



**SOUTH  
KESTEVEN  
DISTRICT  
COUNCIL**

## Planning Committee

14 May 2026



### S25/0024

Proposal:	Use of land as glamping site including 3no. eco friendly glamping pods, utility building, creation of car parking area and associated landscaping
Location:	Land at 8 Bourne Road, Folkingham
Applicant:	Sarah Neale
Agent:	Mr Trevor Briggs, Plots and Plans Go Eco Ltd
Application Type:	Full Planning Permission
Reason for Referral to Committee:	Ward Councillor Call In, Councillor Murray Turner Drainage impacts and existing flooding issues, impacts to nearby Conservation Area, site access and potential for future growth that could have further adverse impacts
Key Issues:	Impacts on the character of the area Impacts on others' private amenity Heritage Impact Highway safety/parking Drainage/flood risk
Technical Documents:	Infiltration testing report (undertaken September 2025) Noise Impact Assessment (undertaken January 2026) Site Management Plan by Sarah Neal dated September 2025 BNG Metric completed (completed August 2025)

#### Report Author

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**Corporate Priority:**

**Growth**

**Decision type:**

**Regulatory**

**Wards:**

**Toller**

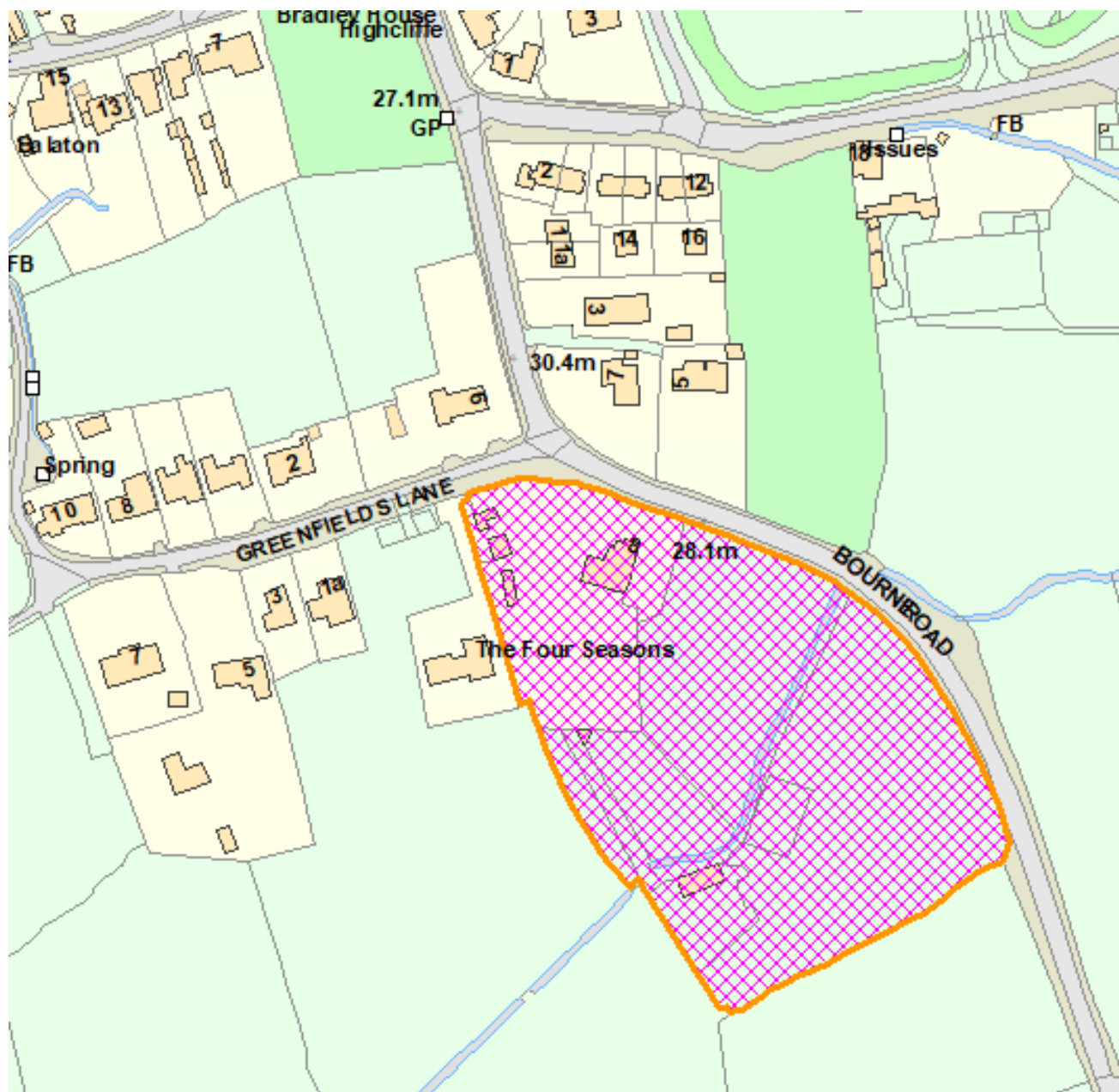
**Reviewed by:**

Adam Murray – Principal Development Management Planner

6 May 2026

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

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



## **1 Description of Site**

- 1.1 The application site comprises approximately 18,170sqm of grassland. The site is situated to the rear of No.8 Bourne Road which is located to the south of the village of Folkingham. The land is within the ownership of the occupiers of No.8 Bourne Road (residential dwelling) and is accessed from Bourne Road, via Greenfields Lane. The site is currently occupied by a timber frame garage that houses a tractor and lawnmower. The land is currently largely unused and not in use for agricultural purposes. To the west of the site are neighbouring residential dwellings, to closest of which is The Four Seasons which is a detached dwellinghouse which shares a common boundary with the application site.

## **2 Description of Proposal**

- 2.1 This application is for the change of use of grass land to be used as a glamping site including construction of 3no. glamping pods, utility building, creation of car parking area and associated landscaping.

## **3 Relevant History**

- 3.1 No relevant history

## **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 SP5 'Development in the Open Countryside'

Policy SB1 'Sustainable Building'

Policy DE1 'Promoting Good Design'

Policy ID2 'Transport and Strategic Transport Infrastructure'

Policy EN6 'The Historic Environment#'

Policy E7 'Rural Economy'

Policy E9 'Visitor Economy'

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

Chapter 2 'Achieving sustainable development'

Chapter 4 'Decision Making'

Chapter 6 'Building a strong, competitive economy'

Chapter 9 'Promoting sustainable transport'

Chapter 11 'Making effective use of land'

Chapter 12 'Achieving well-designed places'

Chapter 14 'Meeting the challenge of climate change, flooding and coastal change'

Chapter 15 'Conserving and enhancing the natural environment'

Chapter 16 'Conserving and enhancing the historic environment'

### **4.3 Supplementary Planning Document:**

## **5 Planning Consultation Responses Received**

### **5.1 Anglian Water Services**

5.1.1 No objections received.

### **5.2 Conservation Officer (SKDC)**

5.2.1 The application site is situated to the south of the village of Folkingham bordered by the A15 Bourne Road to the east and north, and Greenfields Lane to the north west. The Folkingham Conservation Area is situated to the north of the site and covers the Market Place, Folkingham Castle a Scheduled Monument (NHLE 1005021), Church of St Andrew a Grade I listed building (NHLE 1062733), West Street and Chapel Lane. As such, there is the potential for the proposed works to impact upon these heritage assets, any such impact would need to be weighed against the public benefits of the proposed works (NPPF 215).

