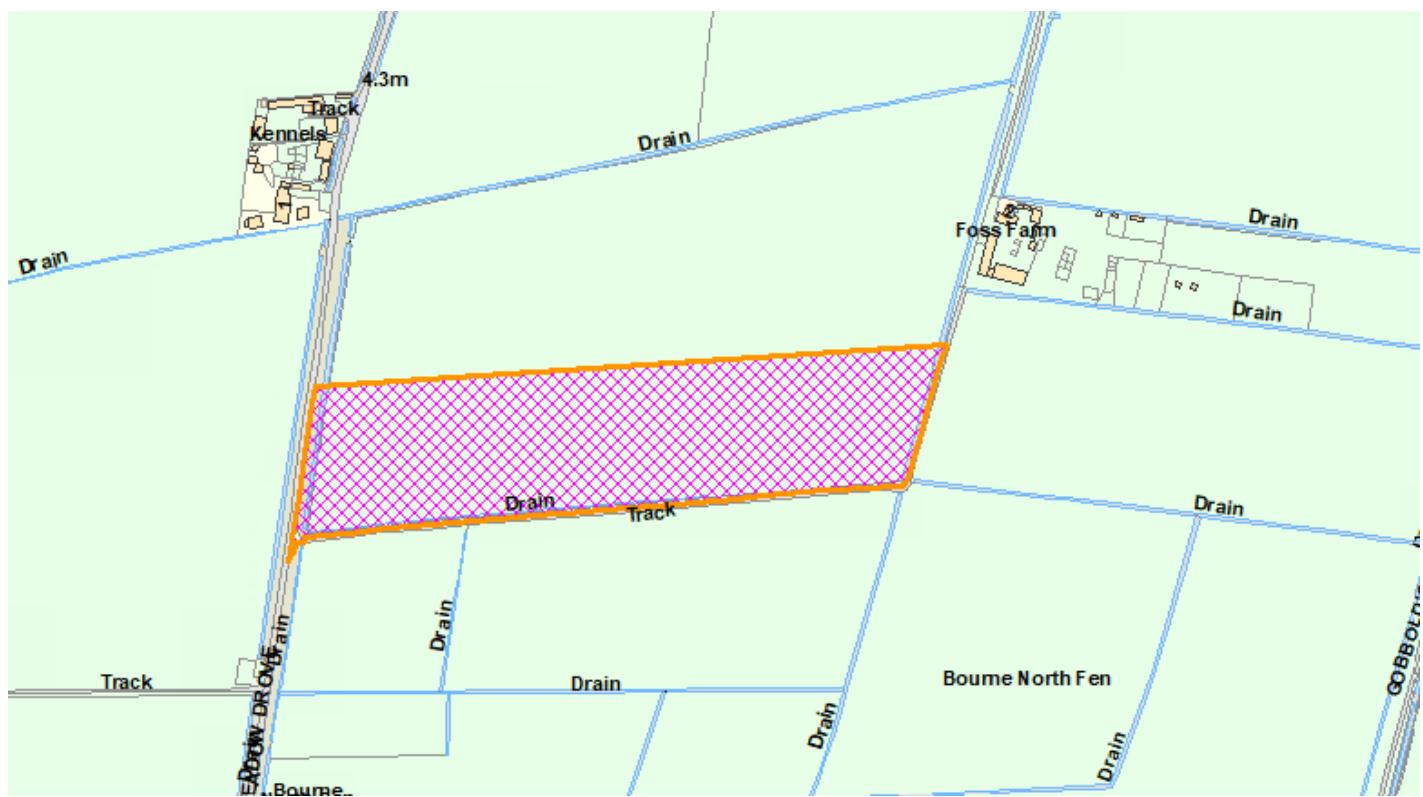
Corporate Priority:	Decision type:	Wards:
Growth	Regulatory	Bourne East

Reviewed by:	Phil Jordan, Development Management & Enforcement Manager	9 February 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

S25/0642 – Existing Agricultural Field Off Meadow Drove, Bourne



1 Description of Site

The existing site comprises an agricultural field in the open countryside. It is located approximately 500m directly north-east of Bourne and approximately 200m south-east of the centre of Dyke. The site is located off Meadow Drove which is a long straight road that runs to the south-east of Bourne.

2 Description of Proposal

- 2.1 The proposed development is for the change of use of the agricultural land to form a driving range and associated ancillary structures including a clubhouse, machine storage shed miniature golf course, parking and landscaping. The description of development would be updated to remove reference to class E, which is not considered to be the appropriate use class for a golf driving range. A golf driving range would fall within class F2c within the wider class F. As this use class includes a broad range of uses, a condition preventing any permitted changes of use within the same class is recommended to ensure that any changes of use require an application for planning permission.
- 2.2 Access to the site would be via the existing field access which would be retained and upgraded.
- 2.3 Car parking for staff and visitors is proposed with a total of 70 spaces of which five spaces would be disabled and six electric vehicle charging points. This would be constructed of porous asphalt.
- 2.4 The proposed buildings would all be interconnected and would be constructed of black metal cladding similar to that of existing agricultural buildings in the area. They would have an overall ridge height of 4.5 metres.
- 2.5 The internal layout of the building would include driving range bays, clubhouse, kitchen, toilets, and a machine store.
- 2.6 The driving range would be orientated with the bays facing eastwards with proposed planting to the north and south boundaries of the range. It would include 16no. bays with a separate pro-bay for lessons/instruction.

