



**SOUTH
KESTEVEN
DISTRICT
COUNCIL**



S26/0683

Proposal: Construction of 4no. Dwellings
Location: Land between 16-18, Bourne Road, Colsterworth
Applicant: Mr Jon Gibbison – Hereward Homes Ltd
Agent: N/A
Application Type: Full Planning Permission
Reason for Referral to Committee: Member call in Cllr Bellamy – Concerns in relation to highway safety and infill development

Key Issues: Development principle
Character and Appearance
Residential Amenity
Public Right of Way
Highway safety

Technical Documents: Flood Risk Assessment/Drainage Strategy
Ecological Appraisal/Biodiversity Net Gain
Tree Survey
Construction Management Plan

Report Author

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Corporate Priority:

Growth

Decision type:

Regulatory

Wards:

Isaac Newton

Reviewed by:

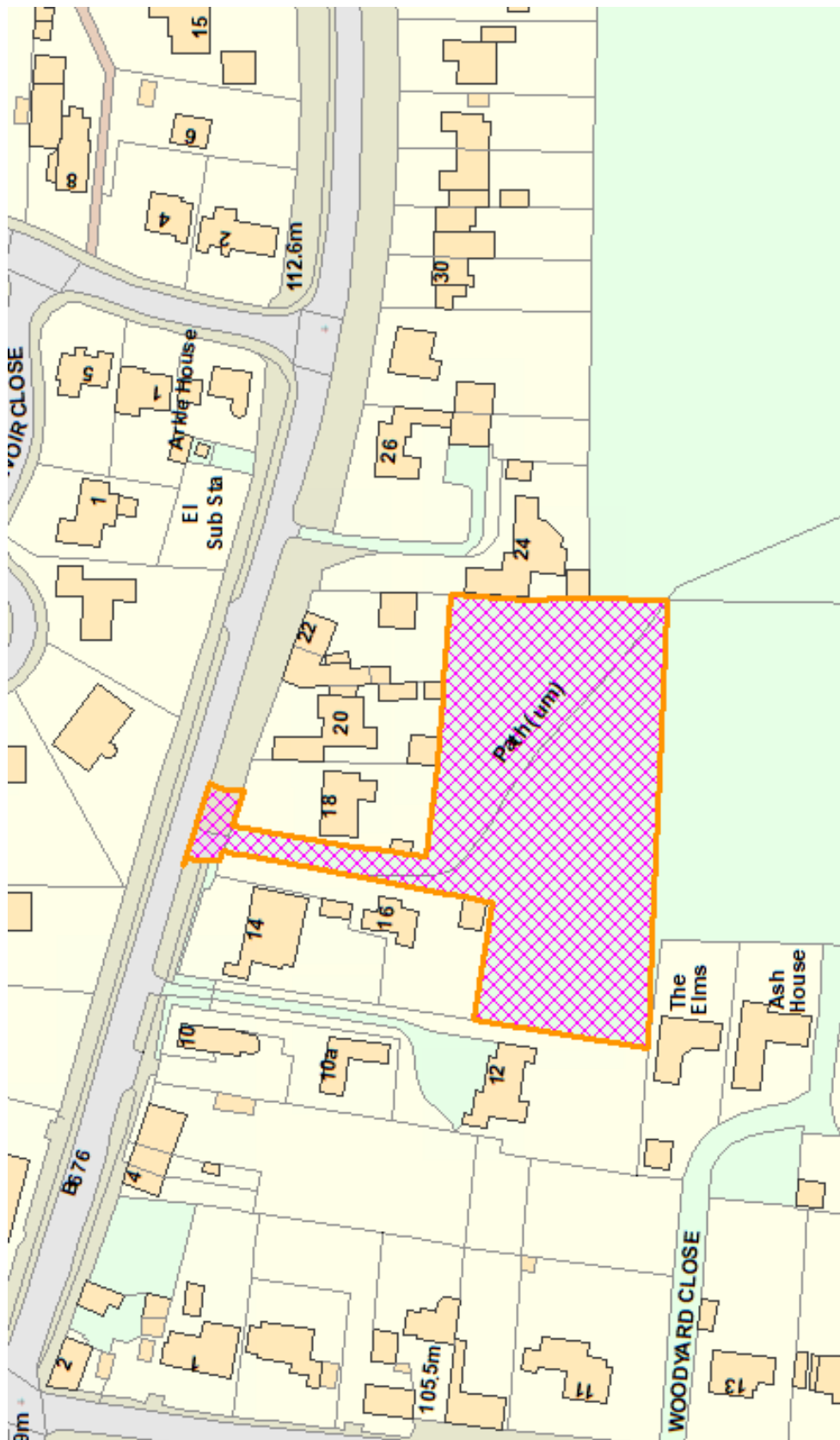
Miranda Beavers (Principal Development
Management Officer)

28 July 2026

Recommendation (s) to the decision maker (s)

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

S26/0683 – Land between 16-18 Bourne Road, Colsterworth



1 Description of Site

- 1.1 The application site is an open area of paddock/grass land to the rear (south) of the existing properties that front Bourne Road. the site area is approximately 0.48 hectares.
- 1.2 The site is located to the east of the site is 24 Bourne Road, to the west is 12 Bourne Road. To the south of the site is a small residential development of 6no. dwellings served off a private drive from Stamford Road.
- 1.3 There is a public right of way that runs through the site in a roughly north to south direction to a stile in the southeastern corner of the site.

