

Planning Committee



SOUTH
KESTEVEN
DISTRICT
COUNCIL

Thursday, 6 August 2026 at 1.00 pm
Council Chamber - Council Offices, St. Peter's Hill,
Grantham. NG31 6PZ

Committee Members: Councillor Helen Crawford (Chairman)
Councillor Penny Milnes (Vice-Chairman)

Councillor David Bellamy, Councillor Harrish Bisnauthsing, Councillor Pam Byrd, Councillor Steven Cunnington, Councillor Patsy Ellis, Councillor Paul Fellows, Councillor Gloria Johnson, Councillor Max Sawyer, Councillor Peter Stephens, Councillor Sarah Trotter and Councillor Paul Wood

Agenda

This meeting can be watched as a live stream, or at a later date, [via the SKDC Public-I Channel](#)

1. Register of attendance and apologies for absence

2. Disclosure of interests

Members are asked to disclose any interests in matters for consideration at the meeting

3. Minutes of the meeting held on 9 July 2026

(Pages 3 - 33)

Planning matters

To consider applications received for the grant of planning permission – reports prepared by the Case Officer.

The anticipated order of consideration is as shown on the agenda, but this may be subject to change, at the discretion of the Chairman of the Committee.

4. Application S25/1676

(Pages 35 - 72)

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

Recommendation: 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.

5. Application S25/1534 (Pages 73 - 134)

Proposal: Erection and operation of an energy storage system including associated infrastructure, engineering works, landscaping and formation of vehicular access from highway. With outline application (all matters reserved) for the erection and operation of a transmission substation with associated infrastructure.

Location: Land East Of The B6403 High Dike, Stoke Rochford, Grantham NG33 4EB

Recommendation: To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to conditions and completion of a Section 106 Agreement

6. Application S26/0683 (Pages 135 - 156)

Proposal: Construction of 4no. Dwellings

Location: Land between 16-18, Bourne Road, Colsterworth

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

7. Application S26/0096 (Pages 157 - 166)

Proposal: Change of use of warehouse/storage space into 2 separate units consisting of a takeaway and a barbershop

Location: 106 Church Street, Market Deeping, Lincolnshire, PE6 8AL

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

8. Application S26/0354 (Pages 167 - 175)

Proposal: Creation of 2no. parking spaces to front of property

Location: 5 Corby Road, Bitchfield, Lincolnshire, NG33 4DU

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

9. Any other business, which the Chairman, by reason of special circumstances, decides is urgent

Minutes

Planning Committee

Thursday, 9 July 2026, 10.00 am

Council Chamber – South Kesteven
House, St. Peter's Hill, Grantham, NG31
6PZ



SOUTH
KESTEVEN
DISTRICT
COUNCIL

Committee Members present

Councillor Helen Crawford (Chairman)
Councillor Penny Milnes (Vice-Chairman)
Councillor Pam Byrd
Councillor Patsy Ellis
Councillor Gloria Johnson
Councillor Max Sawyer
Councillor Peter Stephens
Councillor Sarah Trotter
Councillor Charmaine Morgan

Cabinet Members present

Councillor Phil Dilks (Cabinet Member for Planning)

Other Members present

Councillor Matthew Bailey
Councillor Phil Dilks
Councillor Gareth Knight
Councillor Paul Martin

Officers

Emma Whittaker (Assistant Director for Planning & Growth)
Phil Jordan (Development Management and Enforcement Manager)
Adam Murray (Principal Development Management Planner)
Miranda Beavers (Principal Development Management Planning Officer)
Craig Dickinson (Development Management Planner)
Hannah Noutch (Senior Development Management Planner)
Charles James, Policy Officer
Amy Pryde (Democratic Services Officer)
Joshua Mann (Democratic Services Officer)
Martha Rees (Legal Advisor)

12. Register of attendance and apologies for absence

(The Committee adjourned for 15 minutes so Members had the opportunity to read the late items paper).

Apologies for absence were received from Councillors Paul Fellows, Harrish Bisnauthsing, David Bellamy, Paul Wood and Steven Cunningham.

Councillor Charmaine Morgan substituted for Councillor David Bellamy.

13. Disclosure of interests

Councillor Penny Milnes declared an interest on application S26/0237 as she was speaking as Ward Councillor. She would sit off the Committee for this application.

The Chairman made the following statement in relation to S26/0681:

'I make the declaration on behalf of all members that whilst acknowledging that the Agent is an SKDC employee, this would not affect how members of the Planning Committee determine the application. All members have been trained and will determine the application in accordance with their training and with an open mind'. Any members who do not feel that they are open minded to determine the application, should make a declaration to that effect and not vote on the application'.

Councillor Charmaine Morgan declared an interest as a member of Lincolnshire Wildlife Trust for application S26/0237. She would remain open minded on this application.

14. Minutes of the meeting held on 11 June 2026

The minutes of the meeting held on 11 June 2026 were proposed, seconded and **AGREED** as a correct record.

15. Application S26/0237

Proposal: Outline planning application for a residential development with all matters reserved except for access

Location: Land adjacent Heatherway House, Fenton Road, Stubton, NG23 5DB

Recommendation: To authorise the Assistant Director – Planning and Growth to GRANT planning permission, subject to conditions

Noting comments in the public speaking session by:

District Ward Councillor
Stubton Parish Council

Councillor Penny Milnes
Sam Kirk

Against

Jeremy Flint

Thomas Gill

On behalf of the Applicant

Mike Sibthorp

Together with:

- Provisions within SKDC Local Plan 2011-2036, National Planning Policy Framework (NPPF), Stubton Neighbourhood Plan and Design Guidelines for Rutland and South Kesteven Supplementary Planning Document.
- No comments received from LCC Highways.
- Comments received from Heritage Lincolnshire.
- Comments received from Environmental Protection.
- Comments received from Anglian Water.
- Comments received from Conservation Officer.
- Comments received from Parish Council.

The following comments were made by the public speakers:

- The District Councillor felt the application posed a dilemma with tilted balance.
- That an accumulation of impacts can be collectively destructive to a small rural community.
- Concerns were raised around backhanding extending obtrusively into open countryside, impact on Stubton Hall and park, habitats, sustainability, landscape setting and character of the area.
- The Member commented on recent approval of developments within the area and that a total of 14 houses had been approved. The village had absorbed over 25% more houses in a short period of time.
- The Member suggested the application be refused under The Local Plan (DE1, EN6, EN1, EN2, the Stubton Neighbourhood Plan, the NPPF (5, 12, 15 and 16).
- Concern was raised around the character and wildlife of the area alongside the protected species of great crested newts. It was also felt the village was a tranquil place to live.
- Stubton Parish Council had submitted they do not support the proposal.
- It was felt the application was environmentally unsuitable. Stubton had around 77 homes with 12 recently approved and 5 more proposed for this application. The report confirmed a 28% increase in a short period. It was noted there was no shop, school or public transport within the village.
- It was felt that drainage was unsafe, and Anglian Water had formally objected stating that Stubton Water Recycling Centre cannot accept additional flow and that connection would risk pollution.
- That the application provided no community benefit, removes pasture lands and threatens protected species.

- Concern was raised on impact to neighbouring residents on the outlook, privacy, tranquillity and the quite rural setting of the village.
- Further concern was raised on access to the site, which could cause harm due to several existing accesses within close proximity. There were no footpaths and pedestrians would have limited protection and may have to walk along the road.
- The Agent clarified the proposed development would not result in an unacceptable adverse impact on the character of the village.
- That the Officer report highlighted that whilst the prevailing type of development in the village was linear in style, there were also example of back land development, including St Martins Close.
- It was clarified that other planning permissions had been granted within the area.
- There would be no adverse or cumulative impact from this application.
- The existing property benefitted from a septic drainage tank and this was satisfactory under prevailing ground conditions.
- It was noted the presence of a protected species would not present a barrier to a grant of planning permission, subject to biodiversity and habitat mitigation conditions.

During questions to public speakers, Members commented on the following:

- One Member sought clarification around the number of homes within the area exceeding a certain %.

It was confirmed that there was a concern for 5 dwellings on the site and that the northern part of the site would extend beyond the last house on the frontage and would impact views to Stubton Hall and Park.

- A query was raised on where a public footpath was located in relation to the application site.

It was clarified the public footpath was next to the proposed development and ran from Fenton Road to Claypole Road.

- One Member sought clarification around the ponds in relation to the development site.

It was confirmed the nearest pond was to the south of the site, which was referred to as having the biggest impact to the site. However, there were other ponds within the vicinity to the site.

- Clarification was sought around the access to the site.

The Public Speaker clarified there was access to the proposed site, there was access to Park Cottage. Opposite the access for this site was St Martins Close and Stubton Hall was adjacent to the road. Stubton Hall was used as a wedding venue and conference centre so was used regularly throughout the week and weekends.

- A query was raised on whether all the BnG requirement would be achievable on site and not elsewhere.

The Agent confirmed that the site had every potential for BnG requirements to be met on site at outline stage but would be submitted as part of a reserved matters application.

- It was questioned whether any of the demonstrable harm could be negated.

It was noted the Planning Officer had outlined a degree of harm. The ecology and the great crested newts on adjoining land had been accepted, however, there was a mitigation via licensing to mitigate the harm. The Highway authority had not objected to any part of the application including access. It was felt there was not a degree of harm to justify the refusal of planning permission.

- One Member queried whether the willow tree at the access point would be affected.

The Agent informed the Committee the willow tree had been removed before this application had been put forward.

During questions to officers and debate, the following comments were made:

- Whether minor objections had been received.

The Planning Officer confirmed the application was outline and did not include appearance, scale etc. This application was merely to determine whether this site in principle could be used for residential development. The Officer had addressed the level of impact not outweighing the benefit of housing.

- Clarification was sought around the difference between edge of settlement and open countryside development.

It was clarified each application should be considered on a 'case by case' basis. This application would be directly adjacent to residential plots, meaning there could be a clear link to existing settlement.

- Members raised concern on the fact Stubton was a small rural village.

Members were informed that other developments were within different areas within the village. It was at their discretion to give certain weight to any harm and benefits.

- That the Conservation Officer had reflected the possible impacts on existing heritage once the reserved matters application had been submitted.
- Concern was raised on Highways and amenities of existing residents with an increased number of cars accessing the driveway immediately adjacent to the site.
- One Member felt the condition around the great crested newts could be strengthened and how the condition would protect the species.

The Planning Officer clarified the Committee were considering the principle of development and access. There was no harm in relation to the development at present. A level of impact had been acknowledged with vehicles travelling up the access route; however, it was not considered to be unacceptable in terms of noise and light pollution.

Licensing measures would cover protection of the great crested newts and would be controlled by legislation. Any works would not be able to proceed until this mitigation was in place.

- Clarification was sought around the potential native impact and harm on Stubton Hall in terms of the setting and character.

The Planning Officer and Conservation Officer had assessed the immediate impact on the asset. There was likely to be an impact, however, the Conservation Officer could not assess the amount of impact at this stage as the details of the development were not part of this application.

- One Member raised the 25% increase of homes in the village in line with the NPPF. It was queried how many houses this represented.

The Principal Development Management Planner clarified through the Council's Local Plan, the Council should identify a minimum of 10% of its supply for small sites of no more than one hectare. The reference within the NPPF did not reference that the Council should not exceed the capacity within a settlement.

The Development Management and Enforcement Manager confirmed that footnote 7 of the NPPF had the ability to disengage the piece of policy, but only when those elements provide a strong reason for refusing the proposed development. This would need to be supported by strong evidence for refusal.

It was noted that drainage, ecology, Highways and heritage could be conditioned. However, the Committee had raised harms around the characters and appearance of the area.

- One Member discussed previous applications within the area that had been to appeal and were approved by appeal.
- The negative impact to the two properties either side of the driveway was highlighted.

It was confirmed that the Council's Environmental Protection Team had been consulted on noise and light pollution for the additional traffic on the access driveway.

It was proposed, seconded and **AGREED** to authorise the Assistant Director – Planning & Growth to **REFUSE** planning permission for the following reason:

The proposed development would, as a matter of principle, result in a backland form of development that would be contrary to the prevailing form of the existing settlement, resulting in significant harm to the rural character and appearance of the site and surrounding area. The identified harm would be contrary to Policy DE1 of the adopted Local Plan, Policy BE2 of the made Stubton Neighbourhood Plan and Section 12 of the National Planning Policy Framework. The material considerations in this case, including tilted balance and the public benefits associated with the erection of up to 5 dwellings, would not outweigh the identified harm.

16. Application S26/0458

Proposal: Erection of 18no. fixed self-storage units

Location: Secure Self Storage (a1) Ltd, Great North Road, Colsterworth, Lincolnshire, NG33 5JJ

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

Noting comments in the public speaking session by:

District Ward Councillor

Councillor David Bellamy (Statement)

Together with:

- Provisions within SKDC Local Plan 2011-2036 and National Planning Policy Framework (NPPF).
- Comments received from Colsterworth Parish Council.
- Comments received from Lincolnshire County Council Highways and Sustainable Drainage.
- Comments received from National Highways.
- No comments received from Lincolnshire Fire and Rescue

The following comments were made by public speakers:

- Concern was raised around hours of operation and visiting times to the site. It was felt these should be restricted to daytime.
- That a field to the south of the proposed site was an allocate site given planning permission in 2019 for residential properties.
- That the amenity of residents future and present was paramount.
- The Parish Council were concerned around noise and light causing disturbance at night, which could cause a fear of crime.

During questions to officers and debate, the following comments were made:

- Whether security and the sites proximity to the A1 could be considered.

The Development Management Planner confirmed the boundary treatment, and security gates would remain on site. Users of the site would be given an access code to gain entry to the site. This was the same arrangement as previously.

- Clarification was sought around why the site was seeking planning permission, if it's previous use was a storage site.

It was confirmed the storage structures being proposed to build were operational development and would be block work built with steel cladding.

- One Member sought clarification around a housing estate to the south of the site, the housing estate was not shown on the plans within the reports.