5.2.2 This is a revision of the previous proposal of 8No glamping pods, reducing the proposal down to 3No glamping pods, set along the south-western boundary of the site. The site historically comprised a large orchard, bound by the water course. This orchard had been removed in the course of the second half of the 20th century. The plan provided makes an indication that some trees may be planted fronting the glamping site. Laurels, ornamental fruit trees and native hedgerows are proposed, albeit the location of any of these is unclear; it may be advised to focus on the orchard aspect within the site. The structures in principle are of moderate scale, but as the landscaping is unclear, it is not possible to ascertain how much of these structures would be visible.

5.2.3 The reduction of pods likely reduced the potential visual impacts upon the conservation area and adjacent heritage assets, however a clear determination of this cannot be made without a detailed landscaping plan, which should also make note of the undulation of the landscape.

### **5.3 Environment Agency**

5.3.1 Environment Agency does not wish to make any comments on this application.

### **5.4 Environmental Protection Services**

5.4.1 I have reviewed the site plan submitted in relation to the proposed glamping site, and I note that the bin store and car park are positioned adjacent to an existing residential property. Without appropriate mitigation and site management, this layout has the potential to result in odour and noise nuisance affecting neighbouring residents.

5.4.2 Here are some things to consider:

5.4.3 Boundary Treatment Could the applicant clarify what currently forms the boundary between the residential property and the proposed site? It may be beneficial to install an acoustic fence or similar physical barrier to help reduce noise from vehicle movements, conversations, and general activity near the boundary.

#### 5.4.4 Waste Management

- Bins should be kept securely closed at all times and located in a covered, ventilated, and enclosed storage area.
- Waste should be collected frequently to avoid odour issues, particularly during warmer months when occupancy levels may be higher.

#### 5.4.5 Car Park

- Consideration should be given to the potential for disturbance from vehicle movements, particularly at night.
- The applicant should implement a site-wide speed limit, restrict engine idling, and discourage excessive engine revving or playing music from cars.
- It may also be appropriate to introduce time restrictions for vehicle access or a managed parking policy after certain hours.

#### 5.4.6 Noise and Site Supervision

- Clear restrictions on the use of amplified music should be imposed. This could include:
  - Prohibiting outdoor amplified music entirely,
  - Limiting its use to specific hours (e.g. 10:00–21:00).

Details should be provided on how the site will be supervised or managed to prevent noise nuisance from glamping pod occupants, particularly in the evening.

The Environmental Protection Act 1990 may apply if noise from guests or music becomes a statutory nuisance. While the World Health Organisation defines nighttime as 23:00–07:00, cumulative noise from multiple occupied pods may give rise to complaints even before these hours.

#### 5.4.7 Check-In Times

- It would be helpful to clarify the latest check-in time allowed, as late arrivals and associated car movements could disturb nearby residents during the evening or night.

#### 5.4.8 Open Fires / Smoke and Odour

- If the use of fire pits or open fires is proposed, the applicant should set out how they will: Ensure only clean, dry wood or authorised fuel is used,
- Provide appropriate kindling or fuel (potentially sold on site),
- Prohibit the burning of waste or unsuitable materials.

This would help reduce the risk of smoke and odour nuisance.

5.5 Construction work : To minimise noise impacts on the existing residential dwellings, it is recommended that construction work shall only be carried out between the hours of 7:30 am to 6:00 pm Monday to Friday and 9:00 am to 1:00 pm on a Saturday. Construction work shall not be carried out on Sundays or Public Holidays.

5.6 I appreciate that not all of these points may be enforceable through planning conditions. However, where planning conditions are not appropriate, many of these matters may be more suitably addressed through the site licence (required under the Caravan Sites and Control of Development Act 1960), which the applicant will need to obtain separately from the local authority.

#### 5.7 **Folkingham Parish Council**

5.7.1 Folkingham Parish Council have several concerns regarding this application, which equate to an objection:

- 5.7.2 1) It creates a precedent for tourist-related development on rural land to the south of Folkingham and would provide a potential green light for further projects leading to the destruction of historic features (medieval ridge and furrow in adjacent fields which now have tarmacked vehicle access) and key rural views to the village centre from the south.
- 5.7.3 2) The site access is onto a narrow country lane very close to its junction with the 415 and right on a dangerous right-angle bend. This generates safety concerns from increase in traffic and vehicles manoeuvring in this area.
- 5.7.4 3) The development is in a medium food risk area, being sited close to one of the feeder streams for the Ouse. This suggests the site is not suited for development as it could be at risk of surface water flooding as well as flooding from the feeder streams
- 5.7.5 4) The proposal will have an inevitable environmental impact in relation to waste and sewerage/drainage and noise which will have an impact on local residents. There are no firm details on the sewage and wastewater and the car parking and bin store are very close to the adjacent property, which will cause noise pollution and potentially light pollution.
- 5.7.6 Addendum: The position of Folkingham Parish Council remains the same after these conditions. We support the objections made by residents in the vicinity and to the urbanisation of this rural area, which has the potential to expand. We also support the conservation officer's concerns. The application makes reference to multiple types of holiday type homes, which is also a cause for concern.

## 5.8 **Heritage Lincolnshire**

- 5.8.1 We have no archaeological comment in respect of the above application.

## 5.9 **Lincolnshire County Council - Highways & SuDS**

### 5.9.1 **Lead Flood Authority – Drainage Matters**

- 5.9.2 Insufficient information has been provided to demonstrate that the use of sustainable drainage systems for the management of surface water run-off is inappropriate for this site in accordance with the National Planning Policy Framework.
- 5.9.3 Risk of Surface Water Flooding Environment Agency surface water flood risk maps demonstrate the risk of surface water flooding the proposed development has not adequately addressed this risk. Insufficient evidence has been provided to demonstrate that the site can effectively manage surface water runoff without increasing flood risk on-site or elsewhere. The proposal therefore fails to demonstrate compliance with national and local policies relating to flood risk and sustainable drainage.
- 5.9.4 Lack of Adequate Testing and Supporting Information The application is not supported by sufficient technical evidence to fully assess the suitability of the proposed drainage strategy. In particular, there is a lack of ground water monitoring and evidence of the ground water table necessary to demonstrate that the proposed system would operate effectively.
- 5.9.5 Infiltration and Ground Conditions Concerns The applicant has not provided adequate infiltration testing results in accordance with recognised standards to demonstrate that the ground conditions are suitable for infiltration based drainage solutions.
- 5.9.6 However, should the Local Planning Authority be minded to grant planning permission, the Highway Authority recommend that the below conditions be applied:

5.9.7 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.