2 Description of Proposal

- 2.1 The scheme is for the construction of 4no.detached residential properties served of a private drive from Bourne Road which would be located between 14 and 18 Bourne Road.
- 2.2 The dwellings would be a mix of three- and four-bedroom properties. A minimum of two parking spaces would be provided for each dwelling.
- 2.3 The two dwellings proposed on the western half of the site (plots A1 and A2) would have a ridge height of approximately 8 metres, the dwelling located roughly centrally within the site (plot B) would have a ridge height of approximately 9.6 metres and the dwelling proposed on the eastern portion of the site (plot C) would have ridge height of approximately 8.2 metres.
- 2.4 Each dwelling would have either an attached or detached garage.
- 2.5 The dwellings would be constructed of natural stone with stone cills with clay pantiles. Windows would be white aluminium.
- 2.6 Access would be via a tarmac access road that has been constructed under planning permission S25/0455.
- 2.7 The applicant has provided the following information in support of the application including the following:
 - “The site already benefits from planning permission for residential development. The revised proposal:
 - Retains detached dwellings. Retains generous private gardens. Retains landscaping and planting.
 - Retains the approved access road.
 - Retains the overall site layout principles.
 - The proposal does not introduce high-density housing, apartments or terraced development.
 - Instead, it provides four detached family homes within a layout that has already been accepted in planning terms.

Furthermore, replacing a single very large dwelling with two smaller dwellings creates a development that sits more comfortably within the character of the surrounding village.

The proposal therefore cannot reasonably be described as overdevelopment”.

3 Relevant History on site

- 3.1 **S24/1487** – Construction of 5 No. dwellings (2 no. bungalows and 3 no. houses), removal of 1 no. tree, hedgerow and formation of associated car parking and landscaping - Land off Bourne Road Colsterworth – Refused Planning Permission – 29th January 2025.
- 3.2 The reasons for refusal relate to form and character and residential amenity.
- 3.3 **S25/0455** - Construction of 3no. dwellings with associated car parking and external landscaping - Land off Bourne Road Colsterworth – Granted Planning Permission subject to Conditions – 24th September 2025.
- 3.4 **S25/2432** - Submission of details reserved by conditions 5 (Surface and foul water drainage), 6 (Materials), 7 (Levels) and 12 (Landscape Management Plan) of planning permission S25/0455 - Construction of 3no. dwellings with associated car parking and external landscaping – Approved 9th April 2026.

4 Policy Considerations

4.1 SKDC Local Plan 2011 – 2036

EN1 - Landscape Character Policy
EN2 - Protecting Biodiversity and Geodiversity Policy
EN3 - Green Infrastructure Policy
EN4 - Pollution Control Policy
EN5 - Water Environment and Flood Risk Management
SP1 - Spatial Strategy
SP2 - Settlement Hierarchy
SP3 - Infill Development Policy
SB1 - Sustainable Building Policy
SD1 - The Principles of Sustainable Development in South Kesteven

4.2 National Planning Policy Framework (NPPF)

Section 2 – Achieving sustainable development
Section 4 – Decision making
Section 5 – Delivering a sufficient supply of homes
Section 9 – Promoting sustainable transport
Section 12 – Achieving well designed places
Section 14 – Meeting the challenge of climate change, flooding and coastal change
Section 15 – Conserving and Enhancing the natural environment

4.3 Neighbourhood Plan

Colsterworth and District Neighbourhood Development Plan

Other Relevant Documents

Design Guidelines for Rutland and South Kesteven

5 Representations Received

5.1 Environmental Protection Services (SKDC)

5.2 No comments to make.

5.3 LCC highways and SuDs

5.4 Initial Comments: Comments received in relation to the existing public right of way that runs through the site.

5.5 Final Comments: No objection-This proposal is for the construction of 4no. dwellings with associated car parking and external landscaping. The vehicular junction meets the visibility guidelines set out in Manual for Streets. The car parking provided is in line with the guidance set out in Lincolnshire County Councils Design Approach and turning space has been provided within the limits of the site to allow vehicles to enter and leave in a forward gear and therefore, it is considered that this proposal would not result in an unacceptable impact upon highway safety.

