



**SOUTH
KESTEVEN
DISTRICT
COUNCIL**



S25/1676

Proposal:	Outline application with all matters reserved except for access for the erection of up to 270 dwellings including affordable housing, public open space, associated infrastructure, and vehicular access from West Road
Location:	Land south-west of Bourne, PE10 0LB
Applicant:	Barratt Redrow and Cooke Trustees Farming
Agent:	Miss Emily Grapes – Carter Jonas LLP
Application Type:	Outline Planning Permission
Reason for Referral to Committee:	Member call-in by Cllr Anna Kelly and Cllr Helen Crawford raising concerns in relation to road safety, the site's location outside the town and associated lack of connectivity, and the fact that the site is not currently allocated in the Local Plan.
Key Issues:	Principle of Development Character and Appearance Highways and Connectivity
Technical Documents:	Design & Access/Planning Statement Flood Risk Assessment/Drainage Strategy Preliminary Ecological Appraisal/Biodiversity Net Gain Assessment Transport Assessment/Travel Plan Tree Survey and Arboricultural Assessment Noise impact assessment/Air Quality Assessment Archaeological Assessment Landscape and Visual Impact Assessment/Landscape Statement Ground Investigation/Land Contamination Assessment Agricultural Land Classification Report

Report Author

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Corporate Priority:

Decision type:

Wards:

Recommendation (s) to the decision maker (s)

- 1. To authorise the Assistant Director – Planning & Growth to GRANT outline planning permission, subject to the completion of a Section 106 legal agreement and the conditions set out in this report.**

1 Description of Site

- 1.1 The application site is located to the south-west of Bourne. It extends to approximately 17.5 hectares and currently comprises agricultural fields.
- 1.2 The site lies to the west of Raymond Mays Way and is bounded by West Road to the north and the A6121 to the west, except at the north-western corner. Agricultural fields lie to the south and south-west.
- 1.3 To the east, beyond Raymond Mays Way, is the Elsea Park residential development.
- 1.4 A gas pipeline runs east to west through Elsea Park and along the southern edge of the site. Further south is the dismantled railway, which is identified as a site of wildlife interest.
- 1.5 Electricity pylons run broadly east to west through the centre of the site, continuing the route from Elsea Park.
- 1.6 There is a network of public rights of way in the wider area. Public right of way Bourne 20/1 runs close to the south-western corner of the site, while Eden 5/4 is located near the north-western corner and connects to West Road, north of its junction with the A6121.
- 1.7 Bourne Wood and Austerby Wood are Sites of Wildlife Interest and are located approximately 250 metres to the north and 400 metres to the north-west respectively.

2 Description of Proposal

- 2.1 The proposal is for the construction of up to 270 dwellings, including affordable housing, public open space, associated infrastructure and vehicular access from West Road.
- 2.2 The application is in outline form with all matters reserved except access.
- 2.3 An indicative masterplan has been submitted with the application which illustrates how the dwellings could be accommodated on the site and includes a central area of open space.
- 2.4 The application site was amended to demonstrate connection to the existing public rights of way to the south of the site.
- 2.5 Access would be via the construction of a new junction onto West Road.
- 2.6 Additionally, it is proposed to provide footpath connections to the existing network and bus stop provision on West Road.

- 2.7 The residential development area within the proposed development is 7.63 Ha. This would provide up to 270 dwellings. The average net residential density for the proposal would be 35 dwellings per hectare (dph).

3 Relevant History on site

- 3.1 No relevant site 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 SP4 – Development on the Edge of Settlements
Policy H2 – Affordable Housing Contributions
Policy H4 - Affordable Housing
Policy EN1 – Landscape Character
Policy EN2 – Protecting Biodiversity and Geodiversity
Policy EN4 – Pollution Control
Policy EN5 – Water Environment and Flood Risk Management
Policy EN6 – Historic Environment
Policy DE1 – Promoting Good Quality Design
Policy SB1 – Sustainable Building
Policy OS1 – Open Space
Policy ID1 – Infrastructure for Growth
Policy ID2 – Transport and Strategic Transport Infrastructure

4.2 National Planning Policy Framework (NPPF)

Section 2 – Achieving sustainable development
Section 4 – Decision making
Section 5 – Delivering a sufficient supply of homes
Section 9 – Promoting sustainable transport
Section 11 – Making effective use of land
Section 12 – Achieving well designed places
Section 14 – Meeting the challenge of climate change, flooding and coastal change
Section 15 – Conserving and Enhancing the natural environment
Section 16 – Conserving and enhancing the historic environment
National Planning Practice Guidance

Other Relevant Documents

Design Guidelines for Rutland and South Kesteven

5 Representations Received

5.1 **Environmental Protection Services (SKDC)**

5.2 No objection - Noise Assessment It is required that the garden fence height be increased for any plots where external noise levels exceed the 55 dB LAeq,16hr criterion, as identified in the submitted noise assessment. This is necessary to ensure compliance with external amenity noise standards and to protect future residents from unacceptable noise exposure.

5.3 Request for an advisory note to applicant in relation to the hours of construction work.

5.4 **LCC highways and SuDs**

5.4.1 Initial Comments – Request for additional information in relation to the site access and possible off-site highway improvements including footpath link connection to the PROW's

5.4.2 Final Comments – No objection subject to conditions.

5.4.3 As this is an outline application, only an indicative layout has been provided and therefore comments at this stage are necessarily high level, with detailed design to be addressed at Reserved Matters stage.

5.4.4 The indicative layout presents a range of street hierarchies, including the use of shared surface/edge lane typologies. However, the Authority would encourage further use of connected street principles to reduce the reliance on cul-de-sacs and turning heads.

5.4.5 Areas of long adjacent frontage parking are shown on the indicative plan. These should be broken up through the incorporation of landscaping and green infrastructure to improve visual amenity and place-making.

5.4.6 At Reserved Matters stage, the Authority, although not limited to, would expect see greater integration of blue-green infrastructure, the inclusion of multi-functional corridors combining active travel routes with SuDS and planting and a well-connected street network consistent with placemaking principles.

5.4.7 Highway Safety - A footway connection is proposed linking the development to the existing network, along with connections to the PROW network to the south. These measures are supported and will facilitate safe and sustainable movement.

5.4.8 Concerns were raised regarding the operation of the A6121 / A151 junction, particularly in relation to recorded road traffic collisions associated with peak-time manoeuvres.

5.4.9 The applicant has proposed junction widening to improve capacity, allowing simultaneous turning movements, alongside the introduction of Vehicle Activated Signs (VAS) and enhanced lining, following consultation with the Lincolnshire Road Safety Partnership. These measures are considered proportionate and will be secured via planning condition.

5.4.10 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:

5.4.11 • The highway network is over-capacity, usually for period extending beyond the peak hours

- 5.4.12 • The level of provision of alternative transport modes
- 5.4.13 • Whether the level of queuing on the network causes safety issues
- 5.4.14 In view of these criteria and the proposed improvements to the junction, the Highways and Lead Local Flood Authority does not consider that this proposal would result in a severe impact with regard to NPPF.
- 5.4.15 Flood Risk and Drainage - The applicant proposes to manage surface water through a Sustainable Drainage System (SuDS), incorporating treatment and attenuation features discharging to two basins. Given that infiltration rates are likely to be low, discharge is proposed at a controlled rate to the existing drainage network.
- 5.4.16 At this outline stage, detailed drainage design has not been provided. It is therefore appropriate to secure a detailed surface water drainage strategy by planning condition, to be submitted at Reserved Matters stage.
- 5.4.17 The Highway Authority have requested that the existing footway / cycleway be improved to 3m of width inline with current guidance, this can be achieved for the majority of the existing footway cycleway, however, there is a section that is restricted by mature trees. The exact line of this can be seen on the plans provided by the applicant.
- 5.4.18 In addition, to provide suitable safe access to the site for vision impaired pedestrians, the Highway Authority have requested a condition to improve the crossing points between the site and the town centre into tactile crossing points.
- 5.4.19 A further condition has been requested to secure two PROW connections to the South of the site.

5.5 **Anglian Water**

- 5.5.1 Wastewater - Bourne WRC is within the acceptance parameters and can accommodate the flows from the proposed growth.
- 5.5.2 Surface Water Disposal - The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer.
- 5.5.3 From the Land at South West Bourne Flood Risk Assessment Part 1 and 2 HYD1054_WEST.ROAD_FRA 1.2 dated 01.09-2025 and Drainage Management Strategy September 2025 Part 1 and Part 2 submitted to support the planning application the proposed method of surface water management is via land drainage network with an outfall into the local Ditch and does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management.

5.6 **Heritage Lincolnshire**

- 5.6.1 It is recommended that a scheme of archaeological work in form of an archaeological evaluation to determine the presence, significance, character and date of any archaeological deposits present at the site. The evaluation should initially include a programme of geophysical survey of the proposed development area. The results of the survey will be used to inform a programme of subsequent trial trench evaluation.