The ordinance survey that the Planning department based their mapping on for reports had not been updated and therefore, did not include this residential development. The Committee were shown visual plans of the housing development. There was already sound mitigation between the housing development and the proposed site, due to noise from the A1.

- It was suggested whether hours of operation, noise and access could be conditioned, given the residential development nearby.

The site had an existing lawful development certificate which confirms its existing lawful use meaning it was unrestricted as a self-store site, with 24/7 operation. The site had been a lawful storage site since 2002, where the outline planning application would have previously assessed noise mitigation.

- One Member felt the proposed site would encroach onto the residential development running parallel.

- A query was raised on whether there would be a traffic management plan put into place and whether this would provide any safety mechanism for users re-joining the A1.

It was clarified the traffic management plan was for the duration of construction only. Upon completion of the development, National Highways had not requested a permanent traffic management plan.

It was proposed, seconded and **AGREED** to authorise the Assistant Director – Planning & Growth to **GRANT** planning permission, subject to conditions:

Time Limit

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

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

Approved Plans

2. The development hereby permitted shall be carried out in accordance with the following list of approved plans:

- i. Amended Proposed Site Plan – dwg no. DB/RB/26/238/01 rev A – received 13/04/26
- ii. Proposed Floor and Elevation Plan – dwg no. DB-RB-26-238-02 – received 16/03/26
- iii. Site Location Plan – received 16/03/26

Unless otherwise required by another condition of this permission.

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

Before the development is commenced

3. No part of the development hereby approved shall commence until a Construction Traffic Management Plan has been submitted and agreed in writing by the Local Planning Authority (in consultation with the Highway Authority for the A1 Trunk Road). The development shall then be carried out in accordance with the agreed Construction Traffic Management Plan.

Reason: To mitigate any adverse impact from the development on the A1 Trunk Road in accordance with DfT Circular 01/2022

Before the development is occupied

3. Before any part of the development hereby permitted is occupied/brought into use, the external elevations shall have been completed using only the materials stated in the planning application forms and approved drawings unless otherwise agreed in writing by the Local Planning Authority.

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

17. Application S25/2387

Proposal: Change of use of farmyard including demolition of modern farm buildings, conversion of traditional barn to form 1no.dwelling and erection of 4no. residential dwellings with associated infrastructure, erection of detached garages and improvements to existing driveway

Location: Manor Farm, Town Street, Westborough, NG23 5HQ

Recommendation: To authorise the Assistant Director – Planning to GRANT planning permission, subject to conditions

Noting comments in the public speaking session by:

Agent	Anthony Northcote – Town Planning (Statement)
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Together with:

- Provisions within SKDC Local Plan 2011-2036, National Planning Policy Framework (NPPF) and Supplementary Planning Document.
- Comments received from Anglian Water Services.
- Comments received from Conservation Officer (SKDC).
- Comments received from Environment Agency.
- Comments received from Environmental Protection Services.
- Comments received from Heritage Lincolnshire.
- Comments received from Lincolnshire County Council - Highways & SuDS.
- Comments received from Tree Officer (SKDC).
- Comments received from Upper Witham Internal Drainage Board.
- Comments received from Westborough Parish Council.

The following comments were made by the public speaker:

- The dairy farming operation will cease with the current milk contract coming to an end on the 31 December 2026. The dairy operation is not

viable when the price being offered for production is only around three-quarters of the actual cost of production. The farmyard will then be completely surplus to requirements.

- In the final proposed layout, the total amount of buildings and hardstanding on the site reduces by over 13% from 4,342m² as the farmyard to 3,767m² with the development.
- Furthermore, in the final proposed layout, the buildings and associated roofscape on the site reduces by over 43% from 2,058m² as the farmyard to 1,167m² with the development.
- The layout retains the orchard as a communal focal point and would result in a net gain in biodiversity of 13.60% of habitat units and 281.32% in hedgerow units which would be provided on-site.
- The proposal will bring the traditional brick barn back into beneficial use, it proposes to recreate part of the historic L shaped layout.
- The overall layout is low-density and is well-spaced out reflecting the character of Westborough. The layout has followed the concept of replacing the five modern farm buildings with four dwellings in the same broad areas thereby keeping the established farmyard layout.
- The layout introduces dedicated car parking for the adjacent bungalow Linford, owned by the applicant which currently has no off-street parking.
- The important green space and the important tree along Town Street are retained and not adversely affected by the proposed development.
- The easternmost farm buildings are outside the Conservation Area and in the proposed layout plots 3 and 4 lie outside the Conservation Area.
- The proposal would deliver much needed housing which would contribute towards the 5-year demonstrable housing land supply. The NPPF in paragraph 73 is clear that small and medium sized sites can make an important contribution and looks for Councils to look for 10% of their housing sites to be under 1 hectare in size.

During questions to officers and debate, the following comments were made:

- A query was raised on whether the average number of cars per household for this development would be 3.

The Highway Authority had assessed the application as an active farmyard and the proposal would not cause a highway risk.

- Clarification was sought around the contamination of land outlined in the report. It was queried at what point the assessment of contaminated land would take place.

The Senior Development Management Planning Officer stated that conditions covered the contamination request for verification reports. The reports would need to be submitted and reviewed by the Council's Environmental Protection Team. This would take place pre-commencement to any works on the site.

- Members felt the site was a good use of land. They were pleased to see the orchard would be retained.
- Members requested any hardstanding's be of a porous material.

At present, there was not a drainage condition within the report. Drainage details would have to be submitted to and approved by building regulations.

Condition 11 required the development to be carried out in accordance with the hard and soft landscaping works. It was noted that internal access roads were gravel which would be porous.

It was confirmed that an informative would be included to request any hardstanding's to be of a porous material.

It was proposed, seconded and **AGREED** to authorise the Assistant Director – Planning to **GRANT** planning permission, subject to conditions:

Time Limit for Commencement

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

Reason: In order that the development is commenced in a timely manner, as set out

in Section 91 of the Town and Country Planning Act 1990 (as amended).

Approved Plans

2. The development hereby permitted shall be carried out in accordance with the following list of approved plans:

Drawing No.717-2024 Location Plan received 9 December 2025

Drawing No.717-2024 100 Rev B Proposed Site Plan received 26 February 2026

Drawing No.717-2024 101 Plot 1 Proposed Floor and Elevation Plans received 9

December 2025

Drawing No.717-2024 102 Plot 2 Proposed Floor and Elevation Plans received 9

December 2025

Drawing No.717-2024 103 Rev A Plot 3 Proposed Floor and Elevation Plans

received 9 December 2025

Drawing No.717-2024 104 Rev B Plot 4 Proposed Floor and Elevation
Plans

received 26 February 2026

Drawing No.717-2024 105 Rev B Plot 5 Proposed Floor and Elevation
Plans

received 26 February 2026

Drawing No.717-2024 106 Rev B Plot 2, 4 and 4 Garages received 26
February

2026

Drawing No.717-2024 107 Rev B Proposed Landscape Plan received
26 February

2026

Unless otherwise required by another condition of this permission.

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

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Before the Development is Commenced

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3. Prior to the commencement of development, including any demolition works, the scheme of tree protection measures for the retained trees shall be implemented in accordance with the approved 5837:2002, Tree Protection Plan(s) (TPP) and the recommendations contained within the Tree Survey (Ref P2998/0226/02 issued 16 February 2026, V3) and shall be retained on site as such until the final occupation of the development; and paragraphs (a) and (b) below shall have effect until the expiration of 1 year from the date of the occupation of the final dwelling hereby permitted:

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained

tree be topped or lopped other than in accordance with the approved plans and

particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard [3998 (Tree Work)].

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall

be planted at the same place and that tree shall be of such size and species, and

shall be planted at such time, as may be specified in writing by the local planning authority.

Reason: To ensure the trees to be retained will not be damaged during demolition or construction, and to protect and enhance the appearance and character of the site and locality, in accordance with Section 197 of the Town and Country Planning Act 1990.

4. With the exception of the demolition of buildings hereby permitted, Prior to the commencement of the development hereby permitted, a Phase 2 Intrusive Ground Investigation Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall detail the risk assessment methodology, sampling, and testing regimes necessary to characterise ground conditions and assess risks to human health, controlled waters, and the wider environment in accordance with current guidance.

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 Policy EN4 of the adopted South Kesteven Local Plan and NPPF.

5. Prior to the commencement of any works at the site, a written scheme of archaeological investigation for historic building recording 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 the NPPF (section 16).

6. The building recording works shall be completed in strict accordance with the approved details before development commences.

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.

7. The development shall not commence until a Habitat Management and Monitoring

Plan (the HMMP)], prepared in accordance with the approved Biodiversity Gain Plan

and including:

a) a non-technical summary;

(b) the roles and responsibilities of the people or organisation(s) delivering the

(HMMP)

(c) the planned habitat creation and enhancement work 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).

During Building Works

8. Before any development above damp-proof course, details demonstrating how the proposed dwelling will comply with the requirements of Local Plan Policy SB1 and SD1 must be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of how carbon dioxide emissions would be

minimised through the design and construction of the building; details of water efficiency; and the provision of electric car charging points. The approved sustainable building measures shall be completed in full, in accordance with the agreed scheme, prior to the first occupation of the dwelling hereby permitted.

Reason: To ensure the development mitigates and adapts climate change in accordance with Local Plan Policy SB1 and SD1.

9. Before any of the works on the external elevations for the building(s) hereby permitted are begun, samples of the materials (including colour of any render, paintwork or colourwash) to be used in the construction of the external surfaces shall have been submitted to and approved in writing by the Local Planning Authority.

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

10. 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 196 and 197.

Before the Development is Occupied

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11. Before any part of the development hereby permitted is occupied, all hard and soft

landscaping works shall have been carried out in accordance with the approved

proposed landscape site plan (Drawing No.717_2024_107) Rev B received 26

February 2026.

Reason: Hard landscaping makes an important contribution to the development and

its assimilation with its surroundings and in accordance with Policy DE1 of the

adopted South Kesteven Local Plan.

12. Before any part of the development hereby permitted is occupied/brought into use,

the external surfaces shall have been completed in accordance with the approved

details.

Reason: To ensure a satisfactory appearance to the development and in accordance

with Policy DE1 of the adopted South Kesteven Local Plan.

Ongoing Conditions

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13. Monitoring reports shall be submitted to the local planning authority in writing in

accordance with the methodology and frequency specified in the approved (HMMP).

Reason: To ensure the development delivers a biodiversity net gain on site in

accordance with Schedule 7A of the Town and Country Planning Act 1990 (and

policy EN2).

14. Notwithstanding the provisions of Schedule 2, Part 1, Class E of the Town and

Country Planning (General Permitted Development) (England) Order 2015 (or any

order revoking or re-enacting that Order with or without modification), no building,

enclosure, swimming or other pool or container used for domestic heating purposes

shall be constructed within the curtilage of the dwellinghouse without Planning

Permission first having been granted by the Local Planning Authority.

Reason: The Local Planning Authority considers that further development could

cause detriment to the amenities of the occupiers of nearby properties or to the

character of the area, and for this reason would wish to control any future

development and in accordance with Policy DE1 of the adopted South Kesteven

Local Plan.

15. Within a period of five years from the first occupation of the final dwelling/unit 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.

16. The created and/or enhanced habitat specified in the approved Habitat Management

Monitoring Plan [HMMP] shall be managed and maintained in accordance with the

approved [HMMP].

Reason: To ensure the development delivers a biodiversity net gain on site in

accordance with Schedule 7A of the Town and Country Planning Act 1990.

17. Notice in writing shall be given to the Council when the Habitat Management and

Monitoring Plan (HMMP) works have started.

Reason: To ensure the development delivers a biodiversity net gain on site in

accordance with Schedule 7A of the Town and Country Planning Act 1990.

18. Application S26/0681

Proposal: Remove conservatory and construct single storey extension to form bedroom and shower room for disabled occupant

Location: 151 Harrowby Lane, Grantham, Lincolnshire, NG31 9LY

Recommendation: To authorise the Assistant Director – Planning to GRANT planning permission, subject to conditions

Together with:

- Provisions within SKDC Local Plan 2011-2036, Design Guidelines Supplementary Planning Document and National Planning Policy Framework (NPPF).
- Comments received from Grantham Town Council.
- Comments received from Lincolnshire County Council (Highways and SuDS).

(Councillor Charmaine Morgan declared she was a Member of Grantham Town Council, however, she remained open minded).

It was proposed, seconded and **AGREED** to authorise the Assistant Director – Planning to **GRANT** planning permission, subject to conditions:

Time Limit for Commencement

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

The development hereby permitted shall be carried out in accordance with the following list of approved plans:

- (a) Application Form – Received 10/07/2025
- (b) Location Plan – Drg No. DFG/151HARROWBY/07 – Received 20/04/26
- (c) Block Plan – Received 20/04/26
- (d) Existing & Proposed Layout Plan – Drg No. DFG/151HARROWBY/01A – Received 20/04/26
- (e) Floor, Roof & Wall Details Plan – Drg No. DFG/151HARROWBY/06 – Received 20/04/26
- (f) Proposed Floor Layout Plan – Drg No. DFG/151HARROWBY/02A – Received 20/04/26
- (g) Proposed Elevation Plan – Drg No. DFG/151HARROWBY/04 – Received 20/04/26
- (h) Proposed Section AA Plan – Drg No. DFG/151HARROWBY/05 – Received 20/04/26

Unless otherwise required by another condition of this permission.

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

- 3) Before any part of the development hereby permitted is occupied/brought into use, all external finishes shall have been

completed to match in material, colour, style, bonding and texture those of the existing building.

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

(The Committee adjourned at 12:10 and was due to reconvene at 13:00).

19. Application S25/1526

Proposal: Outline application for a residential development (7 dwellings) with all matters reserved except for access

Location: Constables Field, Belton Lane, Manthorpe, Grantham

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

Prior to questions to officers and debate, the Chairman reminded the committee that only members present at the previous consideration of the application were eligible to vote on the matter. The following members were eligible to vote, Councillors Pam Byrd, Helen Crawford, Gloria Johnson, Penny Milnes, Charmaine Morgan, Sarah Trotter and Max Sawyer.