5.6 Lincolnshire Wildlife Trust

No comments received.

5.7 Colsterworth and District Parish Council

5.8 The proposal conflicts with:

South Kesteven Local Plan

Policy SD1 – Presumption in favour of sustainable development

Policy SP1/SP2/ SP3 – Spatial strategy and settlement hierarchy

Policy DE1 – High quality design and amenity

Policy EN3 – Green Infrastructure

Colsterworth and District Neighbourhood Plan Policy 1

National Policy

NPPF paras. 110–111 – Highway safety

NPPF paras. 124–131 – Design quality

NPPF paras. 174 & 180 – Biodiversity

Overdevelopment, character impact and site constraints

Local Plan Policy DE1 requires development to:

- Respond to local context
- Respect settlement pattern and density
- Protect amenity of neighbouring properties

Local Plan Policy SP3

- The proposal introduces a density and layout inconsistent with established Bourne Road development pattern
- Bourne Road exhibits a linear, lower-density character, whereas this proposal introduces backland-style intensification
- The cramped build form and continuous roof line is inconsistent with the character of the surrounding area.
- The development will cause harm and unacceptable impact upon the amenity of adjacent properties.

Highway Safety and Access

No submitted evidence of measured visibility splays or 85th percentile speed survey (required to set SSD).

- Access appears insufficient for two-way vehicle movement or emergency/service vehicle turning.
- Presence of adjacent public footpath increases pedestrian conflict risk

In conclusion this fails to demonstrate compliance with Manual for Streets safety principles and NPPF para. 111, forming a robust technical refusal ground.

Biodiversity and Ecological Impact

No submitted DEFRA Biodiversity Metric calculation or a demonstration of 10% net gain. Especially with the removal of hedgerows that are recognised as priority habitats and provide ecological connectivity.

Residential Amenity Impact

- Overlooking due to reduced separation
- Increased noise and activity
- Construction disturbance

Cumulative Impact and Unsustainable Growth

Incremental infill contributes to infrastructure strain, character erosion and unwarranted ad hoc growth. In conclusion this represents unsustainable, unplanned development, contrary to strategic policy framework.

Overall Planning Balance

Under NPPF para. 11, development must be approved only where adverse impacts do not significantly and demonstrably outweigh benefits. In this case:

- Highway safety concerns (NPPF 111)
- Flood risk uncertainty (NPPF 167)
- Biodiversity non-compliance (Environment Act)
- Design failure (Policy DE1 / NPPF 130)

These collectively outweigh any limited housing benefit.

The Parish Council respectfully requests that South Kesteven District Council refuse planning permission.

A further supplemental objection has been received in relation to highway safety and access, public rights of way, access gradient and surfacing, residential amenity, overdevelopment and layout, refuse storage and collection

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 7no. letters of representation have been received. A summary of the comments is summarised below in relation to the original scheme:

- The revised layout would result in direct line of sight into my bedroom and main living area.
- Odours from bin collection area
- Provision for swift nesting bricks for each dwelling would be ideal.
- Dust from construction phase
- Increase in vehicles resulting from the additional dwelling. Additional parking requirements
- Excavations close to boundary fence may result in insecure boundary allowing pets to escape
- Firstly, they apply to build five houses on the plot, then when that gets reduced to three by valid objections and concerns of local residents they wait until the work has commenced on the site to try to obtain permission for the division of plot A into two, no doubt meaning more profit for themselves under the guise of providing more affordable housing for the village.
- 'No increase in habitable floor space' is no valid excuse when the plot is divided into two then both new properties have their own double garages crammed into that same space.
- After studying the plans, it seems the boundaries for plots B and C have been moved slightly in order to give a little more space to plots A1 and A2, but they are still squeezed into the corner by our house, which was originally allocated for one house only.
- A2 building is positioned too close to the boundary with Woodyard Close for comfort making their only usable garden space adjacent to our patio and outdoor living space which we enjoy all year round.
- We did not buy a house in the country so we could be living on top of our neighbours, but for the peace and quiet which is slowly but surely being eroded away
- Seeing the large development pencilled in for the south of the village we didn't want any development on this small paddock, preferring it to remain a green space for the villagers enjoyment.
- Because of the long narrow access road {with public footpath} into the paddock we accepted a compromise from 5 dwellings to 3 dwellings.
- The additional property will add 25% more traffic onto the narrow drive and onto Bourne Road which is exactly what we didn't want in the first place.
- The developer might see this as an economic necessity but a short-term gain for them is a lifetime of bad development for us.
- I find it cynical that the developer has instructed the groundworks contractor to lay 4 water pipes to the site assuming that they will be granted the permission that they crave