5.7 **Lincolnshire Fire and Rescue**

- 5.7.1** The development must comply with the relevant Building Regulations in relation to fire tender access and fire hydrant provision.
- 5.8 National Gas**
- 5.8.1** There are no National Gas Transmission assets in the area
- 5.9 Cadent Gas**
- 5.9.1** Initial comments -Holding objection due to the proximity of Cadent Gas assets.
- 5.9.2** Final comments – No objection most grateful if an informative could be raised with the applicant. Cadent own and operate a High pressure gas pipeline that runs through the application boundary as shown on the application documents. Cadent hold a deed of grant for an easement on this pipeline and no development is permitted inside the easement without Cadent written permission There is a BPD (building proximity distance) of 16.5m on this High Pressure gas pipeline , meaning no habitable property within 16.5m of the High Pressure gas pipeline Cadent will need to be contacted and liaised with before any commencement of ground work as they will need to visit site to mark out the HP gas pipeline and formally issue restrictions
- 5.10 Lincolnshire Wildlife Trust**
- 5.10.1** Initial comments – Holding objection - clarification in relation to the presence of any watercourse on the site.
- 5.10.2** Final Comments on the additional Ecological information provided – Remove holding objection - The “Ecology BNG Note” published on the planning portal addresses our concern regarding on-site watercourses. Having reviewed this document, we are satisfied that the features present on-site do not qualify as watercourse units under the BNG definition of a watercourse.
- 5.11 NATS Safeguarding**
- 5.11.1** Proposal does not conflict with our safeguarding criteria.
- 5.12 Active Travel England**
- 5.12.1** No comments provided. Reference made to standing advice.
- 5.13 Environment Agency**
- 5.13.1** Controlled waters are particularly sensitive in this location because the proposed development site is within source protection zones 1, 2 and 3 and is located partially upon a secondary A aquifer. Therefore, in light of the above, we would like to request the following condition:
- 5.13.2** If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the LPA) shall be carried out until further investigation and a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the LPA. The remediation strategy shall be implemented as approved.
- 5.14 LCC Education**
- 5.14.1** Request for developer contributions for Primary £1,604,893.50, Secondary Contribution of £1,171,807.62 and a Sixth Form contribution of £436,021.44.
- 5.15 NHS Lincolnshire**

5.15.1 The development will impact Hereward Medical Centre, Bourne Galletly Medical Practice, Market Cross Surgery, Glenside Country Practice as the development is within their catchment area. The contribution requested for the development is £246,985.20 (£914.76 x 270 dwellings).

5.16 **Bourne Town Council**

5.16.1 Objection - Concerns about highways safety, lack of connectivity and out of town curtilage

5.17 **Natural England**

5.17.1 No objection. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

5.18 **Historic England**

5.18.1 Advised to seek the views of our specialist conservation and archaeological advisers.

5.19 **Affordable Housing**

5.19.1 The scheme should deliver 30% affordable units which equates to 81 Affordable Housing Units- which meets the SKDC Policy H2. This would be 49 units of Affordable Rent 32 units of Affordable Ownership.

5.20 **Conservation Officer**

5.20.1 The application site is situated to the southwest of Bourne bounded by the north and east by the A151 and to the west by the A6121 Stamford Road. To the south of the application site is the route of an old railway line to Bourne from Essendine. To the west, to the rear of Westfield House and to the north on the opposite side of West Road, are areas of ridge and furrow. There are no designated heritage assets within the application site or in the vicinity of the application site.

5.20.2 The proposed housing development does not include the area of ridge and furrow to the rear of Westfield House. Due to the topography, there will be no harm to the setting of Bourne Conservation Area. Therefore, the proposal is in accordance with South Kesteven District Council Local Plan Policy EN6: The Historic Environment. Overall, there are no concerns with the proposal on heritage grounds

5.21 **Black Sluice Drainage Board**

5.21.1 Standard notes provided.

5.22 **Bourne Civic Society**

5.22.1 Initial Comments – Objection - We strongly object to this application on the following main grounds: Raymond Mays Way is Bourne's western settlement boundary. Development would extend urban sprawl into the countryside and set a disastrous precedent. Over 3,000 homes are already being delivered on Elsea Park, which have already put an unacceptable strain on local infrastructure and the timing of the application could also be prejudicial to allocations under the emerging local plan. Any such development would create unacceptable traffic congestion. Bourne's amenities and services would be inaccessible without a car. Any such development would be unsustainable on environmental grounds and in terms of emissions

5.22.2 Final Comments - We continue to strongly object to this application. It is contrary to the Local Plan in being located outside the settlement boundary and would constitute an unacceptable precedent for further conflicting development, and the developer's

standardised plans would contravene Policy DE1 and all that SKDC design and materials principles stand for.

5.23 Ministry of Defence Safeguarding

5.23.1 I can confirm that, following review of the application documents, the proposed development falls outside of MOD safeguarded areas and does not affect other Defence interests. The MOD, therefore, has no objection to the development proposed.

5.24 Principal Design Officer

5.24.1 The proposals, in particular connectivity with surroundings and permeability of layout do not comply with Better Streets for Lincolnshire. For example:

5.24.2 All developments should have more than one access point, sites must be designed as extensions to their respective places and streets rather than being designed as an isolated estate, where a settlement expands and new residential development adjoins a trunk road, that road must be redesigned as a street in line with this code. It must include a clear street frontage, new developments must have a permeable street network that 'plugs in' to the surrounding streets, paths and rights of way.

5.24.3 Dendritic, or 'tree like' development patterns that have been common in suburban development must not be used where practicable.

5.24.4 Direct routes for pedestrians, wheelchair users and cyclists must be provided to connect homes with amenities, public transport (train stations, bus stops) and schools outside of the boundary.

5.24.5 Opportunities to connect development with neighbouring communities, amenities and workplaces must be maximised. Major connectivity gaps beyond the site boundary must be identified

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 30 no. letters of representation have been received. A summary of the comments are summarised below in relation to the original scheme:

- Bourne does not need any more housing – there is already a shortage of school places, dentists and doctors
- Increased traffic generation
- Impact on area that is open countryside
- The town has already exceeded its housing allocation
- Proposal would be on land that has been deemed to be open countryside by the planning inspectorate
- Access would be dangerous
- Where these plans prepared on the assumption that Aldi would be successful?
- If this is approved can Aldi resubmit there by undermining the Inspectorate
- Town is overwhelmed
- Will add to queues at the recycling centre blocking Cherry Holt Road
- Road safety concerns regarding the entrance – access and egress
- Has not demonstrated local support – contrary to Policy SP4a
- Outside of the curtilage of the town
- Contrary to policy SP4d extends into the open countryside

- Already traffic congestion at the roundabout and frequent vehicle incidents
- The proposed junction is in close proximity to the left hand bend from Raymond Mays Way making the flow of traffic on and off the site blind to the A151 road user.
- The site sits on a 60mph road.
- Road safety concerns
- Proximity to Bourne woods and houses
- Living opposite, the proposed access is ridiculous. It can take several minutes to get out of the driveway due to heavy traffic
- Poor drainage including blocked roadside culverts.
- Proposal would encourage urban sprawl
- Site is not in the current local plan
- Increased traffic
- Lack of infrastructure
- Lack of connectivity
- Must retain fields that support wildlife and agricultural land that feeds us
- The amenities, parking and services cannot cope with anymore housing, we the residents of Bourne do not want our lovely town damaging further by rank bad planning
- Insufficient detail to fully assess
- Stamford Hill is a busy road with multiple accidents that occur every year. The impact of another 300-500+cars needing access will cause chaos especially at school times
- No provision for pedestrians to leave the site and safely walk into town
- Currently many children have to cross West Road to get to Elsea Park this will exacerbate the problem
- Proposal will push drainage problems elsewhere causing flooding it places it didn't occur before
- Site is not allocated
- Bourne is not sufficient to support another 1000 residents
- Proposed will be difficult to access for emergency services
- Proposal would impact the Toft Tunnel nature reserve
- Would impact on footpaths through the fields
- Unsustainable expansion of western edge of Bourne into open countryside
- Local Plan already identifies sufficient housing allocations to meet Bourne's needs
- Contrary to policies SP1, SP2, and SP4.
- Such large-scale urbanisation of greenfield land would cause unnecessary sprawl, undermining the plan-led approach and the ongoing Local Plan Review process.
- Approving this application now would be premature and contrary to the principles of managed growth set out in both the Local Plan and the National Planning Policy Framework (NPPF, paragraph 47).
- West Road already suffers from congestion at peak times, particularly at the junction with South Road and Raymond Mays Way, which serve as main access routes for Bourne, Edenham, and the surrounding villages.
- The addition of approximately 500-600 extra vehicle movements per day would significantly increase traffic pressure and raise serious road safety concerns, especially for school runs, agricultural vehicles, and cyclists.
- The proposal therefore fails to comply with Policy ID2 (Transport and Strategic Transport Infrastructure) of the South Kesteven Local Plan and NPPF paragraphs 110-

112, which require developments to ensure safe and suitable access and avoid unacceptable highway impacts.