#### 5.9.8 **Local Highway Authority – Highways Safety/Capacity**

5.9.9 The development proposal does not pose any specific highway safety risks, access position affords suitable visibility in both directions and provides safe access for both vehicles and pedestrians. Access will require designing and constructing to highway authority adoptable standards.

#### 5.9.10 **Highway Capacity**

There is no precise definition of "severe" with regards to NPPF Paragraph 116, which advises that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." Planning Inspector's decisions regarding severity are specific to the locations of each proposal, but have common considerations:

- The highway network is over-capacity, usually for period extending beyond the peak hours;
- The level of provision of alternative transport modes
- Whether the level of queuing on the network causes safety issues In view of these criteria, the Highway Authority does not consider that this proposal would result in a severe impact with regard to NPPF.

A travel plan is not required for a site of this size.

5.9.11 Should the Local Planning Authority be minded to grant planning permission, the Highway Authority recommend that the below conditions be applied:

- 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 and
- 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.

#### 5.10 **Lincolnshire Fire and Rescue**

5.10.1 The Fire Authority object to the application on the grounds of inadequate access. It is the opinion of the Fire Authority that in order to remove the objection the following measures are required.

5.10.2 **ACCESS** : Access to buildings for fire appliances and fire fighters must meet with the requirements specified in Building Regulations 2010 (As Amended) Part B5. Particular attention should be given to Table 15.2. These requirements may be satisfied with other equivalent standards relating to access for firefighting, in which case those standards should be quoted in correspondence.

5.10.3 Lincolnshire Fire and Rescue also requires a minimum carrying capacity for hard standing for pumping appliances of 18 tonnes, not 12.5 tonnes as detailed in the Building Regulations 2010 (As Amended) Part B5.

#### 5.11 **Lincolnshire Wildlife Trust**

5.11.1 Lincolnshire Wildlife Trust wishes to remove its holding objection to the above planning application. We are pleased to see that the applicant has now submitted plans for on-site biodiversity net gain in habitat, hedgerow, and watercourse units, along with a satisfactory Habitat Management and Monitoring Plan (HMMP)

## **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 16 letters of representation have been received, and the comments are summarised as follows:

1. Concerns with long term environmental impact to existing ecology and habitat, utilities and services (water, sewage electricity, waste management)
2. Visual intrusion, development would compromise visual character of the area and nearby conservation sites. The structures are a significant size and out of character.
3. Over development and precedent, future cumulative impact of traffic, noise and land pressure
4. Urbanisation, introduces urban infrastructure such as roads, lighting, signage to a rural place, risk of over-tourism Folkingham is only a small village with a single village shop and pub.
5. Traffic safety concerns, exit from site is poorly located on a bend and increased movements would result in increased road safety risks, narrow roads are unsuitable for increased vehicular traffic
6. Increased risk to local flooding (surface water and fluvial flooding) - introduction of impermeable surfaces increasing surface water runoff. Over past 10 years there have been incidences of flooding in the area - most recently January 2025.
7. The pods would result in a minimal local economic benefit, no local need in the area for camp sites, there is already a campsite operating in the village.
8. There is local opposition to the proposal, concerns include noise, quality of life, pollution, light pollution, increased activity and loss of privacy and possible overlooking - especially impacting immediate neighbours' residential amenities.
9. Proposal is contrary to Local Development Plan and the NPPF.
10. Placement of bins adjacent to neighbouring property boundary poses environmental and hygiene concerns including attraction of vermin.
11. EV charging stations adjacent neighbouring boundary are close to LPG tank - the stations needs to be 10 metres apart from the LPG tank - fire safety concerns.
12. Adjacent site contains a public footpath and watercourse running through site - concern regarding possible contamination of watercourse and public footpath (for surface and sewage water).
13. Neighbouring occupiers have concerns regarding the use of security cameras

14. Proximity of site to ridge and furrow in field patterns in locality

## **7 Evaluation**

### **7.1 Principle of Development**

- 7.1.1 Folkingham is classed as a Smaller Village within the settlement hierarchy, however the site is separated from the main built-up part of the settlement sufficiently for the land to be considered as being within open countryside. In relation to developments outside the main towns and sustainable villages, Policy SP5 (Development in the Open Countryside) states: Development in the open countryside will be limited 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 will be supported: a. agriculture, forestry, or equine development. b. rural diversification projects. c. replacement dwellings (one for one basis) or. d, e & f conversion of existing buildings.
- 7.1.2 Policy E7 (Rural Economy) states that proposals for farming, forestry, equine, rural enterprise and sports and recreation (amongst others) business schemes will be supported, provided that it is demonstrated that the business will help to support or regenerate the rural economy. Proposals must demonstrate that they meet all of the following criteria:
- a) be of a scale appropriate to the rural location.
  - b) be for a use(s) which is(are) appropriate or necessary in a rural location, providing local employment opportunities which make a positive contribution to supporting the rural economy.
  - c) the use / development respects the character and appearance of the local landscape, having particular regard to the Landscape Character Assessment, and will not negatively impact on existing neighbouring uses through noise, traffic, light, and pollution impacts;
  - d) avoid harm to areas, features or species which are important for wildlife, biodiversity, natural, cultural, or historic assets, including their wider settings.
- 7.1.3 Further on rural economy, the NPPF Section 6: Building a strong, competitive economy, Para 88 provides that: Planning policies and decisions should enable:
- a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings.
  - b) the development and diversification of agricultural and other land-based rural businesses.
  - c) sustainable rural tourism and leisure development which respect the character of the countryside; and
  - d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses, and places of worship.
- 7.1.4 The proposed use is considered to be a land-based rural business project that would also be considered to be a sustainable outdoor leisure facility. The use would be expected to respect the character and appearance of the area (subject to details) contributing positively to the economic growth of the rural area.
- 7.1.5 In addition, Policy E9: Visitor Economy identifies that proposals for the development of the local visitor economy will be supported where they:

- a) Allow provision for visitors which is appropriate in use and character to South Kesteven's settlements and maintains the quality of the countryside and the natural environment;
- b) Enhance existing tourist and visitor facilities; aid the retention and / or enhancement of existing overnight accommodation and the provision of new overnight accommodation;
- c) Allow new tourism provision and initiatives where these would also benefit local communities and support the local economy; and
- d) Allow new tourism development of an appropriate scale and use which utilises existing historic buildings in the countryside whilst respecting their character.

In all cases proposals should be of a scale appropriate to the setting of the area.