3 Relevant History

There is no relevant site history.

4 Policy Considerations

4.1 SKDC Local Plan 2011 - 2036

- Policy SP1 - Spatial Strategy
- Policy SP5 - Development in the Open Countryside
- Policy SP6 – Community Services and Facilities
- Policy DE1 - Promoting Good Quality Design
- Policy EN2 - Protecting Biodiversity and Geodiversity Policy
- Policy EN3 – Green Infrastructure

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

- Section 8 – Promoting healthy and safe communities
- 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

5 **Representations Received**

5.1 **LCC Highways & SuDS Support**

5.2 No objection subject to conditions in relation to Construction Management Plan, access construction to Lincolnshire County Council specification and a suitable drainage strategy.

5.3 **Anglian Water**

5.3.1 No objection. There is no connection to the Anglian Water sewers, we therefore have no comments to make.

5.4 **Bourne Town Council - Objection**

5.5 Would remove a field from agricultural production

5.6 Absence of mains drainage is a concern. No main sewerage connection and possible pollution/ contamination with drains/dykes. This is also a concern raised by the Environment Agency and Lincolnshire Wildlife Trust.

5.7 Access to the site will impact on increased traffic through the rural settlement of Dyke. Increased Traffic will be detrimental on the already poor state of Meadow Drove.

5.8 The screening of the site with trees is sensible landscaping particularly at the front of the site. I would emphasise the need for location appropriate and indigenous species.

5.9 The idea of a cycle path, whilst not necessarily being of broad help to the golfer with their own clubs, will certainly benefit the wider community. Meadow Drove is in a state of increasing disrepair and any work done to bring it up to scratch should incorporate the future-proofing addition of a cycleway.

5.10 Concerns regarding the impact of artificial night-time lighting on an essentially rural road

5.11 Possible flood risk (the area flooded just over a year ago)

5.12 Design and Access Statement highlights provision of cycle parking to encourage cycling, however, given the impracticality of transporting golf clubs on a bicycle this seems unlikely.

5.13 Increased traffic through the village of Dyke and also Meadow Drove. Meadow Drove road is already in very poor condition and needs improvement.

5.14 Increased noise and light pollution.

5.15 Expected 280 visitors but only provision of 69 parking spaces, is this under capacity and is there any provision for staff parking as it currently works out that visitors are 4 people per car?

5.16 Stated that there is 0% net biodiversity on site but they have not thought about the insects, flora and fauna or birds of prey. If this should succeed, a generous tree/hedge planting scheme as a boundary would improve canopy cover and support wildlife.

5.17 There is currently no footpath to this site to encourage sustainable transport use

5.18 **Environmental Protection**

5.19 No objection subject to conditions in relation to contaminated land and hours of construction and deliveries and the submission of a construction management plan.

5.20 **Black Sluice Inland Drainage Board**

5.21 No objection. Advice provided for property owners and developers.

5.22 **Lincolnshire Fire and Rescue**

5.23 No objection. Comments provided in relation to the requirements of Building Regulations in relation to fire safety, fire appliance access and water supply.

5.24 **Environment Agency**

5.25 We note that the applicants have stated that the cost of connecting to the mains drainage system is unfeasible. Therefore, subject to the conditions (foul drainage scheme and development in accordance with the submitted FRA) we withdraw our previous objections.

5.26 **Lincolnshire Wildlife Trust**

5.27 Request the inclusion of a CEMP that demonstrates that the development would not have an unacceptable impact on the nearby Local Wildlife Sites.

5.28 **Heritage Lincolnshire (Archaeology)**

5.29 No objection subject to a condition to secure a scheme of archaeological investigation.

5.30 Cllr Charmaine Morgan

5.35.1 The application should be considered by committee. Whilst keeping an open mind there are material considerations and public interest to consider including:

- Change of use of the land for golfing
- Introduction of a building which will likely have public events
- Impact on highway
- Residential amenity

6 Representations as a Result of Publicity

6.1 This application has been advertised in accordance with the Council's Statement of Community Involvement. 10no. letter of representation have been received objecting to the development.

6.2 A summary of the main concerns are listed below:

- Owls use the field as a hunting ground
- Light Pollution
- Noise and disturbance.
- Business would operate from early morning to late at night thereby impacting wildlife and residents
- Clubhouse would result in further noise and disturbance
- Mill Drove Road cannot cope with existing traffic particularly when the A15 is blocked.
- The application is the first step to an application for residential development.
- Toft – 5 miles away has a driving range how much demand is there and is the business viable
- Mill Drive has land allocated for employment. This would be a more sustainable location for the development without the need to repurpose agricultural land
- Traffic problems particularly during commuter hours and school term time
- There is a bottleneck within the village approaching a narrow, blind bridge and is single file in parts within the village
- Would generate local and non-local visitors
- 280 visitors as quoted in the application would significantly increase traffic volume
- Improvements should be made to the road network
- Only 69 parking spaces are proposed
- Construction traffic would be an issue due to road network
- Site is not allocated
- Site is outside the boundaries of Bourne and Dyke and sits in the open-countryside
- Proposal does not protect best and most versatile land.
- There are no footpath and cycle routes to the site
- Proposal would set a precedent for future applications for commercial and residential development in the future
- Noise and light pollution would affect local wildlife
- No public transport
- Dog walkers, cyclists and runners regularly use this hazardous route too. Increased traffic would put their safety at further risk
- Wildlife survey should be undertaken – owls are present in the area
- My concern is that disturbance during building of the range could seriously reduce the chances of these birds returning in future years
- People in support are not on the whole local residents so would in no way have to suffer the constant traffic and other concerns