- Bourne's schools, GP surgeries, and utilities are already under significant pressure. No clear evidence has been provided that local education or healthcare capacity can accommodate the additional residents this development would bring.
- Without firm and deliverable infrastructure commitments, this proposal risks overburdening essential local services, contrary to Local Plan Policies ID1 (Infrastructure for Growth) and SP6 (Community Services and Facilities).
- The proposed development site lies on high-quality agricultural land forming an important part of the open rural setting of Bourne. It contributes significantly to the visual separation between Bourne and the surrounding villages such as Edenham and Toft.
- Developing this area would permanently erode the countryside character and harm the approach to Bourne from the west, particularly along the A151. In addition, this area already experiences surface water drainage problems, and large-scale construction risks exacerbating runoff and downstream flooding. The application provides little assurance that sustainable drainage systems will effectively mitigate these risks. Conflicts with Local Plan Policies EN1 (Landscape Character), EN2 (Protecting Biodiversity and Geodiversity), and NPPF paragraph 174, which emphasise protecting the intrinsic beauty of the countryside and preventing avoidable loss of agricultural land.
- There are no continuous footpaths or cycleways linking the site to Bourne town centre or key amenities, meaning residents would be heavily car-dependent. This contradicts NPPF paragraph 105 and Local Plan Policy SD1 (The Principles of Sustainable Development), both of which seek to promote low-carbon, accessible development.
- Given that the Local Plan Review is currently underway, determining this application now would be premature. The proposal could prejudice the emerging strategy for sustainable growth and infrastructure delivery in and around Bourne. When combined with existing approved developments, the cumulative effect would result in unsustainable population growth, traffic congestion, and environmental harm, contrary to NPPF paragraph 49.
- This proposal would cause lasting harm to the character of Bourne and its surrounding villages, including Edenham, and offers no clear or deliverable community benefit that could outweigh these significant adverse impacts.
- It is outside a 'relief road' which was supposed to surround the town. Anyone living in the new houses will be completely cut off from the town by a main road with no easy access into the town.
- The vehicle access to and from the site is directly onto a busy 60mph road, which will be dangerous for cars leaving the site and for cars already on the A151 as cars join at a slow speed. It is suggested that there is pedestrian and cycle access also onto the same main road - at this point there is no footpath on the main road - so anyone would have to cross the A151 in order to access the footpath the other side of the road
- We will lose the "buffer" between busy main roads, the bypass was meant to move traffic away from the town not divide it.
- Bourne has grown substantially in the last 20 years with houses still under construction as part of the Elsea Park development, without all these occupied how can we be desperate for more housing!
- No safe crossing has ever been established for the residents of Bourne Heights and that is an accident waiting to happen, having another community needing to cross further up would be ridiculous

- The neighbourhood plan team have always maintained that development must be on the East of Bourne if necessary
- It is clearly strongly opposed by the local public
- SKPR-60 is a much better site for additional housing should it be needed (it's not)
- Wildlife in this area, not far from the woods and hedgerows would be impacted by the development
- Bourne locals, Bourne Town Council and the Bourne Parish Neighbourhood Planning Team must be meaningfully consulted prior to strategic decisions about the future of Bourne. For SKDC to simply impose a direction of development without such consultation exposes a significant democratic deficit and a concerning attitude to engagement
- Inconsistency with the Bourne Neighbourhood Plan The Bourne Neighbourhood Plan, supported by extensive community consultation, has consistently maintained that any further development, if required, should be directed to the east of the town, where infrastructure and access are more appropriate. This proposal disregards that spatial strategy, directly conflicting with Policy BNP1 (Sustainable Development Principles) and the locally endorsed vision for managed, evidence-based growth.
- Permitting additional, unallocated housing at this stage would distort the settlement hierarchy and undermine ongoing efforts to direct growth in line with the adopted plan.
- Bases on the submitted 'Residential Travel Plan' there would be a 45min walking round trip to and from the town centre. With little to no employment opportunities in town and schools at capacity car trips by the new residents would be the choice for getting about.
- When many studies now strongly link traffic's noise and air pollution with a higher risk of dementia
- Why was the nearby upgrade to the electricity substation application approved without going to planning committee Is it not considered contrary to all procedures, to approve it, when it is pre-empting the approval of the nearby housing estate?
- Too close to the woodland that stopped Aldi application
- Presence of newts living on the land
- This application is deeply flawed, unsustainable, and contrary to the principles of managed growth. It must be refused based on demonstrable harm and significant conflict with the adopted Development Plan and National Planning Policy Framework (NPPF) policies where adverse impacts significantly and demonstrably outweigh any alleged benefits.
- Crucially, the most significant local policy conflict is with Policy SP4 (Edge of Settlement Development). This policy supports only small-scale development subject to criteria, including the critical requirement for "evidence of substantial support from the local community
- Would result in severe and unmitigable Highways Safety Risk (NPPF Paragraph 116.
- The proposed single access onto the heavily trafficked A151 West Road poses an unmitigable safety hazard. The resulting volume of vehicle movements will inevitably exacerbate congestion and queuing, and the applicant has failed to technically demonstrate that the residual cumulative impacts of this movement will not be severe, which is the high standard required for refusal.
- Furthermore, the lack of continuous, safe pedestrian and cycle infrastructure on the A151/Raymond Mays Way conflicts with the NPPF's core objective of prioritizing sustainable transport and ensuring accessibility and safety for all users.

- Critical Failure of Infrastructure Capacity and Deliverability (Policy ID1). The applicant has failed to provide compelling evidence that the necessary infrastructure expansion is physically viable and deliverable on the ground with an agreed timescale
- Irreplaceable Habitat Harm: The site's proximity to Ancient Woodland introduces a conflict with NPPF policies protecting irreplaceable habitats.
- Flood Risk and Drainage: Development on this greenfield site will increase surface water runoff.
- The applicant has failed to provide sufficient assurance that the Sustainable Urban Drainage Systems (SuDS) will technically adhere to the Lincolnshire Development Roads and Sustainable Drainage Design Approach
- Loss of Amenity: The scale and density will result in demonstrable harm to neighbouring residents, conflicting with Policy DE1 by causing adverse impacts related to loss of light, loss of privacy, and an overbearing visual impact that cannot be reasonably mitigated.
- The development would mean increasing noise, light and traffic pollution in the area.
- With climate change, we have already seen the devastating effects of flooding in our area. Concreting over and building on this site will only make it worse.
- The site is an attractive approach to the town.
- Noting the agricultural land survey includes a larger site, approving this initial application in isolation risks enabling incremental development of a much larger scheme without proper assessment of the cumulative impacts, including but not limited to traffic and highway capacity, loss of agricultural land, landscape and settlement and character impacts and environmental and ecological impacts.
- Would result in unwanted urban sprawl. Erosion of Bourne's distinct rural character
- Safety of children walking or cycling to local schools crossing busy roads

In addition, 4no. letters of support have been received. A summary of the comments is listed below:

- Reason: Bourne is a lovely town, but it's in need of affordable houses. With house prices and mortgage rates these days it's becoming harder and harder for our younger generation to get on the property ladder. Has my full support.
- There clearly is a need for more affordable homes in Bourne to help first-time buyers get onto the property ladder, because the development will improve transport connections, the plans also include sustainable travel routes; bringing forward open spaces that encourage a healthy, active lifestyle. The Strategic Housing Market Assessment 2014 (SHMA) (part updated in 2017).
- The Council has already stated that there is a lack of a 5 year housing land supply (4.07 years only) . This application will support the delivery of new homes for the area on existing agricultural land as was Elsea Park and deliver the much-needed homes to support growth for a vibrant town centre.
- In terms of connectivity, this proposed site demonstrates clearly the need for development here as the major highway infrastructure is in place. The site is in a sustainable location, with opportunity to travel to amenities and facilities by sustainable means of travel: walking, cycling, car sharing or public transport and/or electric vehicles.
- The proposed development will generate significant economic benefits and contribute to economic and planning objectives at the local, sub regional and national level. New sites such as the Proposed Development on land South West of

Bourne are needed to address affordability and supply homes to meet the rising need.

- As a homeowner in Elsea Park, I support the proposed new development to the south west of Bourne. I consider it to be a good location to build houses due to the good road links and I believe that the development would not increase traffic through the town. I do not think that development will have a negative impact for other local residents. Additionally, this development can benefit Bourne's economy by supporting construction jobs during the building phase, attracting new businesses to serve the growing community, and increasing local spending as new residents contribute to the vitality of local shops and services.
- There is a need for more affordable homes in Bourne to help first-time buyers get onto the property ladder, because the development will improve transport connections, or because the plans include sustainable travel routes and open spaces that encourage a healthy and sustainable lifestyle

6.2 2no. objections have been received from Local Members and are summarised below:

6.2.1 **Cllr Anna Kelly** - This land is NOT in the current Local Plan. It sits outside the curtilage of the town in open countryside as cited by HM Inspectorate who reviewed and refused the Aldi appeal citing this actual piece of land as open countryside.