During questions to officers and debate, the following comments were made:

- It was commended that the developer had listened to the committee's feedback and the revised application had improved pedestrian access.

Following discussions, it was proposed, seconded, and AGREED to authorise the Assistant Director – Planning and Growth to GRANT planning permission, subject to conditions:

Time Limit for Commencement

1 The development hereby permitted shall be commenced before the expiration of three

years from the date of this permission 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 92 of the Town and Country Planning Act 1990 (as amended).

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. scale

ii. appearance

iii. landscaping layout

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:

i. Site Location Plan received 15 August 2025

ii. Access as shown on Illustrative Block Plan re. MSP.2033/002
received 19 May
2026

Unless otherwise required by another condition of this permission.

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

Prior to Commencement

4 Before the development hereby permitted is commenced, plans showing the existing

and proposed land levels of the site including site sections, spot heights, contours and the finished floor levels of all buildings with reference to neighbouring properties shall have been submitted to and approved in writing by the Local Planning Authority.

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

5 The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP)], prepared in accordance with the approved Biodiversity Gain Plan and including:

- a) a non-technical summary;
- (b) the roles and responsibilities of the people or organisation(s) delivering the (HMMP)
- (c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
- (d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; 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).

During Building Works

6 The development hereby permitted shall be undertaken in accordance with a

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

- the on-site parking of all vehicles of site operatives and visitors;
- the on-site loading and unloading of all plant and materials;
- the on-site storage of all plant and materials used in constructing the development; - wheel washing facilities;
- the routes of construction traffic to and from the site including any off-site routes for the disposal of excavated material and;
- strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems

(temporary or permanent) connect to an outfall (temporary or permanent) during construction.

Construction works would be carried out in accordance with the approved details. Reason: In the interests of the safety and free passage of those using the adjacent public highway and to ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development during construction

- 7 No development above damp-proof course shall take place until details demonstrating how the proposed dwellings would comply with the requirements of Local Plan Policy SB1 and SD1 must be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of how carbon dioxide emissions would be minimised through the design and construction of the building; details of water efficiency. The approved sustainable building measures shall be completed in full, in accordance with the agreed scheme, prior to the first occupation of the dwelling hereby permitted.

Reason: To ensure the development mitigates and adapts climate change in accordance with Local Plan Policy SB1 and SD1

Prior to the development being occupied

- 8 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 land levels 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.

- 9 The development hereby permitted shall not be occupied before a 2-metre-wide footway, 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 submitted details should be broadly in accordance with Footway Provision Plan re. MSP.2033/001 received 13 April 2026. 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.

10 Prior to the occupation of the dwelling hereby permitted, 1 bird box and 1 bat box shall have been installed for each dwelling.

Reason: To support biodiversity provision on site in line with Policy EN2 of the SKDC Local Plan.

Ongoing Conditions

11 This permission relates to a maximum of 7 dwellings on the site. Reason: To define the permission and for the avoidance of doubt.

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

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990.

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

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990.

14 Monitoring reports shall be submitted to the local planning authority in writing in

accordance with the methodology and frequency specified in the approved (HMMP). Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 (and policy EN2).

20. Application S24/2218

Proposal: Section 73 application to remove Condition 21 (Pennine Way Bridge) and vary Condition 36 (Off-site highways works) of planning

permission S08/1231 to remove the obligation to deliver the Pennine Way bridge

Location: Poplar Farm, Grantham

Recommendation: To authorise the Assistant Director – Planning and Growth to refer the application to the Secretary of State with a resolution to REFUSE planning permission; and In the event that the Secretary of State does not call-in the application, the Assistant Director – Planning and Growth is authorised to REFUSE planning permission.

Noting comments in the public speaking session by:

District Ward Councillor

Cllr Matt Bailey

Cllr Gareth Knight

Cllr Paul Martin

Against

Dr James Henshall

On behalf of Applicant

Stuart Bizley (SMB Property
Consultancy Ltd)

Prior to questions to officers and debate, the Chairman reminded the committee that only members present at the previous consideration of the application were eligible to vote on the matter. The following members were eligible to vote, Councillors Pam Byrd, Helen Crawford, Gloria Johnson, and Penny Milnes.

The following comments were made by the public speakers:

- A speaker disputed the necessity to refer the matter to the Secretary of State were the planning permission to be refused.
- A speaker suggested that the letter released by the developer responding to the decision previously made by the committee that the bridge was still necessary, was just a smokescreen to avoid building the bridge. He also highlighted that the letter contradicted the financial position of the developer that was presented during the March Planning Committee meeting.
- It was argued that there had been a lack of transparency for residents throughout the application process and that a potential contested appeal would negatively impact the community. With this in mind, they suggested holding a public meeting with officers in attendance.
- Were it to become necessary to re-negotiate the Section 106 agreement, a speaker suggested including the Norfolk Homes Express Provision Clause, introducing a backstop date halting all further property sales across the site if the deadline is breached, and requiring the developer to place the estimated bridge construction costs into a bond account or parent company. The speaker argued that the clause should allow step-in rights for SKDC to access these funds should the bridge not be built by the deadline.
- A different speaker argued that the report did not present a balanced view as the officer reports in March and May had indicated the bridge was desirable but not necessary. The speaker highlighted that there

had been objections to the reduction in Section 106 contributions and that connectability was not prejudiced by not building the bridge.

During questions to public speakers, the following comments were made:

- The Assistant Director – Planning and Growth confirmed that failure to refer a refusal of the application to the Secretary of State would risk Judicial Review.
- The applicant's agent argued that the bridge was no longer necessary given the change in traffic, the concurring views of Lincolnshire County Council and Highways, and it was not required within SKDC's Transport Strategy. The agent declined to comment on the financial wellbeing of the applicant.

During questions to officers and debate, the following comments were made:

- It was queried and confirmed that the implications of judicial review would be the costs of defending the decision, the costs of the applicant, and the committee would be required to reconsider the decision.
- A member believed that referring to the Secretary of State was due process and it was confirmed that were the decision to be called-in by the Secretary of State then there would be the opportunity to present further evidence.
- There was some support for holding a public forum to give residents the opportunity to engage and understand the process. The Chairman agreed to discuss the matter with the Cabinet Member for Planning.

Following discussions, it was proposed, seconded, and AGREED to authorise the Assistant Director – Planning and Growth to refer the application to the Secretary of State with a resolution to REFUSE planning permission; and In the event that the Secretary of State did not call-in the application, the Assistant Director – Planning and Growth was authorised to REFUSE planning permission for the following reasons:

(1) The removal of the obligation to deliver the Pennine Way Link Road bridge would significantly and demonstrably undermine permeability and active travel connectivity between the site and the surrounding area, without a suitable alternative point of connection. This would result in harm to the permeability of the development and the attractiveness and safety of active travel options, contrary to the principles of Building for a Healthy Life, and as a result conflicts with Policy DE1 and ID2 of the adopted Local Plan, the adopted Design Guidelines SPD and Section 12 of the National Planning Policy Framework. The material considerations in this case, including the public benefits associated with the delivery of housing, would not outweigh the identified harms and the conflict with the Development Plan.

(2) The Applicant has failed to enter in a planning obligation to secure the necessary affordable housing, open space, healthcare, education and highways contributions required to mitigate the impact of the development on

local infrastructure, as required by Policy ID1, H2, OS1 and ID2 of the adopted South Kesteven Local Plan 2011-2036

(3) The time limit for the submission of reserved matters has lapsed and all reserved matters relating to the development have been granted under the outline planning permission. As such, the Section 73 permission is incapable of implementation.

21. Application S26/0956

Councillor Max Sawyer declared that he was pre-determined about the application and left the chamber.

Proposal: Submission of details pursuant to Requirement 6 – (Detailed design approval) for Phase 2 Main Construction Works in relation to The Mallard Pass Solar Farm Order 2024 No. 796

Location: Mallard Pass Solar Farm Ltd

Recommendation: That the Committee endorse the draft response to Mallard Pass Solar Farm Ltd and delegate authority to the Assistant Director of Planning & Growth, in consultation with the Portfolio Holder, to issue the final response and determine the Requirement 6 submission.

Noting comments in the public speaking session by:

District Ward Councillor	Cllr Vanessa Smith (Statement)
Against	Sue Holloway (Mallard Pass Action Group)
Applicant	Catherine Martin (Answer questions only)

The following comments were made by the public speakers:

- Whilst recognising the importance of renewable energy, one speaker argued that proposals caused a flood risk and great disruption by diverting construction traffic along the A15 between Deeping and Bourne during potential works.
- It was suggested that technological improvements over time should result in a smaller solar footprint on the site.
- A speaker argued that the detail publicly available about the application plans was insufficient.

During questions to public speakers, Members commented on the following:

- It was confirmed that the applicant was reviewing the use of technologically new solar panels and had liaised with the parish council about the concerns of local residents.

During questions to officers and debate, the following comments were made:

- It was suggested that any proposals should be suitable to allow for wild animals on the site and consideration should be given to sheep grazing on the site.

- At the request of a member, it was confirmed that comments would be sought from a Lincolnshire Crime Officer about the proposals.
- Given there were no proposals to include battery storage anywhere on the site the fire risk was deemed to be lower, however, the Planning Officer agreed to consider whether feedback from the Fire & Rescue Service would be necessary.
- A member reiterated concerns that the proposals would impact local flood risk, drainage, and surface water run-off.

Following discussions, it was proposed, seconded, and AGREED that the Committee endorsed the draft response to Mallard Pass Solar Farm Ltd and delegated authority to the Assistant Director of Planning & Growth, in consultation with the Portfolio Holder, to issue the final response and determine the Requirement 6 submission, in keeping with the comments expressed during questions to officers and debate:

‘SKDC Planning Committee note that, for the purposes of Requirement 6, the submitted Phase 2 detailed design is considered to accord with the approved design guidance and parameter limits secured through the Mallard Pass Solar Farm DCO. The submitted information provides sufficient detail in relation to layout, scale, levels, materials, access arrangements and associated infrastructure, and acknowledge that the principle, extent and overall generating capacity of the development are matters already established through the DCO process. However, formal approval should remain dependent on ensuring consistency with the related requirement submissions, particularly Requirements 7, 8, 9 and 10 relating to landscape and ecology, fencing, drainage and archaeology, where those details remain outstanding and subject to separate approval.

The Committee further requests that the developer gives careful consideration to the matters raised through consultation, particularly the concerns of MPAG, Greatford Parish Council and Braceborough and Wilsthorpe Parish Council. In particular, the Committee urges the developer to continue to explore options to utilise the best available technology to ensure that the scheme makes an efficient use of land, and to continue to explore opportunities for increased setbacks from affected residential properties where possible.

In relation to the proposed retention of construction passing places on Uffington Lane and other rural lanes, before any final position is reached, the developer should work with the local highway authorities and affected communities to justify whether any passing places need to be retained post-construction, whether their number, size and location can be reduced and whether verges should be reinstated where retention is not necessary. This should have regard to potential effects on rural character, rat-running, HGV use, fly-tipping, cyclists, horse riders and local amenity. The applicant should also provide clarification already requested by Officers on substation screening, cable installation impacts, interpretation boards and opportunities to align ecological and flood mitigation measures.

The Committee further seeks clarification on the type of perimeter fencing proposed, noting that this should strike an appropriate balance between addressing concerns regarding rural crime and wildlife, including the local deer population. Comments should also be sought from the Lincolnshire Designing Out Crime Officer on the proposed fencing. In addition, the applicant should provide details regarding the potential for sheep grazing within the site; further explanation regarding flood risk mitigation, particularly in relation to flood risk in Greatford village; and further details of how fire risk concerns have been considered, including the mitigation measures proposed.'

22. Corporate Plan 2024-2027: Key Performance Indicators Report - End-Year (Q4) 2025/26

Councillor Max Sawyer returned to the chamber.

The Corporate Plan 2024-2027: Key Performance Indicators Report - End-Year (Q4) 2025/26 was presented by the Policy Officer.

Appendix A presented the overall performance against the two actions being presented in the session. Commentary by the responsible officer was provided for each action. Performance was summarised using a RAG system as follows:

- One of the actions was rated Green. These were actions which were on or above target as planned.
- Zero actions were rated as Amber, these were those off target by less than 10% or where milestone achievement was delayed but with resolution in place to be achieved within a reasonable timeframe.
- One action was rated as Red. These were actions that were significantly below target.

During discussions, the following comments were made:

- More detail was requested about HOUS10 which was rated as red (below target). It was confirmed that this would be further encapsulated with the upcoming authority monitoring report and a housing supply document would be circulated to the committee. ACTION
- Officers did not have details to hand about a national comparison regarding the Council's five year housing land supply but noted that stock data was subject to fluctuation and many authorities were in the same position following the change in calculation methodology in 2024.

The Corporate Plan 2024-2027: Key Performance Indicators Report - End-Year (Q4) 2025/26 was noted by the committee.

23. Any other business, which the Chairman, by reason of special circumstances, decides is urgent

There were none.

24. Close of meeting

The Chairman closed the meeting at 14:52.

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**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

Kevin Cartwright (Senior Planning Officer)



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Corporate Priority:

Decision type:

Wards:

Reviewed by: Adam Murray, Principal Planning Officer

29 July 2026

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.