- Firstly, this will bring extra vehicles accessing a single-track access road which also incorporates a public footpath.
- The whole site has now been moved eastwards to accommodate this amendment taking plot C right up to the public footpath boundary. It has not gone unnoticed that the public footpath has been diverted while site clearance has started but, as yet, no application has been made to make this permanent.
- Plots A1 & A2 will now be 3 bedrooomed, detached houses as opposed to Plot A being a 6 bedrooomed, single storey development will surely overlook other properties around reducing their privacy
- What does concern me is that this application will put construction time into winter months when the weather will be unfavourable.
- to say that this application reflects the pattern of development in the local area is laughable as it is bang next to the Woodyard which they developed.
- Overdevelopment
- Does not respect the character and scale and pattern of development within the surrounding area.
- Layout is driven by profit rather than delivering a form of development that responds positively to local housing needs or good planning principles.
- There is no provision for accessible, adaptable, elderly, or disability-friendly accommodation despite increasing local demand for such housing types for example two bungalows, which were originally included in the planning proposal. Instead, the proposal simply increases the number of standard market-sale properties on an already constrained site
- The revised scheme therefore fails to demonstrate: -
- A positive contribution to local housing mix or community need; -
- Adequate regard for neighbouring amenity and local character; -
- Sustainable or policy-led justification for the increased density
- The Council should give significant weight to the cumulative impact of increased density, overlooking, noise, disturbance, and loss of private enjoyment arising from the additional three-bedroom dwelling proposed within the revised scheme.
- Previously the house closest to our property did not overlook our private space, the new property will be built on land higher than our bungalow and will completely overlook us.
- Very disappointed that after all the problems that arose from the original application and agreeing to the 3 houses being built we now face the possibility of a 4th making the new roadway even more dangerous with extra traffic and especially the access onto Bourne Road, living at No 18 this will mean more noise and inconvenience.

7 Evaluation

Principle of Development

- 7.1.1 Local Plan Policy SP1 (Spatial Strategy) outlines the overall spatial strategy for the District during the plan period, in particular the focus of the majority of growth is in and around the four market towns, with Grantham being a particular focal point for development, and Larger Villages providing a supporting role. Decisions about the scale and location of new development are to be taken on the basis of the settlement hierarchy.

7.1.2 Policy SP2 (Settlement Hierarchy) identifies Colsterworth as a Larger Village where "in addition to allocations, development proposals which promote the role and function of the Larger Villages, and will not compromise the settlement's nature and character, will be supported".

7.1.3 Local Plan Policy SP3 (Infill Development) defines and supports infill development as well as the redevelopment of previously development land, subject to proposals meeting a series of criteria:

In all settlements defined in Policy SP2, infill development, which is in accordance with all other relevant Local Plan policies, will be supported provided that:

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

7.1.4 In this case, the application site is situated to the rear of the existing residential properties fronting Bourne Road. In addition, the site is bound to the west by the existing properties along Stamford Road and the new development to the south which is the subject of planning permission S22/1732 and S19/1709. In this regard, the proposed development would not extend the pattern of development and is considered to fall to be defined as infill development.

7.1.5 The other criteria within SP3 are considered elsewhere in this report. Neighbourhood Plan In relation to Policy 1 (Residential Development) of the made Colsterworth & District Neighbourhood Plan. This policy supports residential development in Colsterworth provided the scheme is an infill development and accords with a series of additional design and heritage related criteria.

7.1.6 Policy 1 - Residential Development

Residential development in Colsterworth and Woolsthorpe will be supported providing that:

- a) it is acceptable infill of up to 10 dwellings that are located within the existing confines of the built-up area;
- b) it is appropriate to its surroundings;
- c) it is in keeping with the Review of the Built Environment of Colsterworth and Woolsthorpe with regards to scale, layout and materials to retain local distinctiveness and create a sense of place;
- d) there is no adverse impact to the Woolsthorpe Conservation Area and the setting of Woolsthorpe Manor; and
- e) it encourages the use of the existing network of public footpaths to enable access to services and facilities.

7.2.1 It is accepted that the proposal is regarded as infill development. The other relevant criteria will be discussed elsewhere in the report.

- 7.3.1 It should be noted that planning permission S25/0455 has been granted for the construction of three dwelling on the site. As such the principle of residential development has been established.
- 7.3.2 Taking the above policies into account, the principle of the proposal is considered to be acceptable. The site is located within Colsterworth, therefore considered to be in accordance with Policies SP1, and SP3, of the South Kesteven Local Plan and Sections 5 and 12 of the NPPF and associated Planning Practice Guidance. Specific environmental and technical issues, which support this conclusion, are discussed in detail in the following sections below.