6.2.2 A majority of local people are against building here (SP4) and have already submitted views supporting development to the east of the town. The site will cause severe traffic issues and endanger persons (pedestrians, cyclists and vehicle users) entering and leaving the site from its only access i.e. West Road entry between the roundabout and the busy Stamford junction A6121 and the A151 T junction on West Road, visibility of traffic entering town, from the west on A151 is limited at this busy junction.

6.2.3 This site is isolated from the community and local services, poor connectivity and further service use of full schools, lack of NHS dental service provision will aggravate the existing lack of necessary services. Too far from the town centre. This site should not have been added to the emerging Local Plan as it does not represent the majority of views regarding the direction of expansion of Bourne - it is deliberately provocative.

6.3 **Cllr Helen Crawford** - This is location is not in the current Local Plan. It is outside the curtilage of the town. Have concerns regarding highways and increased traffic. Lack of infrastructure. Lack of connectivity

7 Evaluation

7.1 Principle of Development

- 7.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that, where regard is to be had to the development plan for the purpose of determining a planning application, the determination must be made in accordance with the development plan unless material considerations indicate otherwise. The current development plan for the purposes of this application is the adopted South Kesteven Local Plan 2011–2036. The application site is not allocated for development in the adopted Local Plan. Bourne is in the process of preparing a neighbourhood plan; however, that plan is not currently at a stage where it can be afforded weight for the purposes of decision making. The site was identified as draft allocation SKPR-7, Land to the south west of Raymond Mays Way, in the South Kesteven Local Plan 2023–2043 Regulation 18 Local Plan – Proposed Housing and Mixed-Use Site Allocations. However, on 21 July 2026, South Kesteven District Council's Cabinet resolved to cease work on the existing legacy Local Plan and to initiate plan-making under the new Local Plan-making system. Accordingly, only limited weight can be afforded to the draft allocation.
- 7.1.2 The proposal would result in the construction of up to 270 dwellings. The relevant policies relating to the principle of development are discussed below.
- 7.1.3 Overarching Policy SD1 is inevitably of relevance, with regard to the following objectives:
- minimise the need to travel/locate close to services
 - convert/redevelop vacant buildings within settlements
 - provide housing that meets the need of future and present generations
- 7.1.4 Policy SP1 is also relevant to consideration of the development principle, in particular where it discusses the following objectives:
- deliver sustainable growth including new housing
 - focus growth in main settlements, especially Grantham
 - create strong, sustainable, cohesive and inclusive communities
 - make effective use of previously developed land
 - enable access to jobs, services and facilities locally
- 7.1.5 Policy SP4 states that a proposal must:
- a. demonstrate clear evidence of substantial support from the local community* through an appropriate, thorough and proportionate pre-application community consultation exercise. Where this cannot be determined, support (or otherwise) should be sought from the Town or Parish Council or Neighbourhood Plan Group or Forum, based upon material planning considerations;
 - b. be well designed and appropriate in size / scale, layout and character to the setting and area;
 - c. be adjacent to the existing pattern of development for the area, or adjacent to developed site allocations as identified in the development plan;
 - d. not extend obtrusively into the open countryside and be appropriate to the landscape, environmental and heritage characteristics of the area;

- e. in the case of housing development, meet a proven local need for housing and seeks to address a specific targeted need for local market housing; and
- f. enable the delivery of essential infrastructure to support growth proposals

- 7.1.6 Whilst the representations in support of the application are noted, it is accepted that there is a degree of conflict with Policy SP4(a), as clear evidence of substantial support from the local community has not been demonstrated.
- 7.1.7 This is confirmed by the feedback from the community consultation. The overall feedback from community consultation undertaken for the Proposed Development did not identify support from the local community. There were concerns about the need for community infrastructure and about the access arrangements. The community consultation did identify a need for additional affordable housing in Bourne, and there was some support for additional housing and open space at the Proposed Development.
- 7.1.8 In relation to SP4(b), (c) and (d), the application is in outline form with all matters reserved except access. An illustrative layout plan has been provided which sets out where the residential development, public open space, vehicular access and pedestrian access could be located within the site. The impact of the proposed development on the character and appearance of the area is discussed further in the relevant section below.
- 7.1.9 The comments of the Principal Design Officer are noted. However, as above, matters of layout, scale, appearance and landscaping are reserved for subsequent approval. Multiple access points along the West Road was considered but in order to reduce the visual impact of the proposal and impact on ecology/loss of hedgerows this was not pursued.
- 7.1.10 In relation to criterion (e), Policy H4 of the Local Plan requires major residential development to provide an appropriate type and size of dwellings to meet the needs of current and future households in the district. Policy H2 requires developments of 11 or more dwellings to provide 30% affordable housing. The proposal would provide a policy-compliant level of affordable housing, including a mix of affordable rented and affordable ownership units appropriate to local need.
- 7.1.11 In this instance, the proposed 270 dwellings would result in a requirement for 81 affordable homes, comprising 49 affordable rented units and 32 affordable ownership units.
- 7.1.12 In relation to criteria (f) the NPPF Section 3: Plan Making, para 34 states that plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure).

- 7.1.13 In this instance the applicant has confirmed their agreement to the package of developer contributions. The draft heads of terms, subject to agreement, as planning obligations would be covered within a Section 106 Agreement and are discussed elsewhere in this report.
- 7.1.14 To summarise it is the Case Officer's assessment that the development of the site, when taken as a whole, would be capable of accommodating the erection of up to 270 dwellings with associated infrastructure.
- 7.1.15 It is considered that the development would be broadly consistent with the overall strategy for the District, as set out in Policies SP1, H2 and H4 of the South Kesteven Local Plan, and with Sections 5, 11 and 12 of the NPPF and associated Planning Practice Guidance.
- 7.1.16 In summary, there is an identified conflict in relation to policy SP4 in that clear evidence of public support has not been demonstrated. Specific environmental and technical issues, which support this conclusion, are discussed in detail in the following sections below.

7.2 Character and Appearance

- 7.2.1 Policy DE1 seeks to ensure development is appropriate for its context. Further, paragraph 135 of the NPPF provides that planning policies and decisions should ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting.
- 7.2.2 Policy EN1 seeks to ensure that development is appropriate for the character and significant natural, historical and cultural attributes and features of the landscape and contribute to its conservation, enhancement and restoration.
- 7.2.3 The site is located on the edge of the settlement, beyond the hard constraint of Raymond Mays Way. However, it is physically contained to the west by the A6121.
- 7.2.4 The site is located within the Kesteven Uplands landscape character area, close to the boundary with the Fen Margin character area. The South Kesteven Landscape Character Assessment 2007 indicates that the Kesteven Uplands character area has medium to high sensitivity and the Fen Margin has medium to low sensitivity.
- 7.2.5 To build on this strategic assessment of landscape impact, a Landscape and Visual Impact Assessment has been submitted with the application. This assesses the impact of the proposed development from public vantage points, including the local highway network, public rights of way, publicly accessible land and private receptors likely to be affected by the proposal.
- 7.2.6 The assessment identifies a number of landscape constraints that have been used to guide the scale and location of development within the Site:

-The existing network of tree and hedgerow cover associated with the Site;

- The sloping landform within the Site and its wider relationship with the transitional setting between the Fen Margin and Kesteven Uplands landscapes;
- The wider setting of Auster Wood, Bourne Wood, and the vegetated setting of the disused railway line associated with Toft Tunnel;
- The setting of the Site in relation to the approach to Bourne along West Road;
- The setting of the Site viewed from public footpath Bour/20/01 to the south-west of the Site;
- The wider visual setting of the Site viewed from the ridgeline to the west and south-west of the Site; and
- The integration of the Site in its settlement edge location that includes the modern settlement, Raymond Mays Way, and overhead powerlines.

- 7.2.7 Taking into account the above constraints, the proposal seeks to retain and reinforce the existing trees and hedgerows on the site, provide green corridors and keep built development away from the higher ground in the south-western corner of the site.
- 7.2.8 Additionally, development would be set back from the northern boundary of West Road with the existing vegetation being retained with the exception of that lost to the formation of the access. The development would also create and continue the greenspace network beneath the overhead powerlines that runs through the adjacent Elsea Park development.
- 7.2.9 The visual assessment identifies landscape effects as short-term adverse effects of moderate and minor significance as the proposal would introduce built form to agricultural fields at a site level.
- 7.2.10 At the wider study area (approximately 1km from the site), which includes designated assets such as Bourne Wood, Auster Wood, Math Wood, and Toft Tunnel that are all designated for their wildlife and nature conservation value the harm is identified as moderate to minor significance through the loss of farmland and small sections of hedgerow. There would not be any direct impact on the designated assets.
- 7.2.11 The visual effects at study area level are identified as short-term major to moderate adverse effects. This is due to the proposal being openly visible to existing residents and users of the local highway and public rights of way network.
- 7.2.12 The level of harm identified in the submitted landscape appraisal is accepted.
- 7.2.13 The application site is in close proximity to that which was the subject of recent appeal decision APP/E2530/W/24/3356615 in relation to the construction of a food store.
- 7.2.14 As per the Inspectors conclusions in relation to that Appeal, it is accepted that this proposal would develop what are open fields beyond the built form of Bourne which is somewhat defined by the roundabout and Raymond Mays Way.