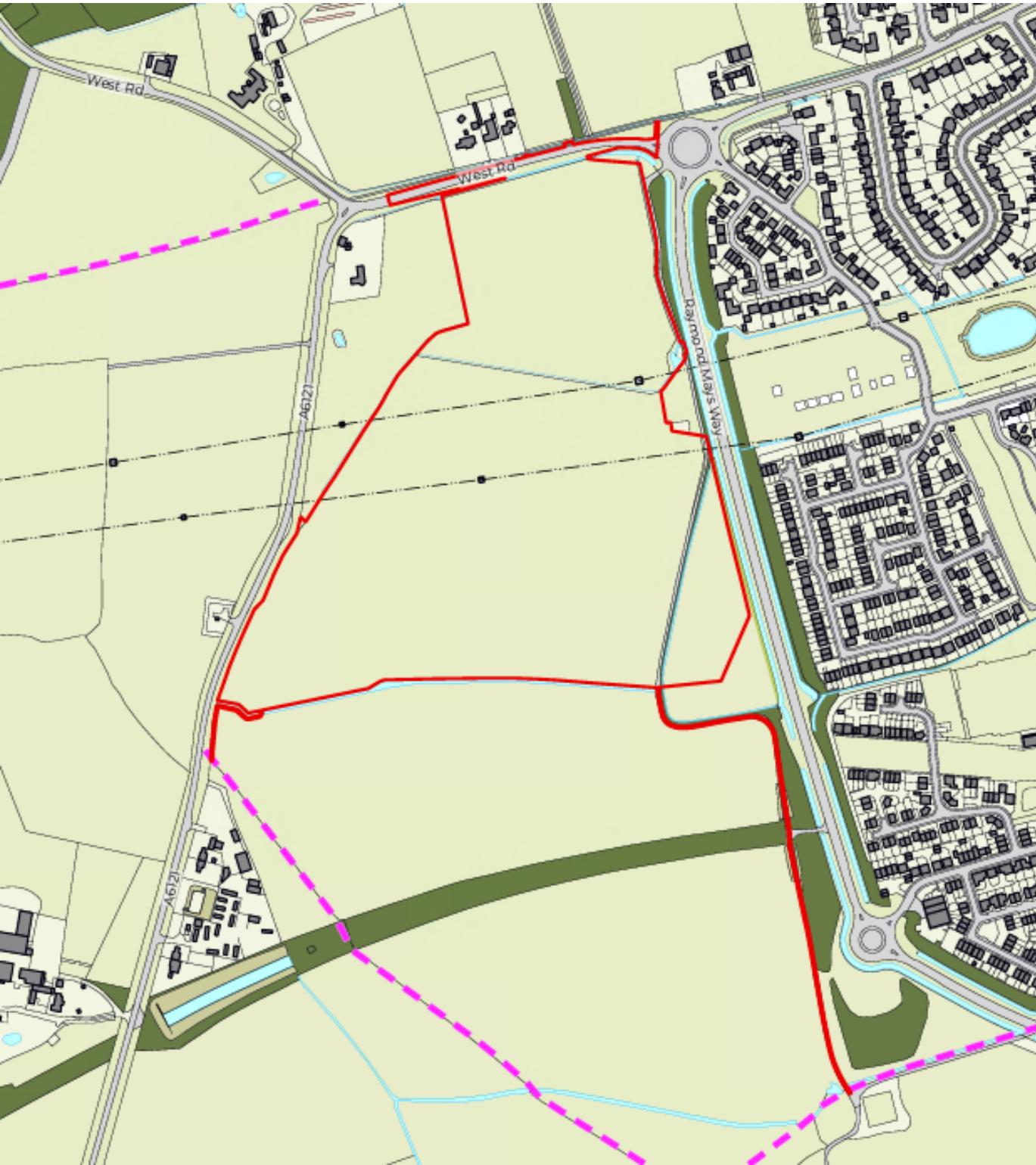
Based on the information available, this permission is considered to be one which requires the approval of a Biodiversity Gain Plan before development begins.

- 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





**SOUTH
KESTEVEN
DISTRICT
COUNCIL**



Planning Committee

6th August 2026

S25/1534

Proposal:	Erection and operation of an energy storage system including associated infrastructure, engineering works, landscaping and formation of vehicular access from highway. With outline application (all matters reserved) for the erection and operation of a transmission substation with associated infrastructure.
Location:	Land East Of The B6403 High Dike, Stoke Rochford, Grantham NG33 4EB
Applicant:	Cottom to Ryhall Energy Limited
Agent:	Mr James Smith, Ridge and Partners LLP
Application Type:	Hybrid planning application Full application – energy storage system Outline application (all matters reserved) – transmission substation
Reason for Referral to Committee:	Called in by Councillor Ben Green citing the following matters- • Development in open countryside • loss of agricultural land • pollution control • design/scale not appropriate to the open countryside location
Key Issues:	Principle of Development Character and Appearance Residential Amenities Climate Change
Technical Documents:	Planning Statement (Ridge and Partners LLP) Design and Access Statement (Ridge and Partners LLP) Flood Risk Assessment and Appendix (Ridge and Partners LLP) Transport Statement (Ridge and Partners LLP) Framework Construction Traffic Management Plan (Ridge and Partners LLP) Pollution Statement (Ridge and Partners LLP) Sustainability Statement (Ridge and Partners LLP) Minerals Resource Assessment (Ridge and Partners LLP) Geotechnical Desktop Study (Ridge and Partners LLP) Heritage Impact and Archaeological Desk Based Assessment (AOC Archaeology Group) Archaeological Geophysical Survey Report (AOC Archaeology Group) Heritage Impact Addendum (AOC Archaeology Group)

	Agricultural Land Classification Report (Oracle Environmental Experts Ltd) Air Quality and Dust Assessment (Himly) Noise Impact Assessment (Himly) Arboricultural Impact Assessment and Survey Data (Barnes Associates Ltd) Ecological Impact Assessment (Logika) Preliminary Ecological Appraisal (Logika) Winter Bird Report (Logika) Breeding Bird Report 2025 (Logika) Landscape and Ecology Management Plan (Tir Collective) Biodiversity Net Gain Assessment (Logika) Biodiversity Metric (Logika) Landscape and Visual Appraisal (Tir Collective) Economic Impact Assessment (Lichfields) Outline Battery Safety Management Plan (Greenfire Solutions) Verification and Compliance Report (Greenfire Solutions) Statement of Community Involvement (SEC Newgate)
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Report Author

Venezia Ross-Gilmore, Senior Planning Officer



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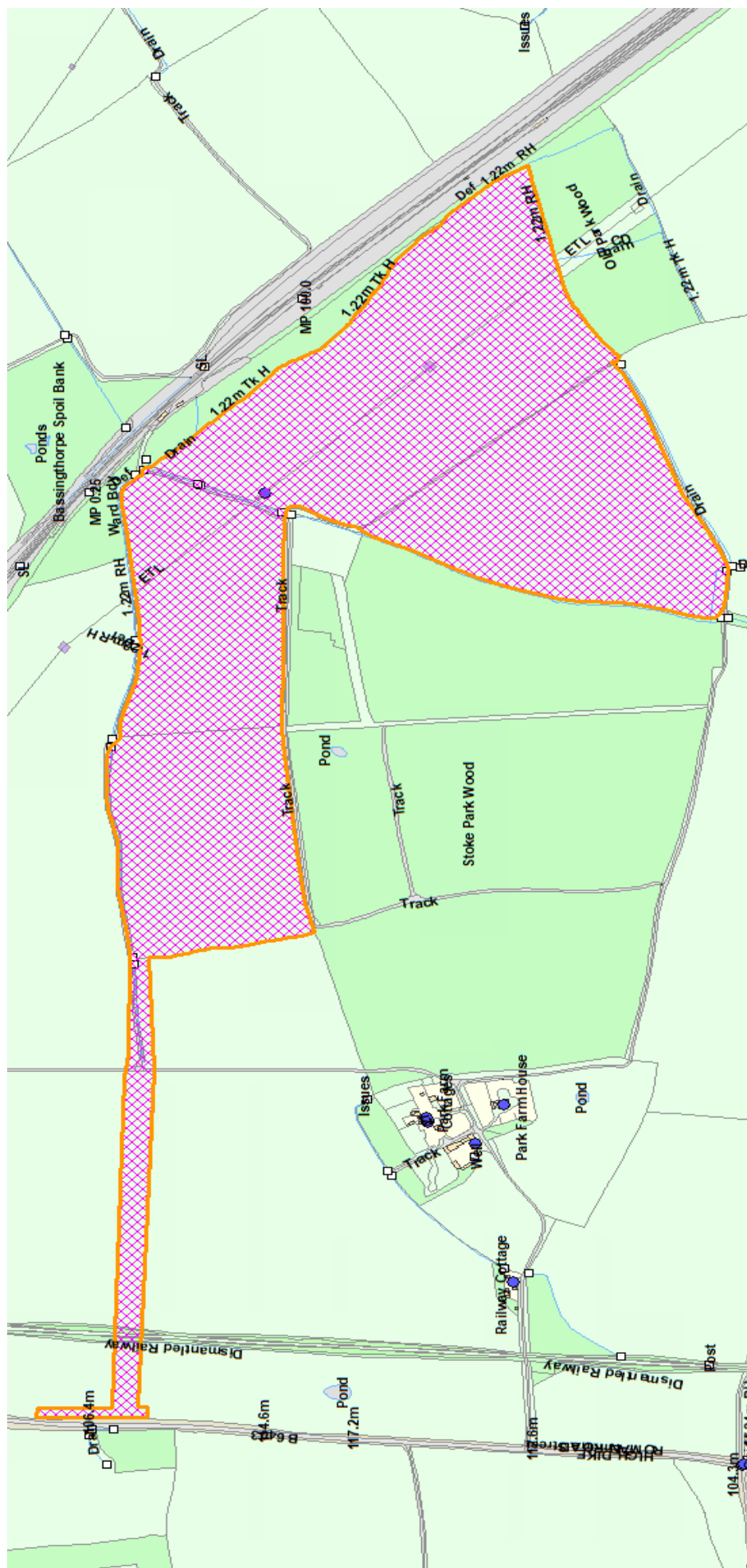
venezia.ross-gilmore@southkesteven.gov.uk

Corporate Priority:	Decision type:	Wards:
Growth	Regulatory	Isaac Newton

Reviewed by:	Adam Murray – Principal Development Management Planner	28 July 2026
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Recommendation (s) to the decision maker (s)

To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to conditions and completion of a Section 106 Agreement



3

Key



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EXECUTIVE SUMMARY

The application site comprises an area of approximately 44.6 hectares, situated in open countryside to the east of the B6403 High Dike and southwest of the railway. There is a proposed new access from the B6403.

The application seeks full planning permission for the erection and operation of an energy storage system including associated infrastructure, engineering works, landscaping and formation of vehicular access from highway. With outline application (all matters reserved) for the erection and operation of a transmission substation with associated infrastructure. The total area of the hybrid application is 44.6ha; full planning application 41.66ha and outline application 2.9ha.

It is the Case Officer's assessment that the development would be in relation to renewable energy meeting Policy RE1 (Renewable Energy Generation). Furthermore, the application is located within the open countryside and therefore falls to be assessed against Policy SP5 (Development in the Open Countryside). It is Officer's assessment that the application does not include sufficient information in relation to the site selection process to determine that there is an essential need for the site to be located within the open countryside. Notwithstanding, this, it is Officer's assessment that the weight to be given to this policy conflict is limited and falls to be balanced against the public benefits associated with the renewable energy credentials of the development.

The proposed development would result in a degree of impact on the landscape character of the area with the loss of the arable fields and have a visual impact on amenity as it would be visible to neighbouring dwellings and from a public right of way, and neighbouring residential dwellings. The development would be visually intrusive with the BESS containers arranged in regimented rows across the site, in an almost industrial use character when combined with the height of the structures and the security fencing. The proposal includes a transmission substation which is outline (all matters reserved), and this would be a prominent, tall feature in the landscape and would occupy a significant central area to the site. In combination these two features are likely to result in harm to the landscape character of the site and visual impact, with the proposal would interrupt open views across agricultural land, interspersed by ancient woodland.

The application was considered at Design PAD in February 2026, assessing the visual impact at key views. Officers suggested further landscaping to soften and screen the views with planting, and the applicant provided additional landscape details and the mitigation demonstrates clear measures to minimise and soften the visual impact on the character and appearance of the area although it would remain industrial in appearance, viewed in the context of existing pylons and overhead cables, and the adjacent Magnavale storage building. It is considered that the visual impact of the development would be reduced to minor to moderate adverse impact however the harm to landscape character would remain as the proposal is industrial in character in a rural landscape setting, and whilst the visual impacts could be partially mitigated through the proposed landscaping scheme, the proposed development would remain contrary to Policies EN1 (Landscape Character) and DE1 (Promoting Good Quality Design), and Section 12 of the NPPF.

The development would provide more than the statutory requirements for Biodiversity Net Gain onsite. Significant weight should be attached to this over delivery of BNG and given the scale of gains proposed. It is the Case Officer's assessment that the improved biodiversity habitat, and tree/hedgerow planting, and gain in BNG would be of significant benefit to the site. The significant benefit would need to be secured through a Section 106 Agreement.

The impacts that could result from the Energy Park development include heritage, archaeology, pollution, biodiversity, ecology and trees, flood risk and drainage, and traffic particularly during the

construction period. The applicant provided supporting documentation for each of the potential impacts and concluded that there would not be any significant adverse impacts. There were no objections raised by the following statutory consultees; Network Rail, Lincolnshire County Council Highways and SuDs, Lincolnshire Minerals and Waste, Environment Agency, Anglian Water, Lincolnshire Fire and Rescue, Lincolnshire Police, Heritage Lincolnshire, SKDC Environmental Protection, and the SKDC Conservation Officer, and the holding objection from the Wildlife Trust and National Highways was removed following the provision of additional information considered by both the consultees.

There is clear support for renewable energy projects and infrastructure in the National Planning Policy Framework and Policy RE1 (Renewable Energy Generation) in the Local Plan. The application proposals would make an important contribution towards meeting the national objectives in respect of reducing greenhouse gas emissions as set out in the Climate Change Act 2019. On a local level, South Kesteven District Council have formally declared a climate emergency, and the published Climate Action Strategy identifies increasing the provision of sustainable forms of energy as a key action for achieving net zero. It is the Case Officer's assessment that the storage of electricity and the contribution this would make towards energy security would be a significant benefit and as such attributes significant weight. It is considered that the environmental benefits of the battery facility are, on balance, sufficient to outweigh the identified harms to the character of the area.

Taking all the above into account, it is the Case Officer's assessment that the application scheme accords with the adopted Development Plan as a whole, and the material considerations in this case also weigh in favour of granting planning permission.