7.4 Impact on the character of the Area

- 7.4.1 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.
- 7.4.2 Policy SP3 requires acceptable development to not extend the pattern of development
- 7.4.3 In relation to It is considered that the proposal would not extend the pattern of development beyond the existing built form and it is in keeping with the character of the area.
- 7.4.4 The site is surrounded by residential properties, and it is accepted that the neighbouring properties have a mix of styles, sizes and designs with a mix of materials. This in itself contributes to the varied local character. Notwithstanding the somewhat eclectic nature of the existing dwellings around the site, they are characterised by large properties within substantial plots.
- 7.4.5 As per the conclusions in relation to the previous planning application S25/0455 it is accepted that the proposed units would be large, they would not be out of character with the area and neighbouring properties particularly due to the back land nature of the site and the recent properties that have been constructed to the south of the site.
- 7.4.6 The public right of way would follow the private drive and its true definitive route through the site adjacent to the boundaries and not the current desire/direct route diagonally through the site.
- 7.4.7 Again, as per the officer conclusion in relation to S25/0455 in relation to the public right of way, there is no requirement to realign the public right of way. The proposed layout would ensure adequate separation distance to the proposed dwellings, which, notwithstanding the fact that the public right of way would utilise the private drive in part, would ensure that the experience of the public right of way as part of the green infrastructure in this part of the District would not be significantly affected and would not completely remove its rural character.
- 7.4.8 Taking into account the above matters it is considered that the proposal would be an acceptable form of development in keeping with the context and character and

appearance of the street scene as such the proposal would accord with local plan policy SP3, DE1 and EN3 Colsterworth Neighbourhood Plan Policy 1, NPPF Section 12.

Impact on Residential Amenity

- 7.4.9 Whilst accepting that the proposed layout would introduce dwellings in a back land location that is currently without substantial built form. It would introduce dwellings orientated in a roughly north/south direction with the primary front elevations of the properties facing northwards.
- 7.4.10 The additional dwelling resulting from the subdivision of plot A would result in a dwelling orientated east to west with the rear elevation of the dwelling containing four windows at first floor level facing 12, Bourne Road. Of which two would serve an ensuite and a dressing room and would be obscured glazed. The remaining two windows would serve a study and bedroom 2.
- 7.4.11 The dwelling would be located approximately 8 metres from the common boundary at the closest point (rear projection) increasing to 10 metres (main rear elevation).
- 7.4.12 However, it should be noted that the existing substantial boundary treatment between the proposal and the existing property, which coupled with the set off from the boundary would ensure that there would not be any significant overlooking or loss of privacy or overshadowing that would justify a refusal of planning permission on this basis.
- 7.4.13 In relation to plot A2 this building would occupy a comparable footprint to the dwelling approved as Plot A by planning permission S25/0455 albeit closer to the southern rear boundary of the site.
- 7.4.14 It is considered that this revised location would not result in any significant overlooking, loss of privacy or overshadowing beyond that of the previously approved scheme due to the substantial existing boundary treatment and the adequate separation distance of approximately 19m to the nearest property The Elms (off Woodyard Close) to the south-west at an oblique angle and approximately 36 metres to the property to the south.
- 7.4.15 The dwelling located on Plot B would be located roughly centrally within the site, orientated north to south. This would provide adequate separation distances to existing properties to the north. (approximately 39 metres)
- 7.4.16 In relation to the dwelling proposed on plot C it is accepted that the revised layout would result in the dwelling being located closer to the nearest property to the east, 24, Bourne Road, a separation distance of approximately 8 metres would be achieved at the closest point. The orientation of the dwelling on plot C would result in the rear elevation facing South-eastwards.
- 7.4.17 The first-floor window to the bedroom 3 would be the closest window to 24 Bourne Road located approximately 9 metres from the common boundary. Due to the orientation of the proposed dwelling, it is considered that there would not be any significant overlooking towards 24, Bourne Road and its associated garden area that would justify a refusal of planning permission on this basis.
- 7.4.18 There would be a bin store/collection point proposed at the head of the private drive adjacent to the boundary with 16, Bourne Road. A 1.2m screen fence is proposed.
- Whilst accepting that this would be utilised by four dwellings, it would only store bins on collection days with the bins being stored on plot for the remainder. As such it is considered that the proposal would not result in any significant harm to the amenity of neighbouring occupiers from noise or odours due to the transient use and screening.