6.3 Additionally, 2no. representations neither objecting to or supporting have been received. A summary of the comments are listed below:

- I have seen a disappointing lack of new leisure facility provision to match the increase in population. I am therefore interested (in principle) in a golf driving range.
- Concerned regarding loss of agricultural land as farmers continue to look at alternative uses to farming
- If the business becomes no longer viable it should be returned to its previous use.

A slight concern would be light from any evening activity and noise from any entertainment.

- I would not be happy to receive complaints about dog barking. Anyone proposing to move near to an existing business must take that activity and noise into account.
- Road from Mill Drove to Spalding Road needs improving drastically.

6.4 Additionally, 19no. representations have been received in support. A summary of the comments are listed below:

- This would be a positive project for this area. It would not only keep the land green and tidy and free from buildings but also provide a recreation for fitness and health with a low noise and pollution impact
- A sport which will be year round fun for all ages; kids, teens, adults, and seniors alike.
- Encouraging physical activity and supporting mental wellbeing. - Great for social events; parties, family days out and also educational use.
- It would generate employment opportunities and boost the local economy. - Appeals to both beginners and experienced golfers.
- A fun way for children to learn through play; helps develop hand-eye coordination and concentration.
- Requires less space than a traditional golf course and would be a great use of existing agricultural land.
- Would be great to have this new technology on our doorstep for many to enjoy. - Minimal impact with regards to noise, pollution and the environment, keeping the land green and tidy.
- I fully support this application and hope it will be approved as it would become a great asset to Bourne Town
- This type of development offers a sustainable alternative use of land, with minimal impact compared to more intensive commercial or residential development. With proper landscaping and environmental considerations in place, a golf driving range can integrate well into the rural surroundings while maintaining much of the open character of the land.
- Facilities like this help create a sense of place and community identity, offering new social opportunities and potential space for events, junior coaching, and inclusive engagement in sport.
- Unlike high-impact sports, golf is known for its sustainability in terms of land use and its minimal environmental footprint when properly managed. The site is accessible via multiple routes which should balance the traffic flow from Bourne and the surrounding villages
- Addresses the Lack of Leisure Facilities
- Supports the Local Economy and job creation

- With proper design, the range can incorporate landscaping that enhances biodiversity (e.g., planting native trees and wildflower areas).
- Sustainable practices, such as low-energy lighting and rainwater harvesting, could be integrated into the development.
- Limited Peak Traffic:** Unlike retail or large-scale venues, driving ranges typically experience steady, low-intensity traffic throughout the day rather than sudden surges.
- Traffic Management Measures:** Working with local councils, we can implement measures such as clear signage, parking limits, and even traffic calming measures to maintain safe, manageable flow.
- Encouraging Active Travel:** Bike racks, pedestrian-friendly access, and promotion of carpooling or shuttle services from nearby towns can further reduce vehicle impact.
- Modern lighting technology, including directional LED floodlights, can be installed to focus illumination directly onto the range without spilling into surrounding areas, ensuring minimal disruption to nearby homes or wildlife
- The road way is of good quality for the few extra vehicles that would use it.

Representations have also been received from Cllr Kelly and are summarised below:

- I think that many in the Bourne area would appreciate this facility and I note the pre-conditions many agencies have asked for, which I support.
- Concerns regarding the short-sightedness of Lincolnshire County Council regarding the provision of a pavement or cycleway to the venue.
- A pavement/cycleway is essential for the development to encourage sustainable transport and should extend from the proposal to the current buildings on Mill Drove and from Spalding Road to the new development
- S106 should be collected to contribute to infrastructure
- To improve BNG there should be a commitment to tree planting as a boundary and car park feature which would improve tree canopy cover and support local wildlife opportunities
- Roads are unsuitable for increased traffic
- Car parking is inadequate based on the capacity of the venue
- Unsuitable for events

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 for the District, and is the basis for decision-making for the current application.

- 7.2 In addition, the Lincolnshire Minerals and Waste Local Plan forms the development plan for the District in relation to minerals planning.
- 7.3 The Local Planning Authority have also adopted a Design Guidelines Supplementary Planning Document (SPD) (Adopted November 2021), and this document is material consideration in the determination of planning applications.
- 7.4 The policies and provisions of the National Planning Policy Framework (NPPF) ("the Framework") are also a relevant material consideration in the determination of planning applications.