- 7.1.6 Proposals which generate high levels of visitor traffic or increased public use of tourist facilities should only be permitted within or on the edge of the towns and Larger Villages, or where they can be easily accessed by public transport, foot and cycle. The proposed development scheme would result in the delivery of new overnight accommodation, and as such would accord with criteria (b). However, as detailed above, all proposals are required to be of a scale appropriate to the setting of the area. In this respect, the proposed development would be situated just outside of the village Folkingham, which is identified as
- 7.1.7 In considering the scale of the development, the proposal is not considered to be large in scale, given the size of the site, with the provision of 3no. glamping pods to be sited over an extended period of time as the business establishes itself.
- 7.1.8 By way of demonstrating how to reduce vehicular movements to a minimum, the applicants have stated that "the business will be aimed at professional people and seniors who are keen to stay on site and enjoy the quiet environment and in addition make use of the local village shop and pub." The expected level of visitor traffic generated, with the maximum of 3 glamping pods, is not expected to be exceptionally high.
- 7.1.9 However, in addition clear consideration is given to the potential level of visitor traffic generated by the development, as well as the visual impact on the development in relevant sections of the report that follow.
- 7.1.10 Taking the above into account, the principle of the proposed leisure use is broadly acceptable and in accordance with Policies SD1, SP1; SP2, SP5, E7, and E9 of the SKLP and Sections 6 and the NPPF. Specific environmental and technical issues, which support this conclusion, are discussed in detail in the following sections below. Accordingly, it is considered that the proposal would be in accordance with the above local and national policies and would therefore be acceptable in principle.

## 7.2 **Impact on the Character of the Area**

- 7.2.1 The proposed holiday use is low intensity, proposing 3no. glamping units and 1no. purpose-built utility building on a relatively large, spacious site.
- 7.2.2 The units are all proposed to be the same in size and design, each measuring approximately 3.6m x 7.6m. The proposed layout, as amended, shows that the glamping Plots 1 - 3 would be located in a linear form along the western edge of the site. The utility building, bin store and car parking area would be located along the western edge but sited on a northern section of the site closest to the existing entrance to the site. A new laurel hedge is proposed to be sited along the common boundary with the neighbouring dwelling, next to the visitor parking area. The access way around the site would be gravel, however pop-up-bollards would restrict vehicular movements around the site to specific times.

Planting and landscaping are proposed throughout the site, although precise details are limited at this stage.

7.2.3 The land is unused grassland and the site is largely screened from view. The South Kesteven Landscape Character Assessment (adopted 2007) states that Folkingham falls within the Kesteven Uplands Character Area which defines some of the key characteristics as "relatively unified, simple, medium scale agricultural landscape, undulating landform bases around valleys of the River Witham and East and West Glen and Welland to the South, enclosed mostly by hedgerows, with hedgerow trees". When travelling along Bourne Road (to the east) or Greenfields Lane (to the north), the site is well screened as it is located behind dense hedgerow and existing vegetation. From adjacent land to the west, there is a public footpath where glimpses of the site are possible. The site is also partially visible from neighbouring private land to the west through gaps in the hedge and tree line. The proposed development proposes a change of use of the land to a campsite, which is considered to be a suitable low-impact development in a rural location such as this. The proposed built form would undoubtedly have an impact on the rural character of site, even if it is screened from view.

7.2.4 It is the officer's assessment that the potential impact can be lessened by the design of the built form and mitigated further by a robust landscape strategy. The 3no. pods are proposed to be a maximum of 2.6m in height and the utility building would be approximately 4.7m in height. Furthermore, they would have to be timber clad. The buildings are not considered to be excessive in scale, and the height and design are not dissimilar to stable buildings or field shelters that are commonly found in rural locations, although it is recognised that the manner in which they would be used would be different. The choice of materials would ensure their assimilation into the site in addition to a suitable landscaping strategy, to include details of new planting and means of enclosure around each pod and within the site as a whole. It is considered that it would be reasonable to request these details by way of an appropriately worded condition, and for the details to be submitted and approved by the LPA prior to occupation/use of the first pod. It is also considered important that all existing boundary hedging is retained, and where necessary gapped up or replaced and this could detail could also be secured by condition.

7.2.5 Taking the above into account, it is considered that by virtue of the design, and nature of the use, the proposal would be acceptable. The proposed development would not cause an adverse impact to the rural character or appearance of the area. The proposal would therefore not cause an adverse impact on the character of the area in accordance with Policy DE1 of the Local Plan, and the NPPF Section 12..

### 7.3 **Impact on the Folkingham Conservation Area**

7.3.1 In assessing the impact of the development on the character of the area, Folkingham village falls within the designated Conservation Area (CA) whereby the Council has a statutory duty under Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the Act) to pay special attention to the desirability of preserving or enhancing the character or appearance of the area.

7.3.2 Policy EN6 of the SKLP states that: The Council will seek to protect and enhance heritage assets and their settings in keeping with the policies in the National Planning Policy Framework. Development that is likely to cause harm to the significance of a heritage asset or its setting will only be granted permission where the public benefits of the proposal outweigh the potential harm. Proposals which would conserve or enhance the significance

of the asset shall be considered favourably. Substantial harm or total loss will be resisted. Proposals will be expected to take Conservation Area Appraisals into account, where these have been adopted by the Council.

- 7.3.3 The application site is situated to the south of the village of Folkingham bordered by the A15 Bourne Road to the east and north, and Greenfields Lane to the northwest. The Folkingham Conservation Area is situated to the north of the site and covers the Market Place, Folkingham Castle a Scheduled Monument (NHLE 1005021), Church of St Andrew a Grade I listed building (NHLE 1062733), West Street and Chapel Lane. As such, there is the potential for the proposed works to impact upon these heritage assets, any such impact would need to be weighed against the public benefits of the proposed works (NPPF 215).
- 7.3.4 SKDC's Conservation Officer has stated that "The site historically comprised a large orchard, bound by the water course. This orchard had been removed in the course of the second half of the 20th century. The plan provided makes an indication that some trees may be planted fronting the glamping site. Laurels, ornamental fruit trees and native hedgerows are proposed, albeit the location of any of these is unclear; it may be advised to focus on the orchard aspect within the site. The structures in principle are of moderate scale, but as the landscaping is unclear, it is not possible to ascertain how much of these structures would be visible. The reduction of pods likely reduced the potential visual impacts upon the conservation area and adjacent heritage assets, however a clear determination of this cannot be made without a detailed landscaping plan, which should also make note of the undulation of the landscape."
- 7.3.5 It is the Officers assessment that whilst the site does not fall directly within the designated Conservation Area it is recognised that there is potential for the development to potentially impact the setting of the Conservation Area. The Folkingham Conservation Areas Appraisal states that the spatial character and townscape quality [of the Conservation Area] is informed by the four approaches to the Conservation Area, one of them being the southern approach along Bourne Road which offers long views of the village from the brow of the hill, where the church dominates the village from this vantage point in terms of scale, positioning and materials.
- 7.3.6 Where a development will lead to less than substantial harm to the significance of a designated heritage asset, the harm should be weighed against the public benefits of the proposal. Whilst the Conservation Officer does not specifically identify harm to the significance of the Conservation Area, it is recognised that there is insufficient information regarding landscaping to quantify a level of harm. It is considered that the principle of a change of use of the site to a camping site in this location is acceptable. The choice of materials would ensure the assimilation of the pods into the site in addition to a suitable landscaping strategy, to include details of new planting and means of enclosure around each pod and within the site as a whole. It is considered that it would be reasonable to request these details by way of an appropriately worded condition, and for the details to be submitted and approved by the LPA prior to occupation/use of the first pod, in order to ensure that the setting of Folkingham Conservation Area would not be harmed. It is also considered important that all existing boundary hedging is retained, and where necessary gapped up or replaced and this could detail could also be secured by condition. Precise details of planting and future landscape maintenance and management should be included within the landscape strategy. As such, subject to the imposition of conditions for the proposed landscaping details and implementation, it is the Case Officer's assessment that

the proposed development would not result in harm to the setting or significance of the Conservation Area or any listed buildings.