- 7.4.19 Taking into account the scale and nature of the proposal, there is not considered to be an unacceptable adverse impact on any amenity. As such the proposal is considered to comply with Policy DE1, SP3 of the Local Plan and NPPF Section 12.
- 7.5 Public Right of Way
- 7.5.1 As per the conclusions in relation to the public right of way contained within approved planning application S25/0455:
- 7.5.2 “There is an established public right of way (PROW) that runs through the site. There is a clear difference between the definitive route which identifies the PROW as running adjacent to the northern and eastern boundaries of the site and walked route (evidenced by trampled grass on site visit) that clearly follows a more direct desire line diagonally north-west to the south-eastern corner of the site where the stile is located and the PROW continues south eastwards.
- 7.5.3 The public footpath route appears to be well used as there is a clear walked line diagonally across the field, albeit not as per the definitive route. Users currently have the ability to walk from Bourne Road and beyond through a pleasant open rural route between 14 and 16 Bourne Road and 18 Bourne Road across a field/paddock (application site) to a stile to continue on the public right of way beyond into the open countryside. It is considered that their current use would be a pleasant experience with an open feel.
- 7.5.4 The proposed layout would clearly prevent the currents 'desire line' route across the field. The layout does however respect and preserve the definitive PROW route providing a 2 metre route defined by a 1.2 metre post and rail fence.
- 7.5.5 The layout demonstrates the PROW being accommodated along the private drive which also provide vehicle access from Bourne Road. The PROW would then run around the boundary of the site as per the definitive route.
- 7.5.6 It is considered that the proposed layout would ensure that the character and quality of the experience of the PROW would not be significantly harmed. It is accepted that the current walked route would change. But this walked route is not the definitive, recorded route”.
- 7.5.7 It should be noted that the PROW has been fenced as per approved plans (S25/0455) and follows the definitive route skirting the boundary of the site. This planning application duplicates these arrangements for the PROW.
- 7.5.8 There are on-going discussions with the Public Right of Way Officer to ascertain if a formal footpath diversion is required. Any further comments in relation to this matter will be in the Additional Information Report.
- 7.5.9 It is considered that that proposed development would not have a detrimental impact on the quality and experience of using the public right of way. As such the proposal is not considered contrary to policy EN3.
- 7.6 Highway Safety
- 7.6.1 The 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.

7.6.2 The highway authority states that:

7.6.3 This proposal is for the construction of 4no. dwellings with associated car parking and external landscaping. The vehicular junction meets the visibility guidelines set out in Manual for Streets. The car parking provided is in line with the guidance set out in Lincolnshire County Councils Design Approach and turning space has been provided within the limits of the site to allow vehicles to enter and leave in a forward gear and therefore, it is considered that this proposal would not result in an unacceptable impact upon highway safety.

7.6.4 In view of these criteria, the Highways and Lead Local Flood Authority does not consider that this proposal would result in a severe impact with regard to NPPF.

7.3.8 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.

7.7 Sustainability

7.7.1 It is considered appropriate to ensure that the proposed development is undertaken in accordance with the sustainability measures that were approved as part of planning permission S25/0455. This would ensure that the proposed dwellings employ sustainable measures to minimise climate change and water usage. This can be achieved by an appropriately worded condition.

7.7.2 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.

7.8 Drainage

7.8.1 As per the previously approved scheme, it is proposed that foul drainage would connect to the existing network and surface water would discharge to a crated soakaway system. These details have been assessed by Lincolnshire County Council in their capacity as Local Lead Flood Authority. As such it is considered that the proposed development would result in an acceptable form of surface and foul drainage for the site.

7.8.2 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.

7.9 Biodiversity Net Gain (BNG)

7.9.1 As per the previous planning application, proposed scheme would result in 19.93% loss habitat units on the site. The proposed scheme includes ecological benefits in the form of bat and bird box provision and landscaping including an approximate 44% increase in hedgerow provision.

7.9.2 Additionally, it is understood that off-site credits would be purchased to satisfy the requirement for 10% biodiversity net gain. This could be secured by compliance with the relevant Biodiversity Net Gain condition.

7.9.3 Whilst it is accepted that the preference is for the delivery of BNG on site by its incorporation into the design of the site. However, taking into account the area of the site

given over to residential curtilage, access drive and PROW there would be limited opportunity to deliver all of the required BNG on site.

- 7.9.4 As such it is considered on balance that appropriate Biodiversity mitigation could be achieved.
- 7.9.5 Taking account of the above matters the proposal it is considered that the proposal would accord with local plan policy EN2 and NPPF Section 15.
- 7.9.6 Other Ecology
- 7.9.7 The submitted plans indicate each property would include swift and bat box provision and hedgehog refugia. This is secured by an appropriately worded condition.

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 of March 2025, South Kesteven Council are presently unable to demonstrate a 5-year housing land supply and as a result, the policies most important for determining the application are deemed to be out-of-date by virtue of footnote 8 and Paragraph 11 of the National Planning Policy Framework. In these circumstances, Paragraph 11(d) requires that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework when taken as a whole; or where specific policies in the Framework, indicate that development be restricted.
- 10.1.2 Whilst concerns have been raised in relation to highway matters, residential amenity, visual amenity, no harm has been found in relation to these matters when assessed against local and national policy.
- 10.1.3 In this instance the delivery of four dwellings, whilst modest in number would contribute to the housing need and therefore weigh in favour of the development.
- 10.2 The proposed development is considered acceptable having regard to the NPPF and to the Local Plan, in particular Local Plan Policies SD1, SP1, SP2, SP3, SB1, EN4, EN5, EN6, DE1, ID2 and NPPF Sections 2, 4, 5, 12, 14 and 15 and there are no material considerations that indicate otherwise, as such the proposal is therefore acceptable.