7.5 Principle of Development

- 7.5.1 Local Plan Policy SP1 sets out the spatial strategy for the District, with the majority of growth focused on the four market towns, but with identified "Larger Villages" providing a supporting role.
- 7.5.2 Local Plan Policy SP5 deals with development in the open countryside, limiting it to that which has an essential need to be located outside of the existing built form of a settlement. In such instances, the following types of development are supported:
 - a) agriculture, forestry or equine development;
 - b) rural diversification projects;
 - c) replacement dwellings (on a one for one basis) or;
 - d) conversion of buildings provided that the existing building(s) contributes to the character or appearance of the local area by virtue of their historic, traditional or vernacular form; and
 - e) are in sound structural condition; and
 - f) are suitable for conversion without substantial alteration, extension or rebuilding, and that the works to be undertaken do not detract from the character of the building(s) or their setting.
- 7.5.3 The proposal is for the creation of a new leisure facility in the open countryside. It is accepted that the list of developments and uses within the above policy does not specifically reference the proposed recreational use. It should however be noted that the list of uses is not exhaustive.
- 7.5.4 It should be noted that the proposal does require a significant take up of land. As such, it would be difficult to locate and secure an application site in a more sustainable location, not in the open countryside that would be able to accommodate the proposed development. It can therefore be argued that whilst it is not essential for this development to be located in the open countryside, that due to the land requirements this is justified.
- 7.5.5 Additionally, Local Plan Policy SP6: Community and Services and Facilities is relevant. This policy states that proposals for new community facilities will be supported, and should wherever feasible:
 - e) Priorities access by walking, cycling and public transport.

Community facilities may have a local or wider catchment area, and their accessibility should be considered proportionately relative to their purpose, scale and catchment area and;

- f) Be physically accessible to all members of society;
- g) Be designed so that they are adaptable and can be easily altered to respond to future demands if necessary; and
- h) Where applicable be operated without detriment to local residents.

7.5.6 NPPF Paragraph 103 states:

Access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change.

Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.

7.5.7 The applicant has provided a covering letter with the application from England Golf which can be summarised as follows:

"There are more people now engaging in non-traditional off course forms of golf, while research shows that golf is played by approximately 8.5 million people every year, with half of that being at around 550 facilities – driving ranges, short courses, simulator and adventure golf venues.

When considering a new facility such as this, it is important that the following benefits to the local community are understood.

-The health and social benefits for the local community - golf being one of the few sports that all ages and all members of a family unit can participate in together.

-The development of the amateur game, particularly for younger golfers who have increased opportunities to get involved in sport and exercise through club / academy / school and community links.

- A facility such as this can be used all-year round as well as creating a number of employment opportunities for local people.

England Golf's view is that new, innovative practice facilities make the game much more accessible and help to provide a great start in the pathway to club membership. This sort of facility is particularly appealing to beginner golfers or those looking to get back into the game after a period away and is certainly something that we see as a benefit to increasing overall participation in the sport".

7.5.8 The Council has prepared a Playing Pitch and Outdoor Sport Strategy (PPOSS) (August 2024) to form an evidence base and set of recommendations for future outdoor sports facility development across the district. Unfortunately, the PPOSS focuses on Football, Rugby Union, Cricket, Hockey, Tennis, Netball, and Outdoor Bowls. As such there is no specific information in relation to current provision or need for golf facilities.

7.5.9 Nonetheless it is considered that the proposal would provide the opportunity for all members of society to engage in a leisure activity that may ultimately result in a more active and healthy lifestyle and act as a gateway to the sport of golf that can sometimes be financially restricted due to the cost of club membership.

7.5.10 Taking into account the above matters, and whilst accepting that the proposal would be located in the open countryside it is considered that the proposal would result in a form of development that is acceptable in principle in this location and would accord broadly with the thrust of local plan policies SP5 and SP6 and NPPF Section 8 Promoting healthy and safe communities.

Other material planning considerations including access and connectivity are discussed further below.

7.6 **Effect of the proposal on the character and appearance of the area**

7.6.1 Local Plan Policy DE1 requires development to make a positive contribution to the character of the area. This is consistent with NPPF Section 12 (Achieving well-designed places) which amongst other things states that developments should be visually attractive as a result of good architecture, layout and effective landscaping. The existing character of the site is rural in nature.

7.6.2 The building would be sited in a relatively isolated location and would have a modest overall ridge height. It would be constructed of cladding, resulting in an agricultural appearance. Landscaping around the boundary of the site could further aid assimilation of the building into its rural surroundings.

7.6.3 It is accepted that in addition to the building there would be the ancillary structures including the car parking, bin store and cycle store. However, it is these buildings would be minor in extent and hard-surfacing would not be materially different than the hardstanding areas associated with agricultural buildings that often have expansive concrete aprons to facilitate farm machinery movements. The miniature golf course would be a combination grassland, water features and putting greens linked by gravel paths. This is considered to be in keeping with this rural location.

7.6.4 Taking into account the above, it is considered that the proposal would not result in any harm to the character or appearance of the area and would comply with Policy DE1 of the South Kesteven Local Plan and the NPPF Section 12.

7.7 **Effect of the proposal on residential amenity**

7.7.1 The proposal would be located in a rural location. It is considered that there would be adequate separation distances to neighbouring occupiers to ensure that the proposed scheme would not harm existing residential amenity.

7.7.2 A lighting report has been submitted with the application which illustrates that whilst there would be lighting to both the car parking area and the driving range itself it is unlikely that this would result in any significant light pollution beyond the boundaries of the site.