- 7.2.15 There would be significant built form, as is inherent in the construction of up to 270 dwellings and associated infrastructure. As with the appeal site, this application site is constrained by roads to the north, east and west, but would nonetheless stand somewhat detached from the main built form of Bourne.
- 7.2.16 This expansion into the open countryside would result in the harms identified in the landscape character assessment. Accepting that the identified harms would reduce to a moderate impact over time as landscaping becomes established.
- 7.2.17 In relation to the impact of the proposal on the approach to Bourne along West Road, it is considered that this would be predominantly mitigated by the current hedgerows and landscaping.
- 7.2.18 In relation to the impact on Bourne Woods it is considered the proposal would result in an urbanising effect that would result in simple terms the expansion of Elsea Park to the site. This would impact the setting of Bourne Woods by the introduction of built form with the woods behind when viewing the site from the south/south-east.
- 7.2.19 Consistent with the Inspector's conclusions in relation to the appeal site to the north, it is considered that the proposal would have an urbanising effect on open countryside that currently has a rural character. This would result in largely localised adverse effects on the character and appearance of the area. As such, the proposed development would conflict with Policies EN1, DE1 and SP4 in respect of its impact on the character and appearance of the area.

7.3 Residential Amenity

- 7.3.1 The proposed development for up to 270 dwellings is located adjacent to residential development of Elsea Park to the east albeit separated by Raymond Mays Way. To the north there are three residential properties located along West Road.
- 7.3.2 It is considered that there would be sufficient separation distances to ensure that there would be no significant harm to the amenity of neighbouring occupiers in relation to overlooking and loss of privacy or overshadowing resulting from the proposed development.
- 7.3.3 Whilst the proposed access would be opposite existing dwellings, it is considered that, once the site is operational and occupied, vehicle movements to and from the site would not result in significant harm to neighbouring occupiers beyond the existing baseline of traffic noise from West Road.
- 7.3.4 The construction phase of the development would be controlled by a Construction Management Plan that is secured by an appropriately worded condition.

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

7.4 Agricultural Land

- 7.4.1 The agricultural land on the site has been classified as mainly medium textured clay loam and sandy clay loam topsoil's with a range of drainage capacity subsoils. Due to the soil properties and climactic conditions; a combination of droughtiness and soil wetness class limits the quality of land over the area to Agricultural Grade 3a.
- 7.4.2 Paragraph 187(b), of the National Planning Policy Framework (the Framework), places value on recognising the intrinsic character and beauty of the countryside including the best and most versatile agricultural land.
- 7.4.3 In terms of conserving the natural environment, footnote 65 of the Framework states that where agricultural land is deemed necessary for development, areas of poorer quality should 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 Framework, when deciding what sites are most appropriate for development.
- 7.4.4 A recent appeal decision (2024) in relation to a solar farm concluded that:
- 7.4.5 ...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).
- 7.4.6 The site area for the above appeal was 43 hectares. The application site in this instance is approximately 17.5 hectares.
- 7.4.7 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. It is considered that the loss of agricultural land would result in limited harm.

7.5 Highways and Connectivity

- 7.5.1 Lincolnshire County Council (as Local Highway Authority) has provided a comprehensive assessment of the proposal and arrives at the conclusion that the scheme would be acceptable from a highway safety perspective.
- 7.5.2 The highway authority comments include: A footway connection is proposed linking the development to the existing network, along with connections to the PRoW network to the south. These measures are supported and will facilitate safe and sustainable movement.
- 7.5.3 Concerns were raised regarding the operation of the A6121 / A151 junction, particularly in relation to recorded road traffic collisions associated with peak-time manoeuvres.
- 7.5.4 The applicant has proposed junction widening to improve capacity, allowing simultaneous turning movements, alongside the introduction of Vehicle Activated Signs (VAS) and

enhanced lining, following consultation with the Lincolnshire Road Safety Partnership. These measures are considered proportionate and will be secured via planning condition.

- 7.5.5 In relation to off-site highway improvements, the existing footway/cycleway would be improved to a 3m width in accordance with current guidance. This can be achieved in the majority of cases, with the exception of an area that is restricted by mature trees.
- 7.5.6 To provide suitable safe access to the site for vision impaired pedestrians, the Highway Authority have requested a condition to improve the crossing points between the site and the town centre into tactile crossing points.
- 7.5.7 Additionally, the highway authority has requested a further condition to secure connections to the existing public rights of way to the south of the site.
- 7.3.8 It can therefore be concluded that the application, in respect of highway safety, is not in conflict with Policy ID2 of the Local Plan, or with Paragraph 116 of the NPPF.
- 7.5.8 The NPPF Glossary defines sustainable transport modes as follows: 'Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicle, car sharing and public transport.'
- 7.5.9 NPPF paragraph 110 states: 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes'. It also states: 'opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-taking'.
- 7.5.10 There is no nationally prescribed distance that people are expected to walk to facilities. However, it is generally accepted that a 10-minute, 800 metre walk is reasonable, with distances of around 1km for schools and preferred maximum distances of 1.2km for facilities and 2km for schools often used as reference points.
- 7.5.11 In addition to the submitted Transport Assessment, a Travel Plan has been provided which seeks to build upon and maximise the sustainable transport opportunities available to the proposed development. Noting the comments of the Highway Authority and its request for a travel plan monitoring contribution, it is considered appropriate to require the development to be undertaken in accordance with the submitted Travel Plan. This can be secured by an appropriately worded condition.
- 7.5.12 Taken from the submitted Travel Plan, a breakdown of the distances to services from the centre of the site has been provided:

Amenity/Service	Distance (m)	Approx. Walking Time (mins)	Approx. Cycle Time (mins)
Education			
Bourne Westfield Primary Academy	950	11	4
Building Blocks Kindergarten	1,550	20	7
Bourne Elsea Park Church of England Primary Academy	2,450	31	10
Bourne Grammar School	2,550	32	11
Willoughby School	2,550	32	11
Healthcare			
Well Pharmacy	1,350	17	6
Hereward Group Practice	1,450	18	6
Bourne Dental Practice	1,550	20	7
NC Foot Health Clinic Bourne	1,600	20	6
Bourne Health Clinic	1,850	23	8
Retail			
Family Shopper	1,000	13	4
Co-op Food – Bourne – Elsea Park	1,150	15	5
Sainsbury's	1,550	20	7
M&S Foodhall	1,750	22	7
Tesco Superstore	2,850	36	12
Bourne Town Centre High Street	1,650	22	7
Leisure			
Bourne Wood	1,350	17	6
Bourne Outdoor Swimming Pool	2,150	27	9
Bourne Leisure Centre	2,550	32	11

**Distances and walking/cycling journey time measurements have been taken from the approximated centre of the site, and are based on Google Maps Journey Time Planner*

7.5.13 From the above information it is evident that the 10 minute (800m) walk distances would be exceeded as would the 1.2km maximum for facilities and the 2km maximum for schools with the exception of Westfield Primary Academy and Building Blocks Kindergarten.

7.5.14 Whilst it should be noted that the proposed development would result in improved footpath and cycle connections to the existing network, connections to the PROW network and the bus stops on both the east and west bound directions of West Road at the entrance to the site.

7.5.15 In relation to the proposed bus connection the site would benefit from the following bus services by the addition of the stops at the entrance to the site:

Table 3.1 Local Bus Service Provision*

No.	Route	Typical Weekday Frequency	Typical Saturday Frequency	Typical Sunday Frequency
201	Bourne – Peterborough via Stamford	06:14 – 14:20; 1 service per hour	06:45 – 14:20; 1 service per hour	No Service
202	Bourne – Peterborough via Stamford	2 service per day; 15:50 and 16:50	2 service per day; 15:50 and 16:50	No Service
404	Bourne – Corby Glen	1 service per day; 08:13	No Service	No Service

**Bus services, frequencies and times are accurate as of June 2025 and show outbound times and frequencies only*

- 7.5.16 It is considered that the proposed development has, where possible, prioritised sustainable transport modes and would provide a genuine choice of travel modes in accordance with the NPPF. However, given the distances to some services and facilities, future occupiers would still be partly reliant on private vehicles. The location of the site in this respect therefore results in some conflict with Local Plan Policies SD1 and ID1 which both seek to reduce the need to travel by car and encourage the use of sustainable alternatives such as walking, cycling and public transport.

