



SOUTH
KESTEVEN
DISTRICT
COUNCIL



Additional Information Report

This report sets out additional information in relation to planning applications for consideration at the Planning Committee on 6th August 2026 that was received after the agenda was published.

S25/1676

Proposals: 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

Site Address: Land Southwest of Bourne

Summary of Information Received

The following injury collisions information prepared by the Lincolnshire Road Safety Partnership has been received from **Councillor Woolley**:



Additionally, **Cllr Woolley** has made the following comments:

I am the local County Councillor for Bourne North & Morton, the division on the opposite side of the A151 to the development.

The traffic from the proposal will need to turn right into and out of the area because all amenities (Town centre, Doctors, Schools, public transport to Peterborough, shops and leisure centre are all based in or around the town).

The highways infrastructure between the A151 Raymond Mays roundabout and junction with the A6121 is already heavily congested with frequent vehicle accidents. The highways infrastructure is in close proximity to a sharp left hand bend from Raymond Mays Way making the flow of traffic on and off the site blind to the A151 road user. The proposed site sits on a 60mph road.

Officer comments

Whilst noting the additional information, the planning application has been assessed by Lincolnshire County Council from a highway safety and capacity perspective. They have not objected to the development subject to a number of conditions including off-site highway improvement works.

As such the proposed development is considered to be acceptable in relation to highway safety and capacity.

The following traffic survey information has been submitted by **Councillor Crawford**:

This traffic survey was conducted by Bourne Town Councillors and Volunteers on 9th October 2025. We counted the vehicles joining the roundabout on the A151 from Grimsthorpe, West Road (traffic from town), Welland Way Elsea Park and Raymond Mays Way (Bypass).

Vehicle Categories

HGV's -vehicles with separate cab

Commercial vans

Cars and motorbikes

Cycles

Mini-Bus/Bus

Tractors

This survey was carried over four time slots being

Stot 1. 07.30 - 09.00

Slot 2. 11.00 - 12.30

Stot 3. 14.30 - 16.00

Stot 4. 16.30 - 18.00

The totals are as follows:

HGV's 378

Vans 1175

Cars/Motorbikes 8427

Minibus/Bus 69

Cycles 7

Tractors 8

10,064 vehicles joining the roundabout in the 6 hours we surveyed.

Officer Comments

This information is comparable to the traffic count information that was submitted as part of the Transport Assessment based on a survey of the roundabout undertaken on 12/09/2023.

It is considered that the roundabout is highly engineered and is capable of accepting this number of vehicle movements and that of the proposed development. As such it is considered that this does

not raise any new highway matters that have not been assessed/considered by the Highway Authority.

For clarity in relation to vehicle movements travelling both east and west bound along West Road the following information was submitted with the planning application:

12575 BOURNE										
SEPTEMBER 2023										
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 12576001	Site 1 - A151 West Rd, Bourne (E of A6121) 52.765498, -0.398780	Channel: Eastbound	Tue 12-Sep-23	Mon 18-Sep-23	NSL	39610	6128	5659	44.5	38.6
		Channel: Westbound	Tue 12-Sep-23	Mon 18-Sep-23		39098	6106	5585	44.4	38.1

The survey was undertaken at the approximate location of the proposed access to the site between 12th September 2023 and 18th September 2023. 39,610 vehicles travelled eastbound and 39,098 travelled westbound over the period. The average mean speed of the vehicles was 39mph and 38mph respectively.

This information has been assessed by the highway authority. No objection has been raised. As such it is considered that the application is acceptable from a highway perspective.

The following comments have been received from **National Grid Wayleaves**:

“...the main concern is currently the proposed location of the Attenuation Basin labelled no.4 on the masterplan illustration and the location being within the current plinth of the tower supporting the overhead line. It's strongly recommended that that the developer or relevant person acting on their authority contacts NGED in relation to their proposed plans to assure the integrity of the high voltage line and continuity of the power supplies to the wider local community in addition to safety recommendation and advice around working and building near overhead apparatus”.

Officer comments

Whilst noting the comments from National Grid, it should be noted that the planning application is in outline form with all matters reserved except access. As such the layout of the development is not fixed at this point, and the location of the attenuation basin is indicative only. Any concerns of National Grid can be addressed during the consideration of any reserved matters application.

Biodiversity Net Gain

An additional condition is requested to enable monitoring and enforcement of the BNG requirements on the site:

Notice in writing shall be given to the Local Planning Authority when the approved HMMP has been implemented.

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).

Section 106 Heads of Terms

In relation to the Section 106 Heads of Terms, it should be notice that the legal agreement will include a formula for the calculation of the financial contributions for education and healthcare. This is because the final amount is to be determined by the overall housing mix and final number of dwellings to be delivered as part of the development. These matters would be determined as part of the subsequent reserved matters application. As such, the figures quoted within the main Committee Report are an indication based on a policy compliant housing mix for 270 dwellings.

Recommendation:

Recommendation – Part 1

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 in the main report and the additional condition above.

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):

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.