RECOMMENDATION:

Recommendation

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

Schedule of Conditions

Time Limit for Commencement

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

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

Approved Plans

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

- Location Plan (08) 010
- Site Plan 01G
- Plot A1 and A2 Plans and Elevations 02 B
- Plot B Plans and Elevations 03A
- Plot C Plans and Elevations 04

Unless otherwise required by another condition of this permission.

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

During Building Works

- 3 The development hereby permitted shall be undertaken in accordance with Construction Management Plan received 20th April 2026.

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

- 4 Notwithstanding the submitted Construction Management Plan, 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.

Reason: To protect the amenity of neighbouring occupiers.

Prior to Occupation

- 5 Prior to the occupation of the dwellings hereby permitted, the bat and bird box and hedgehog provision shall be undertaken in accordance with the details shown on Wildlife Plan Drawing No. 05D updated on 20th April 2026.

The development shall be undertaken in accordance with the approved details and retained as such thereafter.

Reason: To ensure a satisfactory form of development and in the interests of good ecological practice.

- 6 Prior to the occupation of the development hereby permitted the surface and foul drainage shall be undertaken in accordance with the approved Below Ground Drainage Strategy Drawing No. 77317-BACE-24-00-DR-C-520 Rev P05.

Reason: To ensure a satisfactory form of development and in accordance with Policy EN5.

- 7 The development hereby permitted shall be undertaken in accordance with submitted materials details 2200-19 received on 27/07/2026.

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

- 8 The development hereby permitted shall be undertaken in accordance with the principles set out in the Energy Statement dated August 2025 that accompanied planning application S25/0455.

The approved sustainable building measures shall be completed in full, in accordance with the agreed scheme prior to the occupation of each unit.

Reason: To ensure the building includes sustainable building measures in accordance with Policy SB1 of the adopted South Kesteven Local Plan.

- 9 Before any part of the development hereby permitted is occupied, the works to provide the boundary treatments shall have been completed in accordance with the approved boundary treatment details on Site Plan Drawing No. 01G.

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

- 10 Following first occupation of any part of the development hereby permitted, the vehicle parking and turning areas for each dwelling shall have been completed in accordance with approved plan Site Plan Drawing No. 01G; and shall not be used for any purpose other than for the parking and turning of private vehicles and motorcycles belonging to the occupants of the property and their visitors.

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

- 11 Before any building/dwelling hereby permitted is occupied/brought into use, the finished floor levels for that building shall have been constructed in accordance with the approved levels details as shown on Site Plan Drawing No. 01G.

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

- 12 Before first occupation of any part of the development hereby permitted, the refuse and recycling storage facilities, bin collection point indicated on approved Site Plan Drawing No. 01G shall have been completed and made available for use. Those facilities shall thereafter be retained for use at all times.

Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling.

- 13 Before first occupation of the dwellings on plot A1 and A2 hereby permitted is occupied the first-floor windows serving the bathroom, en-suites and dressing room shall have been installed with obscure glazing and with no opening part being less than 1.7m above the floor level immediately below the centre of the opening part. The obscure glazing must be obscured to a minimum of Pilkington - Privacy Level 3 or an equivalent product. Once installed, the window units shall thereafter be retained as such at all times.

Reason: To safeguard the privacy of the occupiers of the neighbouring/adjoining properties.

- 14 Before first occupation of the dwelling on plot B hereby permitted is occupied the first-floor windows serving the en-suites shall have been installed with obscure glazing and with no opening part being less than 1.7m above the floor level immediately below the centre of the opening part. The obscure glazing must be obscured to a minimum of Pilkington - Privacy Level 3 or an equivalent product. Once installed, the window units shall thereafter be retained as such at all times.

Reason: To safeguard the privacy of the occupiers of the neighbouring/adjoining properties.

- 15 Before first occupation of the dwelling on plot C hereby permitted is occupied the first floor windows serving the en-suites, bathroom and dressing room shall have been installed with obscure glazing and with no opening part being less than 1.7m above the floor level immediately below the centre of the opening part. The obscure glazing must be obscured to a minimum of Pilkington - Privacy Level 3 or an equivalent product. Once installed, the window units shall thereafter be retained as such at all times.

Reason: To safeguard the privacy of the occupiers of the neighbouring/adjoining properties.

On-going

- 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 as was approved in condition above unless otherwise agreed by the Local Planning Authority.