7.6 Sustainable Building

- 7.6.1 There is a requirement for planning applications to accord with local plan Policy SB1 and SD1. This requires all development proposals will be expected to mitigate against and adapt to climate change, to comply with national and contribute to local targets on reducing carbon emissions and energy use unless it can be demonstrated that compliance with the policy is not viable or feasible.
- 7.6.2 The application is accompanied by a Sustainability Statement that the following sustainable development strategy would be employed in relation to the scheme:
- 7.6.3 The proposed development is designed to achieve low carbon emissions in line with Building Regulations Part L 2021 and the Future Homes Standard through the adoption of good fabric performance and employment of low and zero carbon technologies. As part of any detailed design, overheating risk will be assessed in accordance with Building Regulations Approved Document O. Electric vehicle charging points are to be provided to all plots in line with Approved Document S. Water efficiency has been reviewed as part of the design process and a Part G compliant specification will be adopted, resulting in the higher standard (lower water use) of 105 litres/person/day.
- 7.6.4 Taking into account the above matters the application would give rise to an acceptable form of sustainable development, in accord with Policies SD1, SB1 and DE1 of the Local Plan, and with the NPPF.

7.7 Drainage

- 7.7.1 The comments of members of the public in relation to drainage/flooding concerns are noted. However, it is also noted that Lincolnshire County Council in its capacity as Lead Local Flood Authority has not raised any objection and have noted that:
- 7.7.2 The applicant proposes to manage surface water through a Sustainable Drainage System (SuDS), incorporating treatment and attenuation features discharging to two basins. Given that infiltration rates are likely to be low, discharge is proposed at a controlled rate to the existing drainage network.
- 7.7.3 As this is an outline planning application the layout of the scheme is not for consideration at this time. As such the detailed surface water drainage design can be secured by an appropriately worded condition.
- 7.7.4 Anglian Water have confirmed that there is sufficient capacity to accept the proposed development from a foul water perspective.

7.7.5 Taking into account the above matters it is considered appropriate to condition the submission for approval of both surface and foul drainage details. As such the proposal is considered to accord with local plan policy EN5.

7.8 **Biodiversity Net Gain**

7.8.1 This application is required to demonstrate a minimum betterment of 10% in relation to biodiversity net gain. A BNG metric has been submitted with the application which indicates that there would be the following:

7.8.2 A net gain in biodiversity in excess of 10% is predicted as a result of the proposed development, based upon provision of significant on-site gains. The Statutory Biodiversity Metric Calculation Tool was used to calculate the following outcomes:

- +7.26 Habitat Unit gain or +18.40%
- +6.93 Hedgerow Unit gain or +32.45%

7.8.3 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.

7.9 **Other Ecology Matters**

7.9.1 An ecological appraisal has been submitted with the application. This assesses the impact of the proposed development on the site and is informed by desktop studies and species and habitat surveys. The appraisal considers the Toft Tunnel Local Wildlife Site and identifies potential indirect effects on bat populations, with mitigation to be provided through a sensitive external lighting strategy.

7.9.2 Indirect recreational effects upon Math and Elsea Woods Site of SSSI, Bourne Wood LWS and Auster Wood LWS would be addressed via provision of public open space connecting to footpaths within the wider landscape, diverting pressures away from these sensitive sites.

7.9.3 A water vole population is present on-site within a single drainage ditch. Safeguards are proposed to protect this species during construction with new aquatic habitat proposed within the Site to ensure the population is maintained alongside development.

7.9.4 Great crested newt populations are present within the wider landscape. Safeguards are proposed to protect this species during construction with new aquatic habitat proposed within the Site to ensure the population is maintained alongside development.

7.9.5 Additionally, standard safeguards are proposed for nesting birds and badger, with compensatory measures for ground nesting skylark required.

7.9.6 In relation to enhancement, whilst accepting the layout of the scheme is to be determined the submitted masterplan offers the opportunity for reinforced linear boundary planting, new grasslands, and the incorporation of bat roost and bird nesting bricks into the dwellings. Details of enhancements can be secured by an appropriately worded condition.

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

7.10 **Contamination**

- 7.10.1 Noting the findings of the submitted contamination report there is the potential for contamination to be present on the site. This matter can be appropriately addressed by the submission of a contamination report and appropriate mitigation if contamination is identified.

As such there is a requirement for a suitably worded condition in this respect. Taking into account the above matters the proposal is considered to accord with local plan policy EN4.

7.11 S106 Heads of Terms

- 7.11.1 The proposal is major development for up to 270 dwellings and results in S106 contributions including:
- (i) LCC Education – Primary contribution of £1,604,893.50, Secondary contribution of £1,171,807.62 and a Sixth Form contribution of £436,021.44.
 - (ii) NHS England - £246,985.20 (£914.76 x 270 dwellings).
 - (iii) Affordable Housing – minimum of 30% (81 dwellings) on site. This would be 49 units of Affordable Rent 32 units of Affordable Ownership.
 - (iv) LCC Highways – £5,000 for Travel Plan monitoring contribution.
 - (v) Provision of onsite informal/natural green space (20sqm per person), Local Area for Play (LAP) and Locally Equipped Area for Play (LEAP), (NEAP).
 - (vi) S106 Monitoring Fee £15,600
 - (vii) BNG Monitoring Fee £16,540
- 7.11.2 Regulation 122 of the Community Infrastructure Levy Regulations 2010, and paragraph 58 of the NPPF, require planning obligations to be necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind to the development.
- 7.11.3 These contributions will ensure that local infrastructure is suitably upgraded to cope with the additional population. It is considered that these requirements would be compliant with the statutory tests of the CIL regulations as well as local and national policy requirements.

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

- 10.1.1 As set out at paragraph 7.1.1 above, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise. The adopted South

Kesteven Local Plan 2011–2036 is the current development plan. The site is not allocated for development in the adopted Local Plan. The emerging Bourne neighbourhood plan can be afforded no weight at this stage, and only limited weight can be given to the draft allocation SKPR-7 in the discontinued Regulation 18 Local Plan process.

- 10.1.2 The proposal therefore does not benefit from an adopted development plan allocation. It also gives rise to conflict with the development plan, principally in relation to Policy SP4 and the identified landscape, character and appearance impacts. However, as of March 2025, South Kesteven District Council is unable to demonstrate a five-year housing land supply. The policies most important for determining the application are therefore deemed to be out of date by virtue of footnote 8 and paragraph 11 of the National Planning Policy Framework. Paragraph 11(d) requires that planning permission should be granted unless the application of policies in the Framework that protect areas or assets of particular importance provides a strong reason for refusal, or any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.
- 10.1.3 The proposal would deliver up to 270 dwellings. This would make a substantial contribution to the district's housing supply in circumstances where the Council cannot currently demonstrate a five-year housing land supply. The delivery of market housing is therefore afforded significant beneficial weight.
- 10.1.4 The scheme would also deliver 81 affordable homes, representing a policy-compliant 30% affordable housing provision. Given the identified need for affordable housing and the limited likelihood that this need would otherwise be met in the foreseeable future, this benefit is also afforded significant weight.
- 10.1.5 There would be economic benefits during the construction phase, and future residents would contribute to local spending and the local labour force. These benefits are afforded moderate weight.
- 10.1.6 The proposed walking, cycling, public transport and public open space improvements are necessary to make the development acceptable in planning terms. However, as they would also be available to the wider community, the wider public benefits of those measures are afforded limited weight.
- 10.1.7 The submitted biodiversity metric indicates that the development would exceed the mandatory 10% biodiversity net gain requirement. As this would go beyond the statutory minimum, the additional biodiversity benefit is afforded limited positive weight.
- 10.1.8 These benefits must be weighed against the harms identified. The proposal would have a moderate adverse effect on the character and appearance of the existing rural landscape, arising from the introduction of built development onto open agricultural land beyond the existing built form of Bourne. This harm is afforded moderate adverse weight.
- 10.1.9 There is conflict with the development plan position identified at paragraph 7.1.1. The site is not allocated in the adopted Local Plan and Policy SP4 has not been fully satisfied, including in relation to the absence of clear evidence of substantial local community support and the urbanising effect of the development on open countryside. Given the Council's housing land supply position, and the reduced weight to be given to the policies most important for determining the application, this development plan conflict is afforded limited adverse weight in the tilted balance.
- 10.1.10 The site is beyond the main built form of Bourne and future occupiers are likely to rely on private vehicles for some trips, particularly given the walking distances to certain services

and facilities. However, the site is located on the edge of a main town, highway safety impacts are acceptable subject to mitigation, and the scheme would provide improved pedestrian, cycle, public transport and public rights of way connections. The resulting conflict with Policies SD1 and ID2 is therefore afforded limited adverse weight.