7.3.7 Taking into account the above matters it is considered that the proposed development would accord with local plan policy EN6 and NPPF Section 16 particularly if the development was to be undertaken in accordance with the submitted layout plan and subject to appropriate landscaping conditions.

#### 7.4 **Impact on Residential Amenity**

7.4.1 The nearest residential property to the proposal is the applicant's property and existing dwelling (Four Seasons) located to the west of the application site. There are concerns that this particular neighbours' residential amenities will be impacted by the proposed development. The proposed change of use of the land will undoubtedly have some impact, as its use would result in more comings and goings from the site and a change in the way the site is currently used.

7.4.2 In respect of noise and disturbance, the Applicants provided a Noise Assessment report, prepared in January 2026. The Noise Consultants were commissioned to undertake a noise impact survey and assessment for the proposed holiday lodges. The survey was undertaken in accordance with BS8233 as a new development within a designated area. BS3632:2023 was also considered as this standard covers residential park homes, which is the closest legislation that provides guidelines for the holiday-let industry.

7.4.3 As a baseline, sound level meters were installed at the site in order to ascertain existing background noise levels generated by existing sources and the measurements were taken by a fully qualified engineer. Modelling software was then used to predict the noise impact across the entirety of the existing site for the proposed holiday lets (using the proposed layout plan). The predictions were made on a completed site with mixed soft and hard ground across the site. The reports states that "the current model does not include any form of wooden fencing separating the pods/cabins etc, and between the road and the dwellings on the East boundary. Any additional fencing added to the site close to the pods may reduce the noise impact further than has been predicted within this report."

7.4.4 "The report concludes that the proposed development will be suitable in accordance with the BS8233:2014 and BS3263:2023 providing the suggested mitigation measures are put into place. The site itself is not expected to generate any significant noise levels as it (in the current planned format) does not contain:

- o Industrial noise sources (ASHPs, AC Units, Generators etc)

- o Clubhouse/social hub building is planned which may contain music, alcohol serving and gathering of guests

- o Noise generating site activities."

7.4.5 Further to this a Noise Management Plans has been submitted which states that site rules will be in place for guests setting out a clear 'quiets hours' policy, staff manager presence, acoustic barriers including hedging and fencing, ban on larger speakers/amplified music, limiting check-in/check-out times, providing acoustic boundary along neighbours boundary, outdoor seating and fire pits within privacy fenced areas for each holiday lodge, daytime hours for deliveries, hot tub/water pumps - use of low-noise pumps and restrict hours of use and pets on site.

- 7.4.6 It is proposed to store refuse in an allocated bin storage area next to the utility shed located adjacent to the western boundary and the allocated car parking area. The EV charging points will be located a minimum of 10m from the LPG tank.
- 7.4.7 Further to this the 'glamping units', and utility building will be partially visible from the neighbour's point of view. It is however considered that the glamping units themselves will be some distance from the neighbouring boundary so as to avoid direct overlooking or loss of privacy to their primary living space or private amenity space.
- 7.4.8 It is acknowledged however that the proposed holiday accommodation would result in a small increase in the number of vehicles visiting the site, and there will be an area of parking provision.
- 7.4.9 Taking into account the nature of the proposal, scale and design, it is considered that there would be no significant or unacceptable impact on the residential amenities of the host property or any future occupiers of the host property, and it is therefore considered that the proposal is in accordance with Policy DE1 of the Local Plan and Part 12 of the NPPF.

## 7.5 **Highway Safety**

- 7.5.1 Lincolnshire County Council as the Local Highway Authority have commented that the development does not pose any specific highway safety risks, access positions afford suitable visibility in both directions and provides safe access for both vehicles and pedestrians. Access will require designing and construction to highway authority adoptable standards. With regard to highway capacity, LCC have commented that there is no precise definition of "severe" with regards to NPPF Paragraph 116, which advises that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." Planning Inspector's decisions regarding severity are specific to the locations of each proposal, but have common considerations:
- The highway network is over-capacity, usually for period extending beyond the peak hours
  - The level of provision of alternative transport modes
  - Whether the level of queuing on the network causes safety issues
- In view of these criteria, the Highways and Lead Local Flood Authority does not consider that this proposal would result in a severe impact with regard to NPPF.
- 7.5.2 The development, if approved, would require the improvement of the existing access to a bound material within the extents of the public highway. Whilst LCC have requested a suitably worded condition could be imposed requiring the applicant to submit details demonstrating access improvements, these technical details will be required to be submitted and approved by LCC under Section 278 of the Highways Act and so a Planning condition would be unnecessary.
- 7.5.3 The proposal would retain adequate access, parking and turning facilities and would not have an unacceptable adverse impact on highway safety in accordance with the NPPF Section 9, subject to conditions.

## 7.6 **Drainage and Flooding**

- 7.6.1 Policy EN5: Water Environment and Flood Risk Management states that all development must avoid increasing flood risk. Surface Water should be managed effectively on site through the use of Sustainable Drainage Systems (SuDS) unless it is demonstrated to be technically unfeasible.