7.7.3 Notwithstanding the lighting report it is considered appropriate to require the submission of details in relation to the specific type and location of any external lighting on the site. This would ensure that it would be designed and sited in a sympathetic manner to minimise any

impacts on the character and appearance of the area and would ensure that there would be no demonstrable harm to the amenity of neighbouring occupiers.

7.7.4 For these reasons, the application would accord with Policy DE1 of the Local Plan in terms of amenity impacts.

7.8 Highway considerations

7.8.1 The proposal has been assessed by the local highway authority and no objections have been raised in relation to highway safety and capacity. However, they have requested planning conditions requiring the submission of a construction management plan and method statement, specification of the access and details of surface water drainage.

7.8.2 70no. parking spaces are proposed which is considered to be an adequate level of parking for the proposed scheme.

7.8.3 It is accepted that the proposed development is located in a rural location and as such the users would of the site would be likely to be reliant on the motor vehicle. The requests for improved pedestrian connectivity to the site are noted however there has not been a specific request for any such improvements from the highway authority. Additionally, it should be noted that due to the nature of the sport, players/customers are more often than not, taking their own clubs to the venue in order to practice.

7.8.4 This is supported by the comments received from England Golf. In a covering letter in support of the application they state:

7.8.5 *“While formal travel-mode data for driving range users is not collected, industry experience consistently suggests that the majority of visitors travel by private car. Golfers typically prefer car travel over walking, cycling, or public transport due to the need to transport golf clubs and associated equipment, as well as the common location of golf facilities in rural or semi-rural areas that are not well served by public transport routes. In addition, participants are preparing to undertake physical activity, which further reduces the practicality of arriving on foot or by bicycle.*

7.8.6 *The proposed site is located approximately 1.6 miles from Bourne. Given this distance, the rural setting, and the equipment requirements of the sport, it is our view that the vast majority of users will access the facility by car. Cycling levels in particular are expected to be very low, as carrying golf equipment on a bicycle is impractical for most participants. Based on these factors, car travel is likely to be the predominant mode of transport for users of the proposed driving range”.*

7.8.7 Taking into account the above matters there would be limited opportunity for non-motor vehicle trips to be a viable alternative thus negating the need for off-site highway improvements.

7.8.8 It can therefore be concluded that the application, is in accordance with Policy ID2 of the Local Plan and NPPF Section 9.

7.9 Other Matters

7.10 Drainage and Flooding

7.11 The application is accompanied by a Flood Risk Assessment (FRA) and drainage statement. The FRA indicates that the site is at high risk of groundwater flooding.

7.12 The initial proposal was to address the risk of flooding by ensuring that the finished floor level would be elevated in relation to the average existing ground level by approximately one metre.

7.13 As an alternative to elevating the entire building above the existing ground level, the internal floor levels were amended and it is now proposed that the main internal floor areas would be elevated but the driving range being lower and constructed in flood resilient materials.

7.14 The proposed surface water drainage solution for the site would be SuDs and following a dialogue with the Environment Agency they have confirmed that an on-site foul drainage solution is required as a connection to the mains drainage system would be unfeasible.

7.15 It should be noted that the Environment Agency and the Local Lead Flood Authority have not raised any objections to the proposed development subject to conditions in relation to both surface and foul drainage.

7.16 Taking into account the above matters it is considered that the proposal would result in a satisfactory form of development that would comply with local plan Policy EN5 and the NPPF Section 14.

7.17 **Loss of agricultural land**

7.18 Paragraph 187(b), of the NPPF places value on recognising the intrinsic character and beauty of the countryside including the best and most versatile agricultural land.

7.19 In terms of conserving the natural environment, footnote 65 of the NPPF states that where agricultural land is deemed necessary for development, areas of poorer quality should be preferred to those of higher quality. It also notes that the availability of agricultural land used for food production should be considered, alongside other policies in the NPPF, when deciding what sites are most appropriate for development.

7.20 A recent appeal decision (2024) in relation to a solar farm concluded that:

7.21 *...the appellant has demonstrated that the agricultural land affected represents only 0.0034% of the agricultural land in the East Midlands Region and 0.052% of such land within the district. Furthermore, the appellant's Alternative Land Assessment demonstrates an abundance of BMV land within the local area. This suggests to me that BMV land is not scarce within the area, and the proportion of BMV land on site is not exceptional. (Appeal Ref: APP/E2530/W/24/3350191).*

7.22 The site area for the above appeal was 43 hectares. The application site in this instance is approximately 4.3 hectares. It should be noted that the application site is linear in shape and would not prevent the continued use of the adjoining land for agricultural purposes as they would be readily accessible from the surrounding road network.

7.23 Taking into account the above matters it is considered that the proposal would not result in any significant loss of quantity of agricultural land and accordingly the proposal would not significantly impact food production when taking into account the land remaining in the District.

7.24 **Archaeology**

7.25 The application is accompanied by an archaeological assessment that includes trial trenching in the area that would be utilised for the siting of the building, car parking and miniature golf. This has been assessed by Heritage Lincolnshire who have confirmed that based on the findings of the trial trenching, a programme of archaeological excavation is required to mitigate the impact of the development on known archaeological remains. This can be secured by an appropriately worded condition that requires further archaeological excavation.

7.26 **Biodiversity Net Gain (BNG)**

7.27 The submitted BNG assessment indicates approximately 35% net gain in habitat units and 88% gain in hedgerow units. This would be in the form of modified grassland and neutral grassland within the site and planting of trees and a native hedgerow.