- 10.1.11 The loss of best and most versatile agricultural land is also afforded limited adverse weight, as the scale of the loss would not significantly undermine food production or wider agricultural practices in the area.
- 10.1.12 Concerns have been raised in relation to highway safety and capacity, residential amenity, drainage and flooding, ecology and infrastructure. However, subject to the recommended conditions and the completion of the Section 106 legal agreement, no unacceptable harm has been identified in relation to these matters when assessed against local and national planning policy.
- 10.1.13 There are no policies in the NPPF that protect areas or assets of particular importance which provide a strong reason for refusing the development. The decision therefore rests on whether the adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.
- 10.1.14 In applying that balance, particular regard has been given to the NPPF policies relating to the supply of homes, sustainable locations, making effective use of land, securing well-designed places, promoting sustainable transport and conserving and enhancing the natural environment.
- 10.1.15 The most significant benefits of the proposal are the delivery of up to 270 homes, including 81 affordable homes, in the context of the Council's housing land supply shortfall. These benefits carry significant weight. They are supported by moderate economic benefits and limited wider public benefits arising from transport, open space and biodiversity measures.
- 10.1.16 Against this, the proposal would cause moderate landscape, character and appearance harm and would conflict with the development plan in the respects identified above, including the development plan position set out at paragraph 7.1.1. It would also result in limited harm arising from reliance on private vehicles for some trips and the loss of best and most versatile agricultural land. However, when assessed in the context of paragraph 11(d) of the NPPF, these adverse impacts would not significantly and demonstrably outweigh the significant benefits arising from the delivery of market and affordable housing, together with the other benefits identified. It is therefore concluded that material considerations indicate that planning permission should be granted, notwithstanding the identified development plan conflict, subject to completion of the Section 106 legal agreement and the conditions set out below.

RECOMMENDATION:

Recommendation – Part 1

- 10.2 To authorise the Assistant Director – Planning & Growth to GRANT outline planning permission, subject to the completion of a Section 106 legal agreement securing the necessary obligations relating to healthcare provision, education, affordable housing, open space, highways travel plan monitoring, S106 monitoring and biodiversity net gain monitoring, and subject to the conditions set out below.

Recommendation – Part 2

Where the Section 106 Agreement has not been concluded prior to the Committee, a period not exceeding 12 weeks after the date of the Committee shall be set for the completion of the obligation.

In the event that the agreement has not been concluded within the 12-week period and where, in the opinion of the Assistant Director – Planning, there are no extenuating circumstances which would justify a further extension of time, the related planning application shall be refused for the following reason(s):

- 10.3 The applicant has failed to enter into a planning obligation to secure the necessary obligations relating to healthcare provision, primary education, secondary education, sixth form education, affordable housing, open space, highways travel plan monitoring, S106 monitoring and biodiversity net gain monitoring. As such, the measures necessary to make the development acceptable in planning terms have not been secured.

Schedule of Conditions

Time Limit for Commencement

- 1 The development hereby permitted shall be commenced before the expiration of three years from the date of this permission or two years from the approval of the last of the reserved matters, whichever is the latter.

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).

Reserved matters

- 2 Details of the reserved matters set out below shall have been submitted to the Local Planning Authority for approval within three years from the date of this permission:
 - i. layout;
 - ii. scale
 - iii. appearance
 - iv. landscaping

Approval of all reserved matters shall have been obtained from the Local Planning Authority in writing before any development is commenced.

Reason: To enable the Local Planning Authority to control the development in detail and in order that the development is commenced in a timely manner, as set out in Section 92 of the Town and Country Planning Act 1990 (as amended).

Approved Plans

- 3 The development hereby permitted shall be carried out in accordance with the following list of approved plans in relation to access only:

- i) Location Plan LO2 Dated May 2026.
- ii) Access details only shown on General Arrangement/Vehicle Tracking and Junction Visibility Dwg No. J32-6325-PS-015 Rev B dated 11.05.2026.

Unless otherwise required by another condition of this permission.

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

- 4 The development hereby permitted shall be carried out in accordance with the broad principles of the following plans and documents:

- i. Illustrative Master Plan Drawing No. PO1 dated May 2026.
- ii. Land Use Parameter Plan PO2 dated May 2026.
- iii. Landscape Parameter Plan PO4-2 dated May 2026.

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

Prior to Commencement

- 5 The reserved matters submissions required by condition 2 shall show the existing and proposed land levels of the site, including site sections, spot heights, contours and finished floor levels of all buildings, with reference to an off-site datum point.

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

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

- 6 No development shall take place until a Construction Management Plan and Method Statement has been submitted to and approved in writing by the Local Planning Authority which shall indicate measures to mitigate against traffic generation and drainage of the site during the construction stage of the proposed development. The Construction Management Plan and Method Statement shall include but not necessarily limited to:

- phasing of the development to include access construction;
- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of 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;

- hours of construction work including hours of deliveries;
- full details of any piling to be employed, if relevant; 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 (permanent or temporary) connect to an outfall (temporary or permanent) during construction
- details regarding dust mitigation
- 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, amphibians, voles, roosting bats, badger and dormice.
 - (iii) Details of any external lighting during the construction phase adjacent to identified ecological protection areas/buffer zones.

The Construction Management Plan and Method Statement shall be strictly adhered to throughout the construction period.

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

- 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.

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; or such alternative evidence and monitoring period as may be agreed in writing by the local planning authority
- 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 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 dwelling/ no part of the development shall be occupied until the approved scheme has been completed or provided on the site in accordance with the approved phasing.

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

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

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

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

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

- 9 The development shall not commence until a Habitat Management and Monitoring Plan (HMMP), prepared in accordance with the approved Biodiversity Gain Plan and including the following, has been submitted to and approved in writing by the Local Planning Authority:

- 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).

- 10 Before the development hereby permitted is commenced, a scheme relating to the survey of the land for contamination shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
- i. A site investigation report assessing the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study; and
 - ii. A detailed scheme for remedial works and measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring.
 - iii. Shall include the nomination of a competent person to oversee the implementation of the works.

Reason: Previous activities associated with this site may have caused, or had the potential to cause, land contamination and to ensure that the proposed site investigations and remediation will not cause pollution in the interests of the amenities of the future residents and users of the development; and in accordance with Policies EN2 and EN4 of the adopted South Kesteven Local Plan and national guidance contained in the NPPF paragraphs 178 and 179.

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

Reason: In order to provide a reasonable opportunity to record the history of the site and in accordance with Policy EN6 of the adopted South Kesteven Local Plan and Paragraph 199 of the NPPF.

- 12 The archaeological investigations shall also have been completed in accordance with the approved details before development commences or carried out in accordance with a phased implementation programme as agreed in writing by the local planning authority.

Reason: In order to provide a reasonable opportunity to record the history of the site and in accordance with Policy EN6 of the adopted South Kesteven Local Plan and Paragraph 199 of the NPPF.

- 10.4 13 The reserved matters submissions shall demonstrate that at least 10% of the dwellings would be constructed as accessible and adaptable dwellings in accordance with Part M4(2) of the Building Regulations. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure the development meets the needs of all potential future occupiers in accordance with Local Plan Policy DE1.

- 14 The permitted development shall be undertaken in accordance with an Estate Road Phasing and Completion Plan, which shall first be approved in writing by the Local Planning Authority. The Plan shall set out how the construction of the development will be phased and standards to which the estate roads on each phase will be completed during the construction period of the development.

Reason: To ensure that a safe and suitable standard of vehicular and pedestrian access is provided for residents throughout the construction period of the development.

Prior to Occupation

- 15 Before any part of the development hereby permitted is occupied/brought into use, a verification report confirming that remedial works have been completed shall have been submitted to and approved in writing by the Local Planning Authority. The report shall have been submitted by the nominated competent person approved, as required by condition above. The report shall include:
- i. A complete record of remediation activities, and data collected as identified in the remediation scheme, to support compliance with agreed remediation objectives;
 - ii. As built drawings of the implemented scheme;
 - iii. Photographs of the remediation works in progress; and
 - iv. Certificates demonstrating that imported and/or material left in situ is free from contamination.

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

Reason: Previous activities associated with this site may have caused, or had the potential to cause, land contamination and to ensure that the proposed site investigations and remediation will not cause pollution in the interests of the amenities of the future residents and users of the development; and in accordance with Policies EN2 and EN4 of the adopted South Kesteven Local Plan and national guidance contained in the NPPF paragraphs 178 and 179.

- 16 Within a period of five years from the first occupation of the development hereby permitted, any trees or plants provided as part of the approved soft landscaping scheme, that die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced in the first planting season following any such loss with a specimen of the same size and species 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 Before any residential dwelling is occupied, the acoustic mitigation measures identified within the Noise Impact Assessment Report 2501490-ACE-XX-00-RP-C-0601 dated July 2025 shall have been completed and a Validation Report shall be submitted to, and approved in writing by, the Local Planning Authority, which demonstrates the scientific and technical effectiveness of the noise mitigation measures.

Thereafter, the acoustic mitigation shall be maintained and retained for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not give rise to any unacceptable impacts on residential amenity.

- 18 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 Ecological Appraisal - CSA Environmental - (July 2025) Compensation and Enhancement including but not limited to hedgehog shelters/gaps, insect hotels, bat roosts, bird nesting (including skylark) and wetland creation.

External lighting strategy

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.

- 19 Before any dwelling is occupied, all of that part of the estate road and associated footways that forms the junction with the main road and which will be constructed within the limits of the existing highway, shall be laid out and constructed to finished surface levels in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.