Therefore, the Planning Committee are recommended to authorise **the Assistant Director – Planning and Growth to GRANT planning permission, subject to conditions and completion of a Section 106 Agreement**

1 Description of Site

- 1.1 The site lies in open countryside, situated to the east of the B6403 High Dike and southwest of the railway line, with an area of ancient woodland and Local Wildlife Sites, Old Park Wood to the southeast and Stoke Park Wood to the west. The site is approximately 44.6 hectares with access from the B6403 High Dike.
- 1.2 The nearest villages are Great Ponton (4km northwest) and Colsterworth 4km southwest). There are a few residential and industrial buildings in proximity to the application site including; Park Farm Cottages (500m west), Highdyke Farm (400m northwest), Stoke Tunnel Lodge (500m north), Easton Industrial estate (950m southwest), and Bassingthorpe and Westby (1-1.5km west).
- 1.3 The application comprises of undeveloped agricultural fields and there are no buildings on the site. There are two pylons with associated overhead cables running through the site from southeast to northwest. The site rises from west to east, with low ground in the northeast corner. There is extensive tree planting and woodland to the east, south and west, however, there are no trees within the application site itself. Additionally, there is a small watercourse within the site.
- 1.4 In terms of access to the site, there is a public right of way, a Bridleway, Cannors Lane to the south within 0.3km of the site and connecting to the wider rights of way network. It is proposed to provide a new two-lane access track from the B6403 High Dike, however there is an existing access from High Dike.
- 1.5 The site is surrounded by open countryside with further agricultural fields to the north, east of the railway line, south and west of the woodland. The surrounding area is characterised by open agricultural land with farms and associated buildings, and isolated houses.
- 1.6 There are two heritage assets 300m to the west of the site, Grade 2 listed Fenton Cottage and Adjacent Cottage at Old Park Farm, and Grade 2 listed Barn and Stables at Old Park Farm.
- 1.7 The proposed development site lies outside the main built-up area of any defined settlement within the district and, therefore, falls to be defined as being located within the Open Countryside. The site is identified as being within Flood Zone 1, however several small areas of the site are identified as being at low, medium and high risk of surface water flooding.
- 1.8 Furthermore, the Natural England Provisional Agricultural Land Classification Maps and Agricultural Land Classification Survey accompanying the submission identify the site as being Grade 3(b) moderate agricultural land value; and the site also falls within a Minerals Safeguarding Area (limestone) as designated in the Lincolnshire Minerals and Waste Local Plan (Adopted June 2016). The site is located within the Kesteven Uplands Character Area (South Kesteven Landscape Character Assessment, 2007). There is a SSSI Impact Risk Zone, Woodnook Valley, approximately 4.1km to the north. The area has the potential for archaeological remains.

2 Description of Proposal

- 2.1 The proposal seeks full planning permission for the erection and operation of an energy storage system including associated infrastructure, engineering works, landscaping and formation of vehicular access from highway. With outline application (all matters reserved)

for the erection and operation of a transmission substation with associated infrastructure. The total area of the hybrid application is 44.6ha; full planning application 41.66ha and outline application 2.9ha.

2.2 The outline application includes the transmission substation and apparatus connecting the BESS to the transmission network overhead power lines. The apparatus would be a maximum of 15m above finished floor level. The final specification will be to the requirements of National Grid.

2.3 The full planning application includes the following:

- There would be two separate BESS compounds:
Each compound would comprise of
 - storage units arranged in rows on hardstanding, enclosed by perimeter fencing with gated access.
 - The units would be equipped with fire safety apparatus, and water collection tanks with shut off valves.
 - The containers would be a maximum height of 3.1m in height above ground level and would be coloured green.
 - The Low Voltage switchgear buildings would be approximately 4.1m in height.
 - The Power Conversion Systems would be approximately 3m in height.
 - The BESS containers would be arranged in linear rows and separated by access tracks.
 - The access tracks between the sections would be 9m in width, and the units would be separated by 3m between rows.
 - There would be a total of 1142 BESS containers on the site.
- Substation area with a maximum height of 8m-15m and transformers of a maximum height of 12m (outline)
- Soft landscaping; hedgerow planting (managed to 3m in height), surface water drainage features (SuDs), neutral grassland, native mixed scrub, and tree planting.
- There would be 25.5ha of space contributing towards biodiversity net gain.
- Formation of new vehicle access from the B6403 High Dike
- Internal roads/track and informal hardstanding for visitor parking (maintenance engineers)
- Security fencing with 2.4-2.7m high security fence with controlled vehicle access gate. The fencing would be green in colour to reduce the visual impact.
- To monitor the site there would be CCTV, motion sensors, Tannoy system and security lights. LED lighting would be fitted to the CCTV columns and perimeter fencing.
- Engineering works in association with level changes and other associated works.

2.4 A comprehensive landscape scheme is proposed, including trees, hedging, raised bunds, and additional planting.

2.5 The site would not be permanently staffed. Maintenance engineers would visit the site for monthly maintenance, and the site would be monitored remotely. The operational phase of the development would generate minimal traffic in relation to the maintenance visits.

2.6 The site would be decommissioned when no longer required and returned to a landscape setting.

- 2.7 The site would have an anticipated import/export capability of 1GW of electricity. This would respond to transmission network constraints when the network infrastructure limits the ability of the network to transmit all available power to where it is needed, for example increasing renewable energy provision. Renewable energy provision such as solar and wind energy can be intermittent in generation.

3 Planning History

Environmental Impact Assessment Screening

S25/0637 - EIA not required, response the 4th June 2025.

4 Relevant Planning Policies and Documents

4.1 **SKDC Local Plan 2011 – 2036 (Adopted January 2020)**

Policy SD1 – The Principles of Sustainable Development in South Kesteven

Policy SP1 – Spatial Strategy

Policy SP2 – Settlement Hierarchy

Policy SP5 – Development in the Open Countryside

Policy 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

Policy EN6 – The Historic Environment

Policy DE1 – Promoting Good Quality Design

Policy RE1 – Renewable Energy Generation

Policy ID1 – Infrastructure for Growth

Policy ID2 – Transport and Strategic Transport Infrastructure

Local Plan Renewable Energy Appendix 3

Lincolnshire Minerals and Waste Local Plan: Core Strategy and Development Management Policies DPD (Adopted 2016)

- Policy M11: Safeguarding of Minerals Resources

Design Guidelines for Rutland and South Kesteven (Adopted November 2021)

4.2 **National Planning Policy Framework (NPPF) (Updated December 2024)**

Section 4 – Decision Making

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

4.3 **National Policy Statement for Energy (EN1) (November 2023)**

National Policy Statement for Renewable Energy (EN-3) (November 2023)

5 Representations Received

5.1 Please note that this section includes an Officer summary of the consultation responses. Full details are available to view on the Council's Planning Portal under application reference S25/1534.

Lincolnshire Fire and Rescue

5.2 No objections, subject to meeting the Battery Energy Storage System (BESS) requirements.

5.3 Lincolnshire Fire and Rescue provided detailed information on key areas regarding the prevention of fire in BESS Energy Storage Systems, access for emergency response, water provision, vegetation, risk management, emergency planning and further consultation with the Service. There is reference to the National Fire Chiefs Council guidance for fire and rescue services, which gives recommendations on Grid Scale Battery Energy Storage System Planning.

Lincolnshire Police

5.4 No objections.

5.5 Provided detailed comments on fencing and boundary treatment to meet security requirements e.g. 2.4m secure fencing, monitored CCTV system, perimeter alarms, signage, and landscaping. Reference to the Secured by Design Non-Residential Guide 2025.

National Gas

5.6 No assets affected.

SKDC Environmental Protection

5.7 No objections, subject to conditions.

5.8 Environmental Protection accept the Lighting Assessment, Noise report, Air Quality and Dust report, and Contaminated Land report. The Officer notes the recommendations in the various reports. The Officer recommends a condition for a watching brief in relation to any contaminated land during construction and ground works in case any areas of contamination are identified. The Officer recommends a condition for noise mitigation. The Officer recommends a condition for the mitigation for air and dust.

Natural England

5.9 No comments to make.

5.10 Provided information on tools to assess Impact Risk Zones, and reference to Standing Advice.

Heritage Lincolnshire

- 5.11 No objections, subject to condition.
- 5.12 The proposal lies in an area of archaeological interest, and the officer at Heritage Lincolnshire recommends a condition for archaeological evaluation (including trial trenching) through a Scheme of Archaeological Work in accordance with a Written Scheme of Investigation.

Lincolnshire Wildlife Trust

- 5.13 No objections.
- 5.14 Consider the working buffer of 30m to any adjacent Ancient Woodland along with the planting of a scrub and grassland mosaic alongside the woodland edge to create a natural buffer. The proposal results in a 24.64% increase in watercourse units, as well as a 75.70% increase in habitat units, and a 435.95% increase in hedgerow units.

Lincolnshire County Council – Minerals and Waste

- 5.15 No objections.
- 5.16 The development has been demonstrated to be in accordance with Policy M11 and have a negligible impact with respect to sterilising the mineral resource.

Environment Agency

- 5.17 No objections, subject to condition.
- 5.18 The Environment Agency propose a condition for the disposal of surface water, as controlled waters are particularly sensitive in this location as the proposal is upon a principal aquifer and secondary B aquifer that is confined by a secondary undifferentiated aquifer. Battery Energy Storage has highly polluting chemical in the batteries and this could enter surface waterbodies in firewater or rainfall via surface water run off should battery containers become exposed in the event of a fire. Therefore, it is necessary to secure adequate pollution prevention measures, and the Environment Agency recommends sealed drainage, impermeable liners, shut off controls, adequate storage capacity and emergency response arrangements.

Historic England

- 5.19 Expressed concerns on heritage grounds, as there are undesignated heritage assets that could be directly impacted by the proposed development. Historic England requested the geophysical survey work prior to determination to inform the decision. [Provided by Applicant]

SKDC Conservation Officer

- 5.20 No objections.
- 5.21 Applicant submitted a Heritage Impact Addendum and updated landscape masterplan which would improve the long-distance screening and biodiversity of the site. The additional mitigation would screen the site from heritage assets.

Lincolnshire County Council – Highways and SuDs

- 5.22 No objections, subject to planning conditions, informatives and highway improvements.
- 5.23 The highway authority will require the proposed access to be constructed at the start of the development to Lincolnshire County Council specification. The County Council also requires

a planning condition for a full designed surface water drainage scheme. Lastly the County Council require a Construction Management Plan and Method Statement.

Network Rail

- 5.24 No objection, subject to conditions.
- 5.25 Network Rail comments to work closely with the Asset Protection Team to ensure the safety of the operational railway. Network Rail require a surface water condition to ensure water flows away from the railway and there is no ponding of water adjacent to the boundary. Any attenuation scheme within 30m requires approval from Network Rail. Advises emergency incident procedures.

Health and Safety Executive

- 5.26 No objections.
- 5.27 The Health and Safety Executive confirm that Battery Energy Storage Systems are usually not a relevant development in relation to land-use planning in the vicinity of major hazard sites and major accident hazard pipelines., because they do not involve the introduction of people into the area.

SKDC Tree Officer

- 5.28 No objections, subject to conditions.
- 5.29 The Tree Officer requested further information in relation to the potential impact to the ancient woodland impacts. Ancient woodland, veteran trees and ancient trees receive the highest level of protection under national planning policy and should be treated as irreplaceable habitat.

The information provided addresses the principal arboricultural concerns relating to fire risk, drainage, containment and future tree growth. Provided these matters are appropriately controlled through the relevant planning conditions and management plans, the Tree Officer considers that the residual arboricultural issues can be satisfactory managed. The relevant conditions are the; Emergency Response Plan, Risk Management Plan, Tactical Fire Response Plan, Drainage Details, and Landscape Management Plan.

Anglian Water

- 5.30 No objection, subject to conditions.
- 5.31 The proposal does not provide details of the non-domestic water demand for the development, and there is a current restriction for non-domestic water supply of 20m³ per day. Anglian Water request a condition for a strategic water resources strategy, confirming non-domestic water is available to serve the development.

National Highways

- 5.32 No objection, subject to conditions.
- 5.33 The site does not share a boundary with the A1, which is part of the Strategic Road Network however the nearest point of impact is the A1/B6403 High Dike Junction. National Highway requires a Construction Traffic Management Plan with a detailed breakdown of construction movements, and specialist abnormal load route information. National Highways note that the noise impacts would be negligible on the A1, and that appropriate level of dust mitigation is proposed in the Air Quality report.

The Gardens Trust

- 5.34 No objections.
- 5.35 The Gardens Trust highlight that a Geophysical Report related to archaeological remains was provided on the request of Historic England, but they are not clear whether the report satisfied Historic England's requirements.

Stoke Rochford and Easton Parish Council

- 5.36 Objection.
- 5.37 Stoke Rochford and Easton Parish Council object on; siting; loss of agricultural land important for food production; not an appropriate use in the countryside; disproportionate scale; Easton village, Easton Walled Gardens and Grade 2 Listed Parkland are omitted from reports; local highways network unsuitable for heavy use; effect on view from public right of way; Landscape Character harm; Noise impact on wildlife; lack of EIA; existing building Magnavale visible from A1; local engagement was poor; battery storage is unsafe in the event of a fire and causes pollution; concerns about contamination; risk to ancient woodland; and climate emergency inappropriateness.

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 3 letters of representation (all objections) have been received.
- 6.2 The points raised can be summarised as follows:
- Loss of high-quality agricultural land which is essential for food production and economic stability. There are alternative sites with lower grade or industrial land / brownfield sites.
 - No detail of brownfield sites which were rejected for the project.
 - Fire risks and emergency response. Risk of thermal runaway in lithium-ion batteries, with hard to extinguish fires. Response to rural locations could be delayed. Lincolnshire Fire and Rescue expressed concerns.
 - Risks of contamination and environmental harm. Soil and water contamination when operational.
 - Manufacturing and end of life processes for batteries – lifespan and disposal of batteries unknown.
 - Noise pollution. Cooling systems produce significant noise which would disturb residents and wildlife.
 - Visual and ecological impacts including habitat disruption and reduced landscape value.
 - Ecological impact on plants and wildlife from construction, operation and post development.
 - National Grid proposing overhead power line from Weston Marsh to East Leicestershire with substation at Corby Glen in proximity to the application site.
 - Cumulative impact of solar farms, pylon routes, battery storage sites.
 - Local engagement timespan too short, did not cover a wide enough area / not widely publicised and misleading or missing information.