- 7.6.2 Section 14 of the NPPF states that inappropriate development in areas of flooding should be avoided by directing development away from areas of highest risk.
- 7.6.3 The application is site located within Environment Agency (EA) Flood Zones 1 which means that the land has a low probability of flooding from rivers.
- 7.6.4 Several comments have been received from local residents concerned about surface water drainage and the capacity for further foul water drainage within the village
- 7.6.5 Lincolnshire County Council as Local Lead Flood Authority have commented that the Environment Agency surface water flood risk maps demonstrate the risk of surface water flooding at the site and that insufficient evidence has been provided to demonstrate that the site can effectively manage surface water runoff without increasing flood risk on site or elsewhere. Furthermore, insufficient technical evidence and infiltration testing results to fully assess the suitability of the proposed drainage strategy have been submitted. However, should the Local Planning Authority be minded to grant planning permission, the Lead Flood Authority recommended that conditions and informative should be applied, in order to mitigate flood risks.
- 7.6.6 In respect of the above, the Case Officer notes that the applicant has undertaken a programme of infiltration testing, which indicates that the site is capable of infiltration. The Lead Local Flood Authority have not identified any concerns with the methodology of the infiltration testing undertaken but have indicated that further testing would be required to be satisfied as to the reliability of the findings. In this respect, it is the Case Officer's assessment that the imposition of a condition requiring the completion of further testing and the submission of the final surface water drainage strategy would adequately address this concern.
- 7.6.7 Regulations for surface water and foul drainage are primarily covered under Approved Document H: Drainage and Waste Disposal under the Building Regulations 2010. Within the regulations it sets out the expected sustainable hierarchy for surface and foul water drainage for all development, which prioritises sustainable drainage methods. Meaning that foul water must connect to a public sewer as a first option, using only private treatment (package treatment plants) only if a public sewer is unavailable. Similarly, surface water treatment would be expected to be follow the hierarchy of infiltration systems in the first instance (including use of soakaways), if that's not possible then by discharge to a watercourse (which requires approval) or connection to a surface water sewer.
- 7.6.8 This hierarchy is in line with Policy EN5 of the SKLP which requires Surface water should be managed effectively on site through the use of Sustainable Drainage Systems (SuDs) unless it is demonstrated to be technically unfeasible. All planning applications should be accompanied by a statement of how surface water is to be managed and in particular where it is to be discharged. Surface water connections to the public sewage network should only be made in exceptional circumstances. On-site attenuation and infiltration will be required as part of any new development wherever possible. Opportunities must be sought to achieve multiple benefits, for example through green infrastructure provision and biodiversity enhancements in addition to their drainage function.
- 7.6.9 The application form states that foul sewage would be disposed of by way of septic tanks and package treatment plants and that surface water would be disposed of by SuDs (rainwater harvesting butts, permeable paving and a swale which will attenuate 14.1m<sup>3</sup> prior to infiltrating to ground, subject to site investigation.

- 7.6.10 Anglian Water Services (AWS) have been consulted and have not objected to the proposal as the proposal as the drainage system does not directly or indirectly involve the discharge of water into a watercourse.
- 7.6.11 Given the above, it is the Officer's assessment that the drainage is proposed to be in accordance with the requirements of Policy EN5 of the SKLP and that further details can be adequately addressed by way of a suitably worded conditions requiring a Construction Management Plan and Method Statement and Surface Water Drainage Scheme to be submitted and approved in writing by the LPA prior to occupation, and through Building Regulations should the application to be recommended for approval. The proposal is acceptable, in principle and is in accordance with Policies ID2 and EN5 of the South Kesteven Local Plan and Sections 9 and 14 of the NPPF.

## 7.7 **Ecology and Biodiversity**

- 7.7.1 Policy EN2 (Protecting Biodiversity and Geodiversity) identifies that the Council will seek to facilitate the conservation, enhancement and promotion of the District's biodiversity and geological interest of the natural environment. This includes seeking to enhance ecological networks and seeking to deliver a net gain on all proposals where possible.
- 7.7.2 Further, Section 7A of the Town and Country Planning Act 1990 (as amended by the Environment Act 2021), imposes a statutory obligation for all planning permissions granted to deliver a minimum 10% biodiversity net gain, which is to be measured using the DEFRA biodiversity metric. The requirement to deliver this 10% net gain is to be secured via a statutory pre-commencement condition attached to all planning permissions.
- 7.7.3 The application is accompanied by a BNG Baseline Report and completed BNG metric. The completed metric indicates that the on-site baseline comprises 2.13 area habitat units, 1.01 hedgerow units and 0.03 watercourse units. To achieve the required 10% on-site gain an additional 0.22 habitat unit, 0.17 hedgerow units and 0.02 watercourse units would be required to be created at the site. The Lincolnshire Wildlife Trust has not objected to the proposed development. Policy EN2 and the NPPF para 193 require developers to follow a biodiversity hierarchy seeking first to avoid harm, then mitigate and as a last resort compensate. Similarly, in relation to all onsite habitats which are adversely affected by the development, the BNG hierarchy requires that adverse effect should be compensated by prioritising in order, where possible, the enhancement of existing onsite habitats, creation of new onsite habitats, allocation of registered offsite gains and finally the purchase of biodiversity credits.
- 7.7.4 In this instance, the site appears to be large enough to enhance on-site habitats. Therefore, it is considered that the scheme could be compliant with Policy EN2 and the NPPF para 193, as well as the statutory requirements of BNG, however this has not been fully demonstrated through this application, and it is not clear what affect full compliance would have on the proposed number of log cabins.
- 7.7.5 Should the application be recommended for approval then the statutory planning condition would require the submission of a completed Habitat Management and Monitoring Plan (the HMMP)], prepared in accordance with the approved Biodiversity Gain Plan, which would be approved prior to commencement of works on site.

## 7.8 **Other Matters**

- 7.8.1 Lincolnshire Fire and Rescue have objected to the proposal on the grounds of inadequate access. Fire Safety Regulations are controlled under The Building Regulations, Approved

Document B5: Fire Safety and therefore it is not reasonable or necessary to require details of access for firefighting by way of a planning condition.

## **8 Crime and Disorder**

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

## **9 Human Rights Implications**

9.1.1 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**

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

10.1.2 The current proposal is for full planning application which seeks permission for the change of use of grassland as a glamping site including 3no. ecofriendly glamping pods, utility building, creation of car parking area and associated landscaping.

10.1.3 Folkingham is classed as a Smaller Village within the settlement hierarchy, however the site is separated from the main built-up part of the settlement sufficiently for the land to be considered as being within open countryside. In relation to developments outside the main towns and sustainable villages, Policy SP5 (Development in the Open Countryside) states: Development in the open countryside will be limited 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 will be supported: a. agriculture, forestry, or equine development. b. rural diversification projects. c. replacement dwellings (one for one basis) or. d, e & f conversion of existing buildings

10.1.4 The use of the land as a glamping site in this countryside location, is considered to be acceptable in line with criteria b. of SKLP Policy SP5, as the use is considered to be a rural diversification project, which is a suitable use to being located outside of the existing built form of a settlement. The proposal is for 3no. glamping units on a relatively large site, as such the proposal has been assessed against Policy E7: Rural Economy where proposals for small tourism business schemes will be supported providing that the proposal is appropriate to the rural location and providing that the development respect the character and appearance of the local landscape, avoids harm to wildlife and biodiversity and that proposal which generate high levels of visitor traffic or increased public use will only be permitted within or on the edge of towns or larger villages. The proposal has also been assessed against other relevant SKLP Policies, DE1, EN5 and ID2. Subject to appropriate conditions it is not expected that the proposed use of the site, at the scale proposed and in its screened location would result in a negative impact to local distinctiveness, vernacular or the character of the area. Appropriate mitigation measures have been proposed so as to ensure there would be no adverse impact on the amenity of neighbours in terms of noise, light pollution, loss of privacy or loss of light. Furthermore, the proposal would not be located in an area where there is a high risk of flooding from main rivers and is not expected to severely impact the highway network. Whilst there is concern regarding surface water drainage, it is considered that the impacts of the proposal could be mitigated against by the

submission of a comprehensive drainage strategy which could be secured byway of a condition.