7.28 The conclusions of the submitted BNG assessment is that a detailed landscaping plan should be provided and a habitat management and monitoring plan is required to ensure that the created habitats are achieved for the prescribed 30 year period.

7.29 These matters can be secured by the BNG condition that is deemed 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 appropriately worded condition.

7.30 **Ecology**

7.31 An Ecology Report has been submitted with the application which summarises the findings of the desktop and field survey work that was undertaken.

7.32 The recommendations of the report are that any lighting scheme is wildlife sensitive, good construction practices are employed to avoid damage to retained hedgerows and trees within the site and mitigation measures to avoid impact on any badgers, hares, hedgehogs and nesting birds during the construction phase. These matters can be achieved by suitably worded conditions.

7.33 The report also identifies opportunities for ecological enhancement in the form of bat and bird boxes, hedgehog shelters, insect hotels and native species planting.

7.34 Lincolnshire Wildlife Trust concerns relate to the adequate protection of Local Wildlife Sites. In this instance the nearest Local Wildlife Site is Dyke Fen Drain which runs parallel to Dyke Drove which runs approximately 200 metres to the north of the application site but is connected by the ditch adjacent to the application site.

7.35 As per the Lincolnshire Wildlife advice it is considered that this matter can be adequately addressed by a dedicated requirement within a Construction Management Plan that would ensure that the development would not adversely affect the Local Wildlife Site/watercourse via pollution.

7.36 Lincolnshire Wildlife Trust has referenced the Environment Agency objection to the development. However, this objection has subsequently been withdrawn as an on-site foul water solution is considered acceptable by the Environment Agency.

7.37 **Fire and rescue**

The comments of the Fire and Safety Officer are noted. The formation of a suitable access for fire tender access and appropriate water supply are matters that fall within the remit of Building Regulations.

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 Conclusion and Planning Balance

10.1 Taking into account the above matters, the proposal is considered to be an acceptable form of development. From a spatial perspective any tension in relation to Policy SP5 is considered to be outweighed by the benefits of delivering significant community, health and well-being outcomes from the proposed facilities. The proposal would be acceptable from a highway perspective demonstrating adequate parking provision. Due to the rural location, it is considered that the proposal would not result in any significant harm to the amenity of neighbouring occupiers from either the activities on site or from movements to and from the site during either the construction or operational phases. There would be limited built form on the site. As such it is considered that the proposed development would not result in any significant harm to the character or appearance of the area.

10.2 The proposal is a water compatible development being outdoor sports and recreation and essential facilities such as changing rooms and would therefore be appropriate for this location subject to the flood mitigation measures requested by the Environment Agency. As such the proposal is considered to accord with Local Plan Policies SP5, SP6, DE1, ID2 and EN5 and the NPPF Sections 8, 9, 12, 14 and 15. Any tension in relation to the aforementioned policies is considered to be outweighed by the significant sport and recreation provision and associated health and well-being outcomes that the proposed development would deliver.

RECOMMENDATION:

To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to 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 Plan 1:1250 Drawing No. STWNBOUR_0001 A111 7
Site Plan 1:500 Drawing No. STWNBOUR_0001 A110 8
Ground Floor Layout Drawing No. STWNBOUR_0001 A100 5
External Elevations Drawing No. STWNBOUR_0001 A400 4
Sections Drawing No. STWNBOUR_0001 A300

Unless otherwise required by another condition of this permission.

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

Before the Development is Commenced

3 Before the development hereby permitted is commenced, details demonstrating how the proposed building would comply with the requirements of Local Plan Policy SB1 must be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of how carbon dioxide emissions would be minimised through the design and construction of the buildings; details of water efficiency and the provision of electric car charging points.

The approved sustainable building measures shall be completed in full, in accordance with the agreed scheme, prior to the first occupation of the development hereby permitted.

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

4 No development shall take place until a Written Scheme of Investigation (WSI) for archaeological works has been submitted to and approved in writing by the local planning authority. The WSI shall be informed by the results of the archaeological trial trench evaluation and shall provide for an appropriate programme of archaeological mitigation, which may include targeted excavation, strip-map-record, or other proportionate archaeological works, together with provision for post-excavation analysis, reporting and archiving.

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

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 and the NPPF (section 16).

5 Before the development hereby permitted is commenced, details of hard landscaping works shall have been submitted to and approved in writing by the Local Planning Authority. Details shall include:

- i. proposed finished levels and contours;
- ii. means of enclosure;
- iii. car parking layouts;
- iv. other vehicle and pedestrian access and circulation areas;
- v. hard surfacing materials;
- vi. minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.);
- vii. proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.);
- viii. retained historic landscape features and proposals for restoration, where relevant.

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.