- Out of keeping with Landscape Character.

7 Evaluation

7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the Local Planning Authority (LPA) makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise. In this case, the Development Plan comprises of the following document(s):

- South Kesteven Local Plan 2011-2036 (Adopted January 2020)
- The Lincolnshire Minerals and Waste Local Plan in relation to minerals planning.

7.2 In addition, the Local Planning Authority have also adopted a Design Guidelines Supplementary Planning Document (SPD) (Adopted November 2021) and this document is a material consideration in the determination of planning application.

7.3 The policies and provisions set out in the National Planning Policy Framework (NPPF) ("the Framework") (Published December 2024) and the National Policy Statements for Energy (EN1) and Renewable Energy (EN3) are also a relevant material consideration in the determination of planning applications.

7.4 Principle of the Use

7.4.1 This proposal seems planning permission for a 1GW Battery Energy Storage System (BESS) and ancillary works. The site is located in the open countryside, on a greenfield site outside of any defined settlement boundary. There are a significant number of renewable projects within the district, particularly solar farms.

7.4.2 Local Plan Policy SD1 (The Principles of Sustainable Development in South Kesteven) sets out the overarching obligation for development proposals to minimise its impact on climate change and contribute towards a strong, stable, and more diverse economy. In relation to the proposed development scheme, the following policy considerations are relevant to this application:

Development proposals shall consider how they can proactively minimise:

- a. the effects of climate change and include measures to take account of future changes in the climate;
- b. the need to travel, and wherever possible be located where services and facilities can be accessed more easily through walking, cycling or public transport;
- c. the use of resources, and meet high environmental standards in terms of design and construction with particular regard to energy and water efficiency;
- d. the production of waste both during construction and occupation

Development proposals shall consider how they can proactively avoid:

- e. developing land at risk of flooding or where development would exacerbate the risk of flooding elsewhere.
- f. the pollution of air, land, water, noise and light

Development proposals shall consider how they can proactively enhance the Districts:

- j. character
- k. environment

l. cultural and heritage assets

m. services and infrastructure, as needed to support development and growth proposals.

7.4.3 Policy SP5 (Development in the Open Countryside) is the principal spatial policy for development in countryside locations and limits development in the countryside to that which has an essential need to be located outside the existing built form of a settlement. Various examples of the types of development that would be supported in the countryside are listed within the policy and include agriculture, forestry, equine development, rural diversification projects, replacements dwellings, and conversion of buildings. The proposed development does not meet any of the types of development that would be supported in the open countryside and is contrary to policy. The battery energy storage system could be located within a settlement, within a large industrial site, however, the site requires proximity to the National Grid for connection with direct access to an overhead line. In this case, the site is bisected by a 400kV overhead transmission line and has been chosen for its location and size away from any settlements. It is logical that the site is located away from sensitive receptors, particularly given the scale of the site to accommodate the proposal. The scale of previously developed land required is not considered by the applicant to be available, however the application has not been accompanied by adequate justification for the site selection process and the case officer has not been able to review the search criteria, sites considered and discounted. It is acknowledged that the proposal would contribute towards national policy and legislative requirements to achieve net zero emissions, and there would be a wider environmental benefit for the district, however, it has not been adequately justified that the use has an essential need to be located in the countryside, such that there would be a degree of conflict with Policy SP5.

7.4.4 Furthermore, Policy RE1 Renewable Energy Generation provides support for renewable energy projects, which includes anaerobic digestion, provided that:

- a) The proposal does not negatively impact the District's agricultural land asset.
- b) The proposal can demonstrate the support of affected local communities.
- c) The proposal includes details for the transmission of power produced.
- d) The proposal details that all apparatus related to renewable energy production will be removed from the site when power production ceases; and
- e) That the proposal complies with any other relevant Local Plan policy and national planning policy.

7.4.5 In assessing the application proposals against the specific policy obligations of Policy RE1

- a) The proposal would utilise 44.6ha with 25.5ha of that for BNG. An agricultural land classification survey has been provided with the application. The site comprises of portions of 8 agricultural fields of subgrade 3b agricultural land. To summarise the proposed development would not result in any loss of Best and Most Versatile Agricultural Land.
- b) The applicant undertook a public consultation exercise last year which is detailed in the submission. This entailed a consultation period of almost 4 weeks through a newsletter maildrop, 1-day public event, project website. There was also a letter to councillors and officers at South Kesteven District Council. Comments could be returned by post, at the public event, by email or the online feedback form. The proposal has demonstrated limited public support with concerns raised about the location of the site, the size,

proximity to woodland, safety concerns, visual impact, proximity to residential dwellings, restriction to recreation, noise impact, access, construction, loss of agricultural land, and insufficient community energy transition foundation amount.

The application has received 3 letters of representations from local residents objecting to the proposal. There is an objection from the Stoke Rochford and Easton Parish Council. Therefore the proposal does not have the support of the affected local community or the Parish Council, and does not meet this policy criteria. Nonetheless, it is noted that previous appeal decisions have confirmed that this policy criteria is inconsistent with national policy and, therefore, reduced weight should be given to the conflict.

- c) The site would store 1GW of power in order to maximise the efficiency of existing and future renewable energy generation and meet the Government objective of maintaining a reliable and consistent electricity supply. Constraints in the national grid are a noted barrier in decarbonising the UKs electricity supply.
- d) This obligation could be addressed through a planning condition for the decommissioning. This would involve the submission of a Decommissioning Management Plan for approval by the local planning authority. It would include a scheme for the removal and restoration of the site, landscaping, biodiversity, and assessment of the highway/transport impact for the decommissioning.
- e) The proposal complies with SP5 as a rural diversification project. Other relevant local and national planning policies and the prospective impacts of the development are discussed in further detail below.

7.4.6 Additionally Renewable Energy Appendix 3 sets out specific criteria to be used for development management purposes in relation to solar, biomass/anaerobic digestion and wind energy facilities but does not contain a Section on Battery Energy Storage System BESS. However, the potential harm would be similar to a renewable scheme and would relate to visual amenity, landscape character, amenity, highway safety, agricultural land take, heritage assets, and the natural environment.

7.4.7 In addition, the National Policy Statement for Energy (EN-1) (Published November 2023) is identified as being a material consideration for the determination of planning application relating to energy development. The NPS confirms the Government's commitment to cut greenhouse gas emissions to net zero by 2050. It also identifies the need to dramatically increase the amount of low carbon energy generated, and to improve energy security and provide economic opportunities.

7.4.8 This proposal is for a battery farm which stores energy from the national grid and returns the energy at periods of high demand, improving energy security, grid stability, and meeting the sustainable development needs of the district. Surplus energy is typically created when renewable sources such as solar farms are producing more electricity than demand requires. Rather than curtailing that renewable generation, the excess energy is absorbed by the battery energy storage system (BESS), stored and then discharged back to the grid when demand increases or renewable output drops.

7.4.9 The NPPF contains within it a strong presumption in favour of renewable and low carbon energy and para 168 sets out:

'When determining planning applications for all forms of renewable and low carbon energy developments and their associated infrastructure, local planning authorities should:

a) not require applicants to demonstrate the overall need for renewable or low carbon energy, and give significant weight to the benefits associated with renewable and low carbon energy generation and the proposal's contribution to a net zero future;'

- 7.4.8 The above local and national policies provide clear support for renewable energy projects, and the planning practice guidance sets out that the battery stores should be considered as part of this and sets out that

"Electricity storage can enable us to use energy more flexibly and de-carbonise our energy system cost-effectively – for example, by helping to balance the system at lower cost, maximising the usable output from intermittent low carbon generation (e.g. solar and wind), and deferring or avoiding the need for costly network upgrades and new generation capacity."

- 7.4.10 The application does not seek temporary planning permission, however, the applicant has advised that it is possible that the development may end at some point undetermined in the future, as the BESS and battery deteriorate over time like any battery technology. This could be subject to a planning condition imposed on any consent to require an early decommissioning and restoration plan to ensure that once the BESS is no longer required, the land is restored to its pre-development condition as closely as possible.
- 7.4.11 The relevant material considerations for the proposed development are considered below, using the 7 criteria set out in the Renewable Energy Appendix and other relevant Local Plan Policy.

7.5 Effect of the development on agricultural land

- 7.5.1 The site is in a rural location and Policy SP5 is relevant as outlined above. The proposal would result in the loss of the agricultural use. The NPPF at paragraph 180 states in part that planning decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued soils and the wider benefits from natural capital and ecosystem services, by recognising the economic and other benefits of the best and most versatile agricultural land.
- 7.5.2 The information provided by the applicant includes the MAFF agricultural grade classification which confirms that the site is not best and most versatile agricultural land. As such, it is not a policy requirement that the applicant need undertake a search or suitable derelict or brownfield sites, and it is not clear whether there were other suitable sites of poorer grade agricultural land available in the local area for the built development.
- 7.5.3 It is acknowledged that there have been representations concerned with the impact of the proposed development on agricultural land and advocating for brownfield land.
- 7.5.4 It is also acknowledged that Stoke Rochford and Easton Parish Council were consulted and has objected to the proposed development. The concerns raised include the impact on agricultural land, local ecology and the ancient woodland.
- 7.5.5 The site is not allocated for development. The submitted Agricultural Land Classification report identifies that the portions of 8 agricultural fields cover an area of 44.5ha. The assessment used a combination of desktop assessment and detailed site survey comprising of 4no. trial pits and 43no. hand augers. The land is classified as Grade 3 subgrade (b) 'Moderate' in response to the sites high clay content and shallow soils with a slowly permeable layer.
- 7.5.6 In view of the above, it is the Officer's assessment that the application proposals would be in accordance with Policy SP1, and RE1 based on the agricultural land classified as 3b.

7.6 Effect of the development on the Character and Appearance of the area

- 7.6.1 The proposal is for a Battery Energy Farm, comprising of 1142 BESS containers and ancillary works. The application site consists of agricultural fields, with two pylons with associated overhead cables running through the site from southeast to northwest. There is a public right of way, a Bridleway, Cannors Lane to the south within 0.3km of the site and connecting to the wider rights of way network.
- 7.6.2 Paragraph 135 of the NPPF (2024) states that “*planning policies and decisions should ensure that developments:*
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)...”*
- 7.6.3 Paragraph 187 of the NPPF (2024) states that “planning policies and decisions should contribute to and enhance the natural and local environment by:
- “b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland”*
- 7.6.4 It is acknowledged that there have been representations concerned with the impact of the proposed development on landscape character.
- 7.6.5 It is also acknowledged that Stoke Rochford and Easton Parish Council were consulted and has objected to the proposed development. The concerns raised include the impact on landscape character.
- 7.6.6 The wider landscape context is predominantly rural agricultural land, with an open landscape character. The site consists of arable fields with an open landscape character. The application site is not within a landscape of any national or special designation or protection. The site is located within the Kesteven Uplands Character Area (South Kesteven Landscape Character Assessment, 2007). The character area is a rolling mixed farmland landscape dissected by the Rivers Witham and West Glen, and is a rural landscape with only a small urban area. The geology is varied with a range of soil types, and the well-drained calcareous loam soils support the cultivation of cereals, oilseeds and root crops. Additionally, the wide road verges and hedgerow trees provide woodland character, and there remains areas of important semi-natural and ancient woodlands.
- 7.6.7 In proximity to the site there is a railway line, which is primarily screened by vegetation, as well as the commercial buildings for B8 storage. The building, Magnavale, is a large, modern design and established feature in the landscape, and a prominent built feature. There is some screening by vegetation but due to its size and the topography it is very notable in the landscape, however, it is of a smaller scale than the proposed development,
- 7.6.8 Beyond this there is little in terms of built form visible in the landscape. There are isolated farms, industrial buildings, and dwelling houses. The nearest buildings are Highdyke Farm

(400m northwest), the Park Farm Cottages (500m), and Stoke Tunnel Lodge (500m north). The buildings are all a smaller scale than the proposed development.

- 7.6.9 The proposal is principally for the batteries which are to be housed in 1142 BESS containers, approximately 3.1m high and would be coloured green. The site would be surrounded by security fencing. The development would be intrusive visually and more intrusive visually to the adjacent commercial building. The BESS containers would be arranged in regimented rows across the site, and this would have an almost industrial character when combined with the height of the structures and the security fencing. The proposal includes a transmission substation which is outline (all matters reserved), and this would be a prominent, tall feature in the landscape and would occupy a significant central area to the site. In combination these two features are likely to result in a visual and landscape impact.
- 7.6.10 The public footpath is sited to the south of the application site. The public footpath currently has open views across agricultural land, with this view interrupted partly to the north by the Stoke Park Wood. The proposal will be visible however to the east where the views are not impeded by the woodland. The openness of the public footpath would be lost along with the open views over arable fields.
- 7.6.11 The application was considered at Design PAD in February 2026. The Design PAD assessed the visual impact at key views and encouraged further landscape to soften and screen the view with planting. Suggested staggered planting in viewpoint 1 to increase the density of landscaping, and additional planting to address viewpoint 4, but there will still be glimpsed views through the existing trees to the railway line. The green colour palette will aid to reduce the visual harm of the proposals, along with the preference for mesh fencing instead of palisade fencing. The applicant agreed to provide additional landscape details, which were provided along with an amended landscape drawing.
- 7.6.12 The application has been accompanied by a detailed Landscape and Ecology Management Plan, Landscape and Visual Appraisal report, and Landscape Masterplan. The application has been supplemented by further information and Photo Viewpoints during the course of the application and following Design PAD in February 2026.
- 7.7 The Landscape and Visual Appraisal report which noted the following:
- The site is immediately to the west of the East Coast Main Line railway
 - The site is within an area of higher ground, forming part of a broader agricultural landscape ridge between the River Witham to the west and the West Clan River to the east.
 - The site comprises 4 medium sized arable fields with a narrow linear section through a further 2 fields and a dismantled railway line for the proposed access
 - The site retains a rural character with some detractors including pylons and overhead cables that cross the site and adjacent landscape, and views of the large Magnavale Easton industrial building to the southwest.
 - There are no views of the railway line or its associated infrastructure except for the central lower part of the site.
 - The site is open with wide views across several fields, against backdrop of the ancient woodlands.