10.1.5 It is considered that 10% BNG uplift is capable of being achieved as a result of the development and this can be secured by appropriate condition, and as such is a benefit of the proposal.

10.1.6 Taking all of the above into account, it is Officers' assessment that the application proposals would accord with the adopted Development Plan when taken as a whole, and the material considerations in this case, also indicate that planning permission should be granted; although appropriate conditions are recommended.

## **11 RECOMMENDATION**

11.1 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 the following list of approved plans:

- i. Site Location Plan received 7 January 2025
- ii. Drawing No.2024-PRO9-OFA-DR-PA-01 Rev F received 17 March 2026

Unless otherwise required by another condition of this permission.

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

### Prior to Commencement

3) 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 the habitat works 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).

- 4) 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 (including for each unit and utility/bin storage area);
  - iii. car parking layouts;
  - iv. other vehicle and pedestrian access and circulation areas;
  - v. hard surfacing materials;

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.

- 5) 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;
- o the phasing of the development to include access construction;
  - o the on-site parking of all vehicles of site operatives and visitors;
  - o the on-site loading and unloading of all plant and materials;
  - o the on-site storage of all plant and materials used in constructing the development;
  - o wheel washing facilities;
  - o the routes of construction traffic to and from the site including any off-site routes for the disposal of excavated material and;
  - o 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.

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.

- 6) Before the development hereby permitted is commenced, a surface water drainage scheme shall first have been submitted to and approved in writing by the Local Planning Authority.

The scheme shall:

- be based on verified groundwater levels and seasonal variations, as evidenced through on-site monitoring conducted over a six-month winter 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 greenfield runoff rate;
- 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.

#### During Construction

- 7) Before any of the works on the external elevations for the building(s) hereby permitted are begun, specification of the materials (including colour of any render, paintwork or colourwash) to be used in the construction of the external surfaces shall have been submitted to and approved 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.

- 8) Before any construction work above ground is commenced, details of any 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 and OS1 of the adopted South Kesteven Local Plan.

#### Prior to Occupation.

- 9) A Landscape Management Plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved by the local planning authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

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

- 10) Before any part of the development hereby permitted is occupied/brought into use, all hard landscape works shall have been carried out in accordance with the approved hard landscaping details.

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.

- 11) 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.

- 12) Before any part of the development hereby permitted is occupied/brought into use, the external surfaces shall have been completed in accordance with the approved details.

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

#### Ongoing

- 13) 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).

- 14) Notice in writing shall be given to the Council when the Habitat Management and Monitoring Plan (HMMP) works have started.

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.

- 15) The created and/or enhanced habitat specified in the approved Habitat Management Monitoring Plan [HMMP] shall be managed and maintained in accordance with 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.

- 16) Within a period of five years from the first occupation of the final unit of the development hereby permitted, any trees or plants provided as part of the approved Landscape Management Plan, 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.

- 17) The glamping site hereby permitted shall operate in accordance with the approved Site Management Plan (including Waste Management and Noise Management Plan) dated September 2025.

Reason: To prevent disturbance to the amenities of residents living in the locality and in accordance with Policies EN4 and DE1 of the adopted South Kesteven Local Plan.

18) The holiday accommodation hereby approved shall be occupied only in strict accordance with the following requirements:

i. The holiday lodges shall be occupied for holiday purposes only.

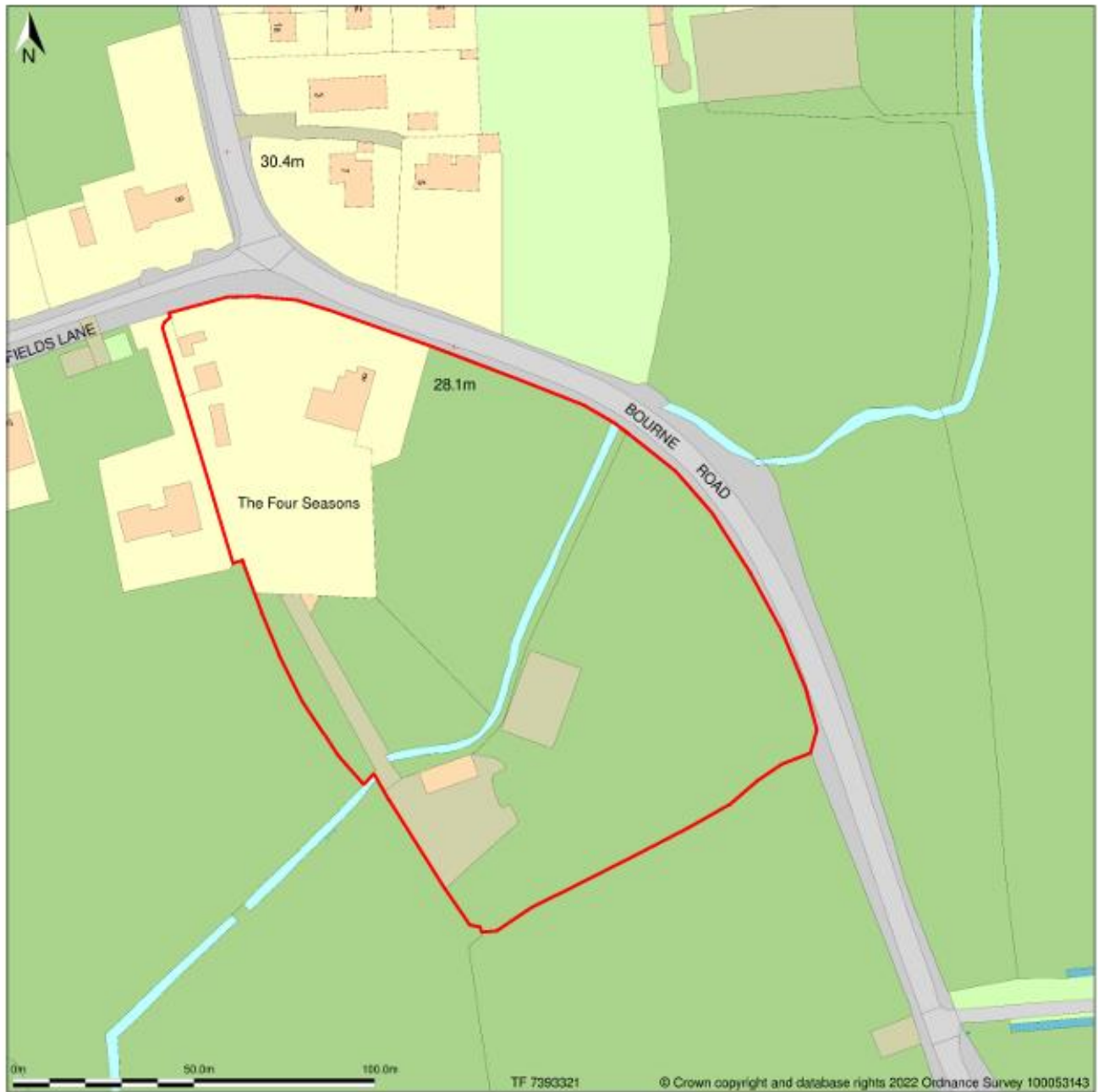
ii. The holiday lodges shall not be occupied as a person's sole, or main place of residence.

iii. A register of occupancy of the holiday lodges, to include the details of motor vehicle registration numbers, the names and addresses of all occupants and their arrival and departure dates, shall be kept by the site manager and shall be made available at all reasonable times for inspection by officers of the local planning authority".