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

- 20 The development hereby permitted shall not be occupied before works to improve the footway cycleway along West Road and crossing points around the roundabout along with bus stops as shown in plan J32-6325-PS-018 Rev A dated 11.05.26, to connect the development to the existing footway network, has been provided in accordance with details that shall first have been submitted to, and approved in writing by, the Local Planning Authority. The works shall also include appropriate arrangements for the management of surface water run-off from the highway.

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

- 21 No more than 75% of the dwellings hereby permitted shall be occupied until works to connect the development to the public rights of way network via two connections to the south, as shown on plan J32-6325-PS-017 Rev D dated 11.05.26, have been provided in accordance with details that shall first have been submitted to and approved in writing by the Local Planning Authority. The works shall also include appropriate arrangements for the management of surface water run-off from the highway.

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

- 22 No part of the development hereby permitted shall be occupied before the works to improve the public highway by means of junction improvement works of the A151 and A6121 including junction widening, improved lining and hatching, along with VAS on all approaches as shown on plan J32-6325-PS-016 Rev C dated 11.05.26 have been installed and are operational.

Reason: To ensure the provision of safe and adequate means of access to the permitted development and increase capacity.

- 23 The development hereby permitted shall not be occupied until the following eight pedestrian crossing points along the B1193 (West Road and West Street) have been upgraded to tactile crossings in accordance with details that shall first have been submitted to and approved in writing by the Local Planning Authority: (1) the junction with Westbrooke Drive; (2) the second junction with Westbrooke Drive; (3) the junction with Churchill Avenue; (4) the junction with Kesteven Way; (5) the junction with Manor Court; (6) the junction with Manor Lane; (7) the access to Warners; and (8) the junction with St Peters Road. The works shall also include appropriate arrangements for the management of surface water run-off from the highway.

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

- 24 The permitted development shall not be occupied until those parts of the approved Residential Travel Plan by Mode Transport Planning dated July 2025 that are identified therein as being capable of implementation before occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented for as long as any part of the development is occupied.

Reason: In order that the permitted development conforms to the requirements of the National Planning Policy Framework, by ensuring that access to the site is

sustainable and that there is a reduced dependency on the private car for journeys to and from the development.

On-going Conditions

25 The number of dwellings on site shall not exceed 270.

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

Standard Note(s) to Applicant:

- In accordance with Section 59 of the Highways Act 1980, please be considerate of causing damage to the existing highway during construction and implement mitigation measures as necessary. Should extraordinary expenses be incurred by the Highway Authority in maintaining the highway by reason of damage caused by construction traffic, the Highway Authority may seek to recover these expenses from the developer.
- The permitted development requires the formation of a new/amended vehicular access. These works will require approval from the Highway Authority in accordance with Section 184 of the Highways Act. Any traffic management required to undertake works within the highway will be subject to agreement. The access must be constructed in accordance with a current specification issued by the Highway Authority. Any requirement to relocate existing apparatus, underground services, or street furniture because of the installation of an access will be the responsibility, and cost, of the applicant and must be agreed prior to a vehicle access application. The application form, costs and guidance documentation can be found on the Highway Authority's website, accessible via the following link:
<https://www.lincolnshire.gov.uk/licences-permits/apply-dropped-kerb>.
- All roads within the development hereby permitted must be constructed to an acceptable engineering standard. Those roads that are to be put forward for adoption as public highways must be constructed in accordance with the Lincolnshire County Council Development Road Specification that is current at the time of construction and the developer will be required to enter into a legal agreement with the Highway Authority under Section 38 of the Highways Act 1980. Those roads that are not to be voluntarily put forward for adoption as public highways, may be subject to action by the Highway Authority under Section 219 (the Advance Payments code) of the Highways Act 1980. For guidance, please refer to <https://www.lincolnshire.gov.uk>
- The highway improvement works referred to in the above condition are required to be carried out by means of a legal agreement between the landowner and the County Council, as the Local Highway Authority. For further guidance please visit our website: <https://www.lincolnshire.gov.uk/adopting-improving-roads-footpaths>

- Please contact the Lincolnshire County Council Streetworks and Permitting Team on 01522 782070 to discuss any proposed statutory utility connections, Section 50 licences and any other works which will be required within the public highway in association with the development permitted under this Consent. This will enable Lincolnshire County Council to assist in the coordination and timings of these works. For further guidance please visit the Highway Authority's website via the following link: Traffic Management - <https://www.lincolnshire.gov.uk/traffic-management>
- The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:
 - (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
 - (b) the planning authority has approved the plan.

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

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

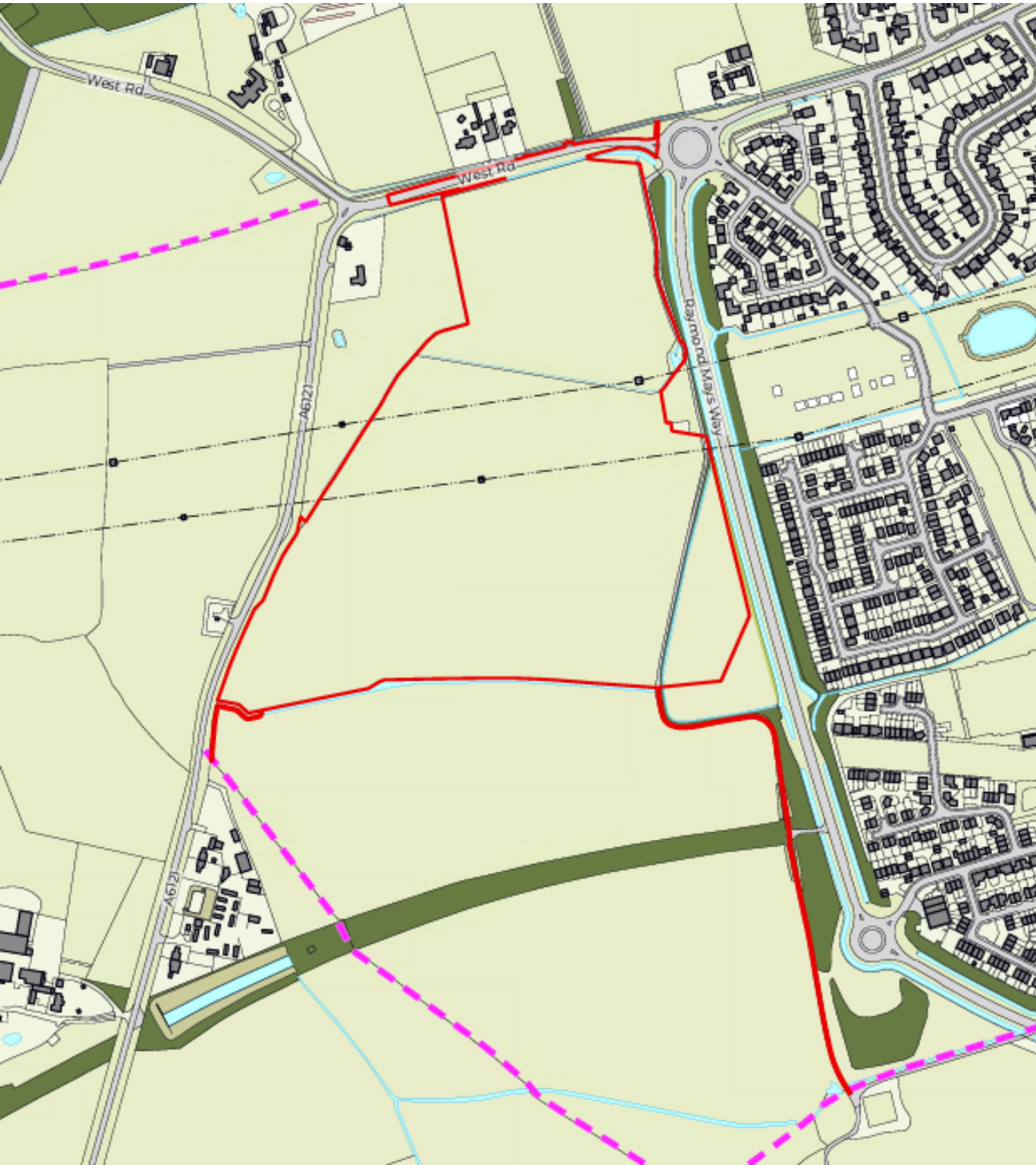
Based on the information available, this permission is considered to be one which requires the approval of a Biodiversity Gain Plan before development begins.

- 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. The term construction work shall include mobile and fixed plant/machinery, (e.g. generators) radios and the delivery of construction materials. To minimise the impact of potential noise on the surrounding area, deliveries of construction materials shall only take place between 8:00 am and 5:00 pm, Monday to Friday and between 9:00 am and 5:00 pm on a Saturday. No deliveries shall take place on a Sunday or Public Holiday.
- 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.

Financial Implications reviewed by:

Legal Implications reviewed by:

Location Plan



Illustrative Masterplan