Construction

- There would be some engineering works to create levelled areas for the installation of the BESS units and substations. The west of the site would be converted to a grassland field with native planting on the periphery and a SuDS feature.
- The impact from construction on the landform, arable field pattern, rural qualities with short-mid-distant views.
- The effects on the ancient woodland would be negligible during Construction.
- Overall, the impact from the development at Construction would be moderate adverse.

Year 1

- Effects on landscape receptors remain consistent with construction phase, but with reduction in onsite activity
- Overall, the impact from the development at Year 1 would be moderate adverse.

Year 15

- Moderate effects would reduce to minor-moderate. Proposed permanent level changes within the site would become imbedded. Proposed planting would reflect the ancient woodland areas, reinforce some field boundaries, enhance green infrastructure connectivity which reduce adverse effects to neutral. Proposed planting would help integrate the proposals in the site.
- Arable cultivation alongside the woodland edge would have ceased and the margin would have improved management, and the creation of a transitional margin to grassland.
- The effects on the ancient woodland would be minor-moderate beneficial by Year 15.
- Overall, the impact from the development at Year 15 would be minor-moderate-neutral.

7.8 The Landscape and Visual Appraisal report reached the following key conclusions for the Visual Assessment due to the establishment of any proposed mitigation planting:

Construction

- Public rights of way within 1km – moderate adverse
- Residents beyond 1km – partial, oblique or filtered views – moderate adverse
- Local road users beyond 1km – minor-moderate
- Beyond 3km - negligible

Year 1

- Public rights of way within 1km – moderate adverse
- Residents beyond 1km – partial, oblique or filtered views – minor moderate adverse
- Local road users beyond 1km – minor adverse
- Beyond 3km - negligible

Year 15

- Public rights of way within 1km – moderate neutral

- Residents beyond 1km – partial, oblique or filtered views – neutral
- Local road users beyond 1km – neutral
- Beyond 3km – negligible

- 7.9 The undulating landform would limit the visual effects of the proposed development, and the mature woodland screens effectively. The BESS containers units would be mostly screened from view and painted green so recessive against the woodland. The proposed substations would be visible from the surrounding landscape but viewed in context with the pylons and overhead cables.
- 7.10 The proposed development incorporates buffers to protect the ancient woodland, trees and hedgerows. It is proposed to remove a small number of trees and sections of hedgerow; however, mitigation planting is proposed. This mitigation includes native hedgerow with trees to enhance field boundaries, woodland, tree and scrub planting.
- 7.11 While the methodology and the assessment of the relevant viewpoints within that LVA are not disputed, however it is noted that despite the proposed mitigation, the impact on the landscape character of the area would be the loss of arable fields to almost an industrial use, with harm to the openness of the rural landscape of the countryside. This would further have a significant impact on the views and visual amenity from the public rights of way network and neighbouring residential dwellings, although it is proposed to screen the proposal with extensive mitigation planting to boundaries and within the site. The officer concludes that the proposal would result in a level of harm to the landscape character of the site and a visual impact to the public right of way in particular.
- 7.12 Accepting that this type of development is supported in principle by both National and Local policy the proposal has demonstrated clear measures to minimise and soften its visual impact on the character and appearance of the area although it would remain industrial in appearance. It will be viewed in the context of existing pylons and overhead cables, and the adjacent Magnavale storage building, as will the provision of new and enhanced landscaping. Consequently, the development would have an impact on the existing visual appearance of the area, where considered in the context, but the proposed mitigation would reduce the impact.
- 7.13 For this reason, it is considered that the visual impact of the development would be reduced to a level of minor to moderate adverse impact, and the impacts could be partially mitigated through the proposed landscaping scheme. The harm to the landscape character would remain as the proposal is industrial in character in a rural landscape setting. Therefore, this harm remains contrary to Policies EN1 and DE1 of the adopted Local Plan, and Section 12 of the NPPF. This policy conflict falls to be assessed within the overall planning balance discussed below.

7.14 **Impact on Heritage Assets**

- 7.14.1** Policy EN6 (The Historic Environment) is the primary development plan policy through which the Council exercises its statutory responsibilities. This policy states that the Council will seek to protect and enhance heritage assets and their settings in keeping with the policies in the National Planning Policy Framework, and proposals will be expected to take Conservation Area Appraisals into account, where these have been adopted by the Council. Development that is likely to cause harm to the significance of a heritage asset or its setting will only be granted permission where the public benefits of the proposal outweigh the potential harm.

- 7.14.2** In connection with the above, Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities to have special regard for the desirability of preserving listed buildings and their settings, or any special architectural or historic interest which it possesses. Similarly, Section 72 of the Act 1990 requires Local Planning Authorities to give special attention to the desirability of preserving or enhancing the character or appearance of Conservation Areas.
- 7.14.3 The proposed development site does not contain any designated built heritage assets. The site is set around the extent of the Stoke Park Wood, and Old Park Wood, both areas of ancient woodland and non-designated heritage assets. It is in close proximity to the grade II listed Fenton Cottage and adjacent cottage and the Barn and Stables at Old Park Farm is approximately 375m west of the site boundary. The site is also in the wider proximity to the grade II listed Park and Garden at Easton Park and grade II* listed Stoke Rochford Hall (NHLE 1000991). A series of non-designated heritage assets are noted within and surrounding the site. The site is also near Ermine Street with the potential for archaeological features.
- 7.14.4 It is acknowledged that Stoke Rochford and Easton Parish Council were consulted and has objected to the proposed development. The concerns raised include the impact on heritage.
- 7.14.5 The application has been supported by a Heritage Impact and Archaeological Desk Based Assessment, and Heritage Impact Addendum.
- 7.14.6 The SKDC Conservation Officer was consulted on the application and has commented with no objection. The distance from Easton Park and Stoke Rochford Hall is considered sufficient separation with the wider landscape, that the proposal would be unlikely to impact on the setting of the designated heritage assets. There is the potential for glimpse views towards Bassingthorpe where there is a number of designated heritage assets, however this would be a negligible impact.
- 7.14.7 During the consideration of the proposal at Design PAD in February 2026, the Conservation Officer highlighted that there is a cluster of listed buildings and woodland in proximity to the site, and there was a need for a strong landscaping strategy to provide screening. This was addressed through the revision of the landscape strategy.
- 7.14.8 The Conservation Officer provided updated comments following the submission of a Heritage Impact Addendum to be read with the Heritage Impact and Archaeological Desk Based Assessment. The Conservation Officer observes the submission of the Addendum, and that it has assessed the designated heritage assets in close proximity of the site comprising Fenton Cottage and the Barn & Stables at Old Park Farm, as well as the ancient woodland of Stoke Park Wood and Old Park Wood. The Conservation Officer notes the potential impacts on heritage are confirmed as low level of impact during the construction phase. The Conservation Officer confirmed that this would be a less than substantial level of harm during the construction phase by changing the setting, and this would lower to a negligible impact once completed and the site is operational.
- 7.14.9 Historic England was consulted on the application and provided comments that there are concerns regarding heritage grounds. Historic England noted that there are undesignated heritage assets impacted by the proposal, including Ermine Street, a Roman Road situated to the west of the site at the site access point. Following the comments from Historic England and the SKDC Conservation Officer the applicant provided additional information in the form of a Heritage Impact Addendum to address the concerns raised. The Conservation Officer was satisfied that this addressed the concerns raised when reconsulted. Historic England

was also reconsulted on the additional information however provided no further comments on the application.

7.14.10 The Garden Trust (joint with Lincolnshire Gardens Trust) was consulted on the application and had no comment initially and then commented following the submission of the Geophysical Report. The Garden Trust commented that it is not clear whether the Geophysical Report satisfies Historic England's concerns and no decision should be made on the application until this is confirmed.

7.14.11 It is the Officer's conclusion taking the above into account that the heritage assets lie at a suitable distance from the proposal, and there would not be harm on the setting or significance of the heritage assets. The low level of less than substantial harm would be temporary during construction, and there would be a negligible impact following the establishment of mitigation planting. The proposal would be in accordance with Policy EN6 of the adopted Local Plan, and Section 16 of the NPPF.

7.15 Impact on Archaeological Assets

7.15.1 The proposal lies in an area of archaeological interest and offers the potential for archaeological remains to be present based on the extent and type of remains recorded in the vicinity. Policy EN6 seeks to protect and enhance heritage assets and their settings in keeping with the policies in the National Planning Policy Framework. Where development affects archaeological sites is acceptable in principle, the Council seeks to ensure mitigation of impact through preservation of the remains in situ. Where in situ preservation is not practical, the developer will be required to make adequate provision for excavation and recording before or during the development.

7.15.2 The application was supported by a Heritage Impact and Archaeological Desk Based Assessment, and Archaeological Geophysical Survey Report.

7.15.3 Heritage Lincolnshire were consulted on the application and have commented with no objection, subject to a scheme of archaeological works being carried out as mitigation and secured through the imposition of conditions. The geophysical survey, subject to the completion of suitable archive and dissemination arrangements, meets the requirements of Heritage Lincolnshire in respect of the first phase of archaeological evaluation. Further investigation should include a Scheme of Archaeological Work with trial trenching which will then inform appropriate mitigation required on site.

7.15.4 Subject to this further mitigation being secured through conditions, being successfully discharged and implemented in full on site, it is reasonable to conclude that the proposal would result in no adverse harm or impacts being caused to any archaeological remains.

7.15.5 Heritage Lincolnshire, the district's archaeological advisors, commented that the geophysical survey meets the requirements. Subject to the conditions to secure the above, the proposal would be in accordance with Policy EN6 of the adopted Local Plan, and Section 16 of the NPPF.

7.16 Effect of the development on Biodiversity, Ecology and Trees

7.16.1 The Conservation of Habitats and Species Regulations 2017 ('the Habitats Regulations') affords protection to certain species or species groups, commonly known as European Protected Species (EPS), which are also protected by the Wildlife and Countryside Act

1981. Additionally, the NPPF recognises the contribution of trees to the intrinsic character and beauty of the countryside.

- 7.16.2 The application was supported by a Preliminary Ecological Appraisal, Ecological Impact Assessment, Winter Bird Report, Breeding Bird Report, Landscape and Ecology Management Plan, an Arboricultural Impact Assessment and Survey Data, Arboricultural Impact Assessment drawings, Tree Protection drawings, and a Biodiversity Net Gain Assessment and metric.
- 7.16.3 The site comprises of arable field margins, artificial unvegetated unsealed surface, cereal crops, winter stubble, modified grassland, non-cereal crops, native hedgerows, native hedgerows associated with bank or ditch, and native hedgerows with trees. There are 22 trees onsite. T34 and T35 are candidate veteran trees and assigned irreplaceable status within the BNG metric.
- 7.16.4 It is acknowledged that there have been representations concerned with the impact of the proposed development on ecology.
- 7.16.5 It is also acknowledged that Stoke Rochford and Easton Parish Council were consulted and has objected to the proposed development. The concerns raised include the impact on biodiversity, ecology and the neighbouring ancient woodland.
- 7.16.6 The SKDC Tree Officer was consulted on the application and expressed concerns regarding the level of provided information. The Tree Officer identified that the ancient woodland, veteran trees and ancient trees receive the highest level of protection under national planning policy and should be treated as irreplaceable habitat. There are viewpoints from the railway line to the north, and public right of way Stok/6/1. The Officer noted that the submitted reports do not include assessment of the ancient woodland, therefore additional surveys are requested. There are also concerns regarding fire risk, hydrological impacts, soil disturbance, and ecological impacts and long-term degradation risk.
- 7.16.7 The applicant's agent responded to the Tree Officers concerns, stating that the submitted information is considered to be sufficient when the reports are read in combination. The SKDC Tree Officer commented again on the application, that information was still not provided and relevant given the level of protection afforded to ancient woodland. The outstanding information is fire risk, hydrology, soil profiles, percolation rates, and potential impacts on soil ecology. The Tree Officer states that *'In accordance with Natural England's Standing Advice, development proposals with the potential to affect ancient woodland must be supported by adequate information to enable a full and informed assessment of impacts, having regard to the protection afforded to the habitat, including soils and ecological processes. In the absence of such information, the proposal cannot be demonstrated to avoid harm'*.
- 7.16.8 Following the Design PAD, there were revisions to the landscaping drawings, and the proposal includes additional mitigation planting. The Tree Officer was reconsulted and provided further comments. The Tree Officer considers that the previous comments have not been addressed, and the information provided is insufficient to demonstrate that the proposed development can be delivered without unacceptable arboricultural impacts of long-term conflict with retained vegetation. The Tree Officer raises an arboricultural objection, as it has not been demonstrated that the proposal would preserve retained trees and woodland features, provide adequate mitigation for arboricultural losses, or avoid future pressure for the pruning or removal of retained vegetation.