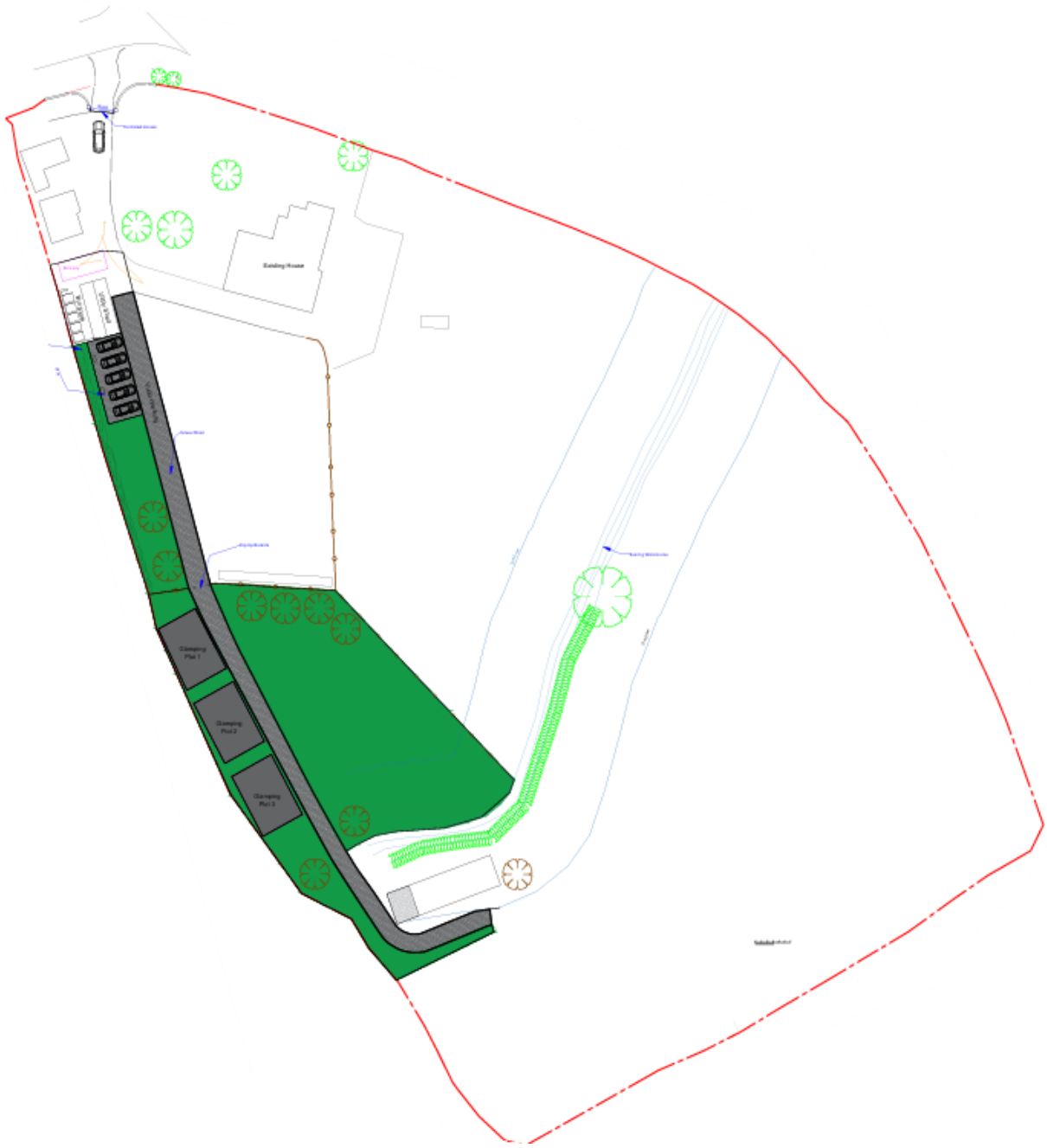
Reason: To ensure that the permitted holiday lodges are not occupied for permanent residential use having regard to the site's location outside of the main built-up area of an existing setting within the District, and the overall spatial strategy for residential development set out in Policy SP1 and SP2 of the adopted South Kesteven Local Plan.

SITE LOCATION PLAN

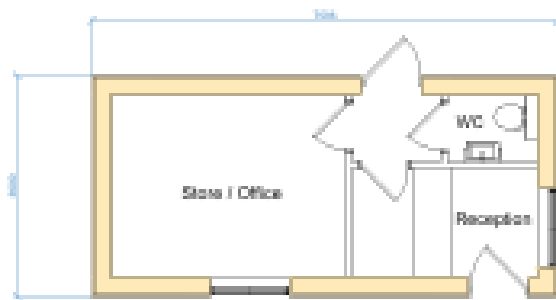
8, Bourne Road, Folkingham, Lincolnshire, NG34 0SQ



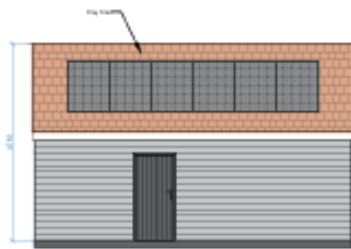
# LAYOUT PLAN



Proposed Plans – Utility Shed



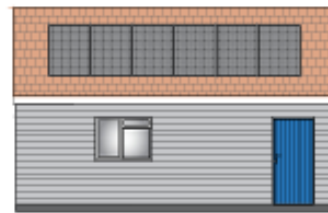
Plan Elevation  
(Utility Shed)



Rear Elevation



End Elevation



Front Elevation

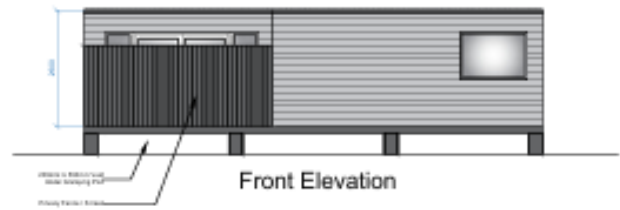


End Elevation  
(Facing Main Gate)

# Proposed Glamping



Sample Plan Elevation  
(GLP - Type Pod Unit)



Front Elevation