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

Standard Note(s) to Applicant:

- The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:

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

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

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

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

- In accordance with Section 59 of the Highways Act 1980, please be considerate of causing damage to the existing highway during construction and implement mitigation measures as necessary. Should extraordinary expenses be incurred by the Highway Authority in maintaining the highway by reason of damage caused by construction traffic, the Highway Authority may seek to recover these expenses from the developer.
- The permitted development requires the formation of a new/amended vehicular access. These works will require approval from the Highway Authority in accordance with Section 184 of the Highways Act. Any traffic management required to undertake works within the highway will be subject to agreement. The access must be constructed in accordance with a current specification issued by the Highway Authority. Any requirement to relocate existing apparatus, underground services, or street furniture because of the installation of an access will be the responsibility, and cost, of the applicant and must be agreed prior to a vehicle access application. The application form, costs and guidance documentation can be found on the Highway Authority's website, accessible via the following link:
<https://www.lincolnshire.gov.uk/licences-permits/apply-dropped-kerb>.
- The road serving the permitted development is approved as a private road which will not be adopted as a Highway Maintainable at the Public Expense (under the

Highways Act 1980). As such, the liability for the future maintenance of the road will rest with those who gain access to their property from it.

- 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



Site Plan

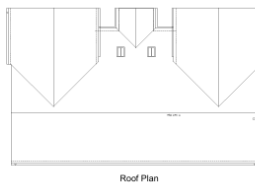
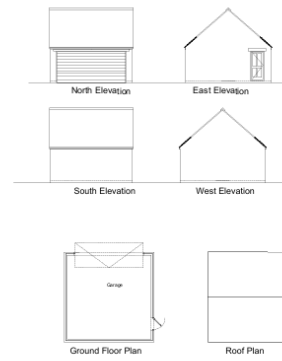


Floor Plans and Elevations

Plot A1 and A2

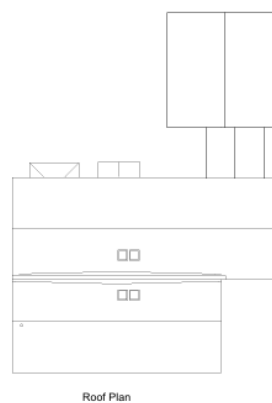
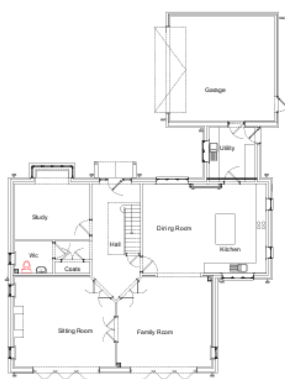


Plot B



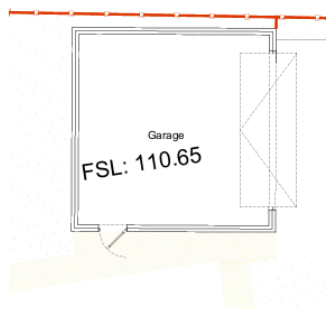
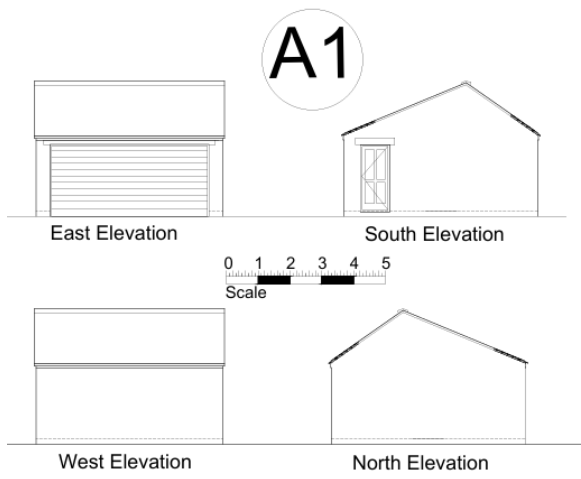
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Revision	Date
Residential Development Land Off Bourne Road Plans and Elevations	
Plot B Plans and Elevations	

Plot C

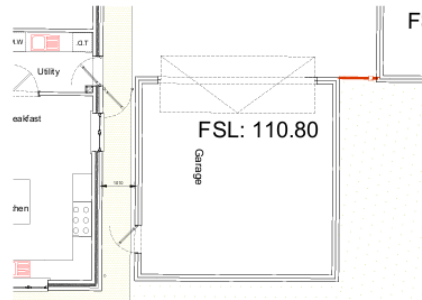


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Garages – Plot A1 and A2



A1 Ground Floor Plan



A2 Ground Floor Plan

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Revision	Date
1	12/01/2021
Project Name: Residential Development	
Land Off Bourne Road	
Colteneborough	
Plots A1 & A2 Garages	
Wythe Holland Limited Chartered Architects 20 Bedford Street House 44 Colton 100000 Leicester, Leicestershire LE1 1JF www.wytheholland.co.uk 01533 610000	