- 7.16.9 The applicant's agent responded further to the Tree Officers concerns with additional information and clarification on fire risk and reflected heat, ground fire risk, containment of water or materials, hydrology, and future mature tree growth. The Tree Officer confirmed that the submitted Verification and Compliance Report confirms compliance with the National Fire Chiefs Guidance, this means that reflected heat at the distances proposed would not result in an adverse impact on trees. The risk of grass or ground fire transmission is proposed to be managed through an appropriate mowing regime. Any water, run-off or material arising from an incident on site would be contained within the site and would not be permitted to enter the adjacent woodland. The submitted drainage information indicates that the development would not alter the hydrology of the associated woodland, either during construction or in the longer term. The future mature tree growth could be addressed through an appropriately worded planning condition. Planning conditions for Emergency Response Plan, Risk Management Plan and Tactical Fire Response Plan, drainage details, and Landscape Management Plan would address concerns related to fire risk, drainage, containment and future tree growth. On the basis, the Tree Officer is satisfied that the outstanding arboricultural concerns can be addressed, subject to the above matters being appropriately secured by condition and through the relevant management plans.
- 7.16.10 Lincolnshire Wildlife Trust were consulted on the application and initially registered a holding objection requesting an updated biodiversity net gain plan with projected uplift in watercourse units as even if the development does not impact the habitat if its present within the red line it required a 10% net gain. The Lincolnshire Wildlife Trust provided positive comments on the proposed mitigation for the proximity to the ancient woodland, and provision of the 6 skylark nesting plots. The Lincolnshire Wildlife Trust support the 30m buffer to ancient woodland, and planting of a natural buffer.
- 7.16.11 Lincolnshire Wildlife Trust were reconsulted when the revised biodiversity net gain metric was received. Lincolnshire Wildlife Trust again issued positive comments on the proposed biodiversity net gain, which now include the watercourse units.

Biodiversity Net Gain

- 7.16.12 The Environment Act 2021 and subsequent Schedule 7A within the Town and Country Planning Act 1990 (as amended) require a measurable 10% net gain in biodiversity for all proposals that are not exempt. This scheme is not exempt and as such must meet these legislative requirements.
- 7.16.13 At application stage, this includes a baseline assessment of the proposed site and the submission of a biodiversity metric. The biodiversity metric was updated during the course of the application to include the watercourse habitat, creation to the culvert and enhancement to the ditch habitat. These have been included, which detail a baseline of 90.20 habitat units, 5.44 hedgerow units, and 0.63 watercourse units. The baseline assessment is considered to be accurate and acceptable, and no concerns have been raised by Lincolnshire Wildlife Trust that haven't been addressed, and thus the minimum requirements for consideration at this stage have been met.
- 7.16.14 The application also includes indicative proposals for on-site habitat creation across the site. Onsite post intervention there would be 158.49 habitat units, 29.14 hedgerow units and 0.78 watercourse units. The statutory Biodiversity Metric concluded that the proposal would deliver 68.29 habitat units (75.70% increase), 23.71 hedgerow units (435.95% increase) and 0.15 watercourse units (24.64% increase) if that condition could be achieved, giving more than the 10% net gain. Significant weight should be attached to this over delivery and

provision of BNG and given the scale of gains proposed, this would be secured through a Section 106 Agreement as required by the Planning Practice Guidance.

- 7.16.15 The 30-year monitoring period commences once the habitats have been implemented. The frequency of monitoring will be agreed as part of an approved Habitat Management and Monitoring Plan (HMMP). Where habitats are identified through monitoring as not meeting the expected target condition or distinctiveness, remedial management strategies may need to be prepared, approved and actioned to address any deficiencies.
- 7.16.16 A Landscape and Ecological Management Plan (LEMP) has been submitted which confirms that the habitats can be managed to achieve the condition detailed within the BNG assessment.

Protected Species

- 7.16.17 The Preliminary Ecological Appraisal and Ecological Impact Assessment detail that it includes the application site and notes the woodlands in proximity. The report includes desk-based assessment from November 2024, and a survey was undertaken in October 2024. There are no designated sites of international, national or local importance within the zone of influence. There are 7 non-statutory designated sites, all Local Wildlife Sites; Burton Lane Verges, Easton Lane Verges, Great Ponton Quarry Road Verge, Pasture Farm Road Verges, Pit Lane Road Verges, with the following woodlands bordering the site; Old Park Wood Bassingthorpe, Stoke Park Wood.
- 7.16.18 The data search returned 2 records of badger, 72 records of 17 species of notable and protected bird species, 3 records of invertebrate the small heath butterfly, 1 record of reptile the common lizard, 25 records of brown hare, 1 record of hedgehog and 5 records of White-clawed Crayfish. There are no records for amphibians, bats, dormouse, otter, or water vole, or notable or protected plant species.
- 7.16.19 The habitat survey recorded limited ditch habitats with potential for amphibians, but without ponds or waterbodies on site or within 250m. There are 6 trees onsite with the potential for bat roosting. No field signs were recorded of badger onsite, however the woodland and scrub habitats have the potential for badgers; setts, foraging and commuting. The site has open arable fields and hedgerows with the potential for breeding and non-breeding birds. Notable species were recorded onsite during the survey, and there was evidence of barn owls foraging. No invertebrates were recorded onsite, however there is arable verges and woodland habitats which offer potential for invertebrates. The fragmented arable verges offer low potential for reptiles as the sites are fragmented. The site is considered suitable for brown hare and hedgehog, and brown hare were observed on an adjacent field during the survey.
- 7.16.20 The adjacent woodlands have potential for a wildlife corridor, and the evidence of overgrazing by fallow deer. The arable verges that border Stoke Park Wood and Old Park Wood have the potential for notable or protected plant species. The proposal provides approximately a 50m buffer distance from the ancient woodland.
- 7.16.21 A Winter Bird survey was undertaken between November 2024 and February 2025. The survey recorded the total species recorded within or flying over the site during the survey period. 6 species are on Schedule 1 of the Wildlife and Countryside Act 1981 (as amended), 6 species are listed as Species of Principal Importance by the Natural Environment and Rural Communities Act 2006 (as amended), 9 species are listed on the Birds of

Conservation Concern red list, and 4 species are on Annex I of the EU Birds Directive. Other birds were also recorded including common species and birds of prey.

7.16.22 A further Breeding Bird survey was undertaken between March and June 2025. The survey recorded distribution and assemblages of breeding birds. A total of 18 target species were recorded breeding or holding territory.

7.16.23 Mitigation is proposed including a

- Construction Environmental Management Plan
- Species specific mitigation measures for barn owls, red kite, skylark.
- Lighting Strategy designed to the Bats and Artificial Lighting at Night Guidance Note
- Habitat Management and Monitoring Plan (as part of the BNG)
- Landscape and Ecology Management Plan (LEMP) outlining the onsite habitat management requirements
- Veteran trees will be buffered in line with standing advice on ancient woodland, ancient trees and veteran trees
- Buffer zones created and maintained to the ancient woodlands in excess of the standing advice and kept free from development. There will be habitat enhancements.

7.16.24 Enhancement is proposed for boundary features with planting of hedgerow gaps, a 5m grass strip to hedgerows, management of existing hedgerows, planting of scrub and grassland to woodland edges to create a natural buffer, grassland strip to northern boundary of the site for foraging for barn owls, increased game cover crop within the site for winter bird populations. The buffers are a minimum of 20m, in the main 30m, and up to 50m against the ancient woodland.

7.16.25 The Landscape and Ecology Management Plan details that the proposal includes new native shrub and tree planting, infill native hedgerow planting, species rich grassland, and habitat enhancement areas. The site will protect retained habitats and trees, with buffers to the woodlands. It sets out short term objectives for 0-5 years, long term objectives for 5-40 years, maintenance objectives and a monitoring regime. There is further detailed information on protected species, and planting species. It outlines the habitat protection measures, management objectives and prescriptions. Monitoring will be undertaken every 5 years starting with 5 years post construction, and reports provided to the local planning authority. Finally, it informs that after 40 years of operation the BESS site would be restored to its original condition except for new areas of wildlife habitat which would remain onsite. The site will therefore be actively managed for 40-year lifetime. If planning permission is granted an ecological mitigation strategy should be secured as a condition of planning permission.

Trees and Hedgerows

7.16.26 The Arboricultural Impact Appraisal details that it includes the application site, and the survey was undertaken in March 2025. There are no Tree Preservation Orders on the site, and the site is not in a Conservation Area. Category A trees will be retained onsite. There will be the loss of 9 Category U trees, groups and hedges requiring removal, plus 1 partial hedge loss to facilitate the development. No other losses would be necessary but there would be some incursions into root protection measures. The assessment of the installation

of services is not identified, therefore a method statement for the servicing will be required and it will be necessary to impose a condition to secure the detailed servicing routing and confirmation of any affected trees to ensure compliance with this.

7.16.27 None of the hedgerows are identified as being of importance under the Hedgerow Regulations but are priority habitats within the UK biodiversity action plan criteria and should be enhanced. Replacement trees and hedgerow is proposed as mitigation onsite, as well as supplementary planting.

7.16.28 The proposal includes for tree protection to avoid impact on the root protection areas of retained trees, and there are buffer zones to the Veteran/Ancient Trees and woodlands in line with guidance from the Woodland Trust. Where the development will be in proximity and within the buffer zones, it is proposed to improve the remaining buffers to offset. Mitigation such as tree protection fencing, no dig surfacing, services located outside of root protection areas or low impact methods for the installation of services, as well as an Arboricultural Method Statement.

7.16.29 Overall, the proposals are considered to provide a significant creation and enhancement to local habitats and biodiversity gains and would comply with Policies EN2 and EN3 in this regard. The development would result in no adverse harm to local wildlife, nor result in any adverse loss of BNG. The applicant has demonstrated that in excess of the statutory requirement of 10% BNG would be achieved in accordance with the mandatory requirements of national policy.

7.17 Effect of Residential Amenities

7.17.1 Policy DE1 seeks to ensure that high quality design is achieved, and new development ensure that there is no adverse impact on the amenity of neighbouring users in terms of noise, light pollution, loss of privacy and loss of light.

7.17.2 The site is located in open countryside, operating 24 hours a day. There are few residential dwelling houses in proximity to the site with the nearest 400m-1.5km. The closest neighbour is Highdyke farm is circa 400m northwest of the site. This is considered sufficient separation distance from the BESS to ensure there is no adverse impact in terms of light pollution, loss of privacy and loss of light.

7.17.3 The Environmental Protection team were consulted on the application and raised no objection to the application or concerns regarding residential amenity.

7.17.4 On balance, it is not considered that the proposed development would adversely impact the residential amenity of the residential properties. The proposal therefore accords with Policy DE1 of the Local Plan.

7.18 Safety and Pollution – Noise, Lighting and Air Quality

7.18.1 The sites impact on health and safety in terms of fire hazards, pollution and other air quality is a material consideration and has been raised within the report. It is important to note that the SKDC Environmental Protection team has raised no objections in respect of air quality, light pollution, ground pollution and noise.

7.18.2 Paragraph 187 within the NPPF states that:

“Planning policies and decisions should contribute to and enhance the natural and local environments by: e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable; levels of soil, air, water or noise pollution or land instability.”

7.18.3 Paragraph 198 goes on to state that:

“Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should: a) mitigate and reduce to a minimum potential adverse impact resulting from noise from new development- and avoid noise giving rise to significance adverse impacts on health and the quality of life; b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.”

7.18.4 The underlying principles and aims of existing noise policy documents, legislation and guidance are clarified in Noise Policy Statement for England, DEFRA, 2010 (NPSE). The NPSE outlines three aims for the effective management and control of environmental. Neighbour and neighbourhood noise:

- “Avoid significant adverse impacts on health and quality of life;
- Mitigate and minimise adverse impacts on health and quality of life; and
- Where possible, contribute to the improvement of health and quality of life”

7.18.5 The site is in a rural location, and the closest neighbour is approximately 400m away to the northwest of the site. A Pollution Statement, Geotechnical Desktop Study, Lighting Impact Assessment, Air Quality and Dust Assessment, Outline Battery Safety Management Plan, and Noise Impact Assessment were submitted in support of the application.

7.18.6 It is acknowledged that there have been representations concerned with the impact of the proposed development on pollution including noise, contamination, and fire risk.

7.18.7 It is also acknowledged that Stoke Rochford and Easton Parish Council were consulted and has objected to the proposed development. The concerns raised include the impact on noise and fire risk.

7.18.8 In terms of the construction of the BESS, the construction site preparation will include the use of dozer, excavators, loaders, dump trucks, telescopic handler, and rollers and vibratory rollers for the rolling and compaction, which will generate noise. There will be further noise from the platform construction works which will include dump truck, HGV, telescopic handler, mixer trucks, crane, excavator, loaders, tractors, and a diesel generator. There will also be the road construction works which will include backhoe hydraulic breaker, road planner, dozer, bulldozer, rollers, pavers, excavator and a diesel generator. Further to this there are electrical works which will include dump truck, HGV, crane, diesel generator, angle grinder, drills, and generators. Mitigation measures have been set out in the Noise Impact Assessment.

7.18.9 In terms of the operation of the BESS, the development would operate 24 hours per day and there would be an audible operational sound. Noisier periods would be experienced when the batteries are discharged typically 6-8am, and 5-7pm in the afternoon, and any additional periods when required. Again, the Noise Impact Assessment includes the mitigation measure to reduce the sound levels of the battery units through design.

- 7.18.10 In relation to the Noise report the Environmental Protection Officer accepted the report and its findings, and the proposed noise mitigation measures. The Noise Assessment does not identify sensitivity to construction noise, and non-significant adverse effects during the operational for the closest receptors.
- 7.18.11 The Environmental Protection team were consulted on the application and raised no objection to the application. The Environmental Protection Officer accepted the findings in the Geotechnical Desktop report and recommends a planning condition in relation to the construction works. The Geotechnical Desktop report identified that Polycyclic Aromatic Hydrocarbons (PAHs), ethylene glycol, creosote, herbicides, ferrous residues, metal fines, ash, sulphate, lubricating oils and fuel oils from the works associated with the railway line are potentially present on the site. The risk levels are low, but a contamination screening should be carried out and a watching brief during the construction and ground works.
- 7.18.12 In relation to the Lighting Assessment report the Environmental Protection Officer accepted the report. Lighting will be designed in line with the Institution of Lighting Engineers guidance notes for the reduction of obtrusive light, the Institution of Lighting Engineers guidance note on Bats and Artificial Lighting in the UK, and the CIBSE SLL LG21 Protecting the Night-time Environment.
- 7.18.13 The Outline Battery Safety Management Plan identifies how the applicant will use good practice to reduce risk to life, property, and the environment. The report details the compliance required