During Building Works

6 The development hereby permitted shall be undertaken in accordance with a Construction Management Plan and Method Statement that shall first be approved in writing by the Local Planning Authority. The Plan and Statement shall indicate measures to mitigate the adverse impacts of vehicle activity and the means to manage the drainage of the site during the construction stage of the permitted development. It shall include;

- the phasing of the development to include access construction;
- the on-site parking of all vehicles of site operatives and visitors;
- the on-site loading and unloading of all plant and materials;
- the on-site storage of all plant and materials used in constructing the development; - wheel washing facilities;
- the routes of construction traffic to and from the site including any off-site routes for the disposal of excavated material and;
- 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 (temporary or permanent) connect to an outfall (temporary or permanent) during construction.
- details of the ecological avoidance, mitigation and protective measures to be implemented before and during the construction phase, including but not necessarily limited to, the following:
 - (i) Identification of ecological protection areas/buffer zones and tree root protection areas and details of physical means of protection, e.g. protection fencing.

- (ii) Working method statements for protected/priority species, such as nesting birds, reptiles, roosting bats, and badgers.
- (iii) Full details/measures to mitigate any impact on Local Wildlife Site-Dyke Fen Drain
- (iv) Details of any external lighting during the construction phase adjacent to identified ecological protection areas/buffer zones.

Reason: In the interests of the safety and free passage of those using the adjacent public highway and 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 in the interests of ecological protection.

- 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).

Before the Development is Occupied

- 8 Prior to first occupation on site further details relating to the vehicular access to the public highway, 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.

9 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 the results of evidenced groundwater levels and seasonal variations (e.g. via relevant groundwater records or on-site monitoring in wells, ideally over a 12-month period);
- 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 an agreed amount of litres per second;
- 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 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.

10 The development shall be carried out in accordance with the amended section plan by Studio Twenty [ref: STWNBOUR_0001 A300, dated 26 November 2025] and the submitted flood risk assessment by Urban Water [ref: U0637 FRA-v1, dated June 2025] with the following mitigation measures it details:

- Finished floor levels of the driving range and entrance lobby shall be set no lower than 3.95m above Ordnance Datum (AOD)
- Finished floor levels of the remainder of the building shall be set no lower than 4.6m above Ordnance Datum (AOD)
- Flood resilience and resistance measures to be incorporated into the proposed development as stated in sections 6.9 – 6.15 of the FRA.

These mitigation measures shall be fully implemented prior to occupation of the building and subsequently shall be retained and maintained thereafter throughout the lifetime of the development.

Reason To reduce the risk of flooding to the proposed development and future occupants in line with Policy EN 5 of the South Kesteven Local Plan.

11 No building works which comprise the erection of a building requiring to be served by water services shall be commenced unless and until full details of a scheme for the disposal of foul drainage has been submitted to and approved in writing by the Local Planning Authority ("the Approved Foul Drainage Scheme"). The development shall proceed in accordance with the Approved Foul Drainage Scheme.

There shall be no occupation of buildings approved by this permission unless and until the Approved Foul Drainage Scheme has been completed.

Reason To ensure protection of the water environment, and to meet the objectives of the Water Framework Directive as set out in the Anglian River Basin Management Plan and to ensure compliance with Policy EN 4 of the South Kesteven Local Plan.

12 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.

13 Notwithstanding the submitted lighting report, details of any external lighting shall be submitted to and approved in writing by the local planning authority before the use hereby permitted takes place] [and] [the building(s) is/are occupied]. Development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory form of development and to ensure no unacceptable impact on the character and appearance of the area or the amenity of neighbouring occupiers.

14 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.

15 Before any part of the development hereby permitted is occupied/brought into use, the external elevations shall have been completed using only the materials stated in the planning application forms 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.

16 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.

On-going Conditions

17 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).

18 Notwithstanding the provisions of Schedule 2, Parts 3 and 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking or re-enacting that Order with or without modification), the premises shall only be used for the purposes specified below and for no other purpose, unless Planning Permission for a new use of the premises has been granted by the Local Planning Authority:

- Golf driving range

Reason: The use of the premises for any other purpose at this location would require further assessment by the Local Planning Authority.

Standard Note(s) to Applicant:

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.

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>.

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>

Flood Warning and Evacuation Plan Due to the potential flood risk and danger posed of the development becoming isolated by surrounding flood waters at this site, it is advised that a Flood Warning and Evacuation Plan is produced for the development in order to address the residual risks of flooding at the site and to confirm the approach that will be taken for safe evacuation of the area.

Signing up for Flood Warnings The applicant/occupants should phone Floodline on 0345 988 1188 to register for a flood warning, or visit Sign up for flood warnings - GOV.UK. It is a free service that provides warnings of flooding from rivers, the sea and groundwater, direct by telephone, email or text message. Anyone can sign up. Flood warnings can give people valuable time to prepare for flooding – time that allows them to move themselves, their families and precious items to safety. Flood

warnings can also save lives and enable the emergency services to prepare and help communities.

- For practical advice on preparing for a flood, visit Prepare for flooding: Protect yourself from future flooding - GOV.UK.
- To get help during a flood, visit What to do before or during a flood - GOV.UK.
- For advice on what to do after a flood, visit What to do after a flood - GOV.UK.

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.

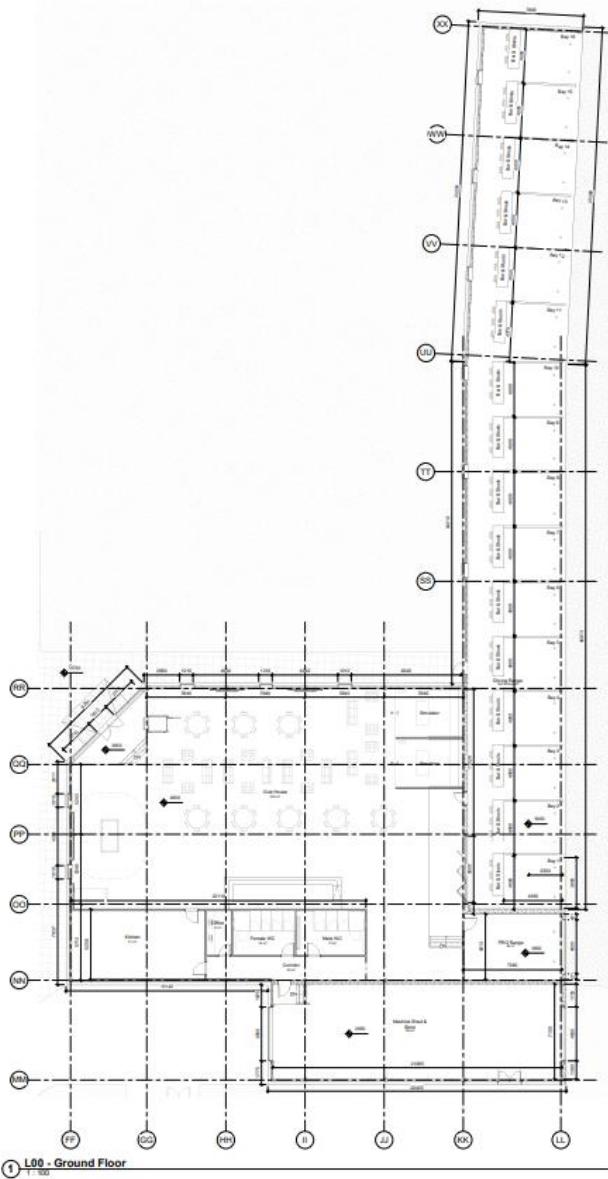
There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed below.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements apply.

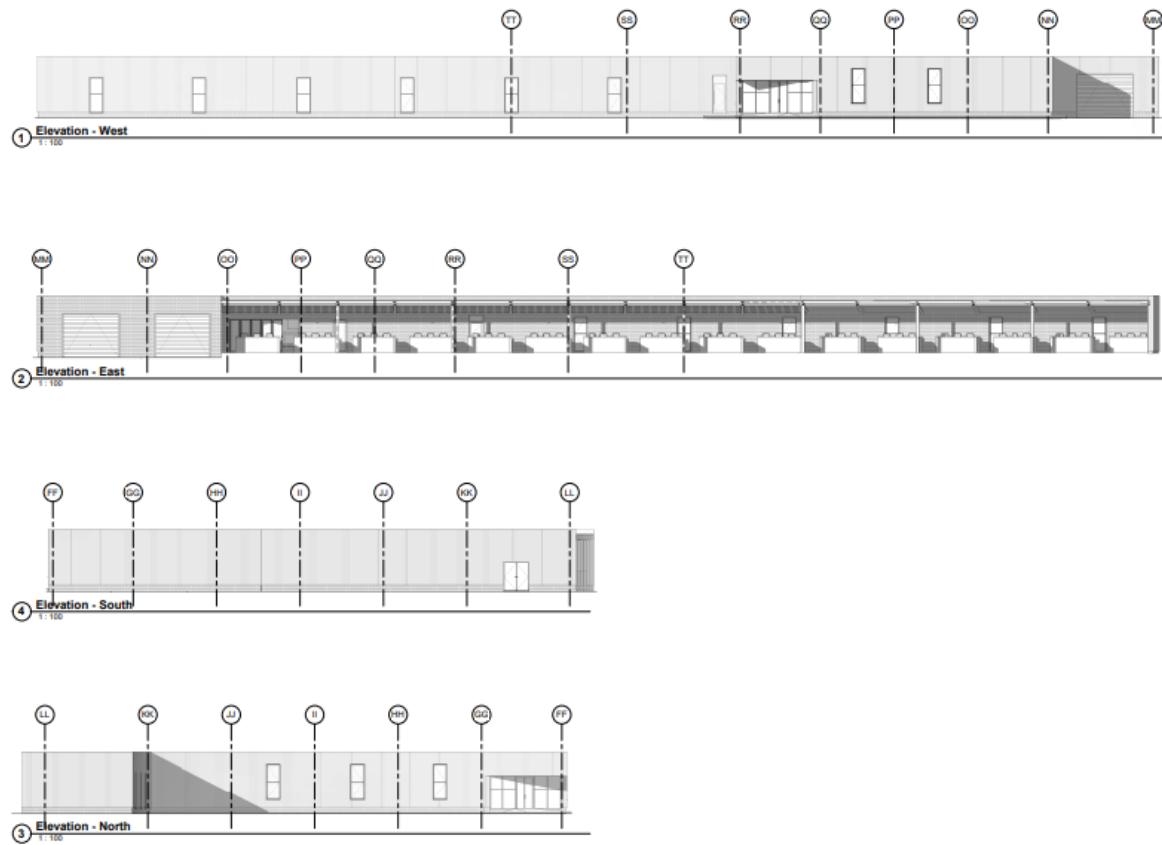
Site Layout



Floor Plan



Elevations



Site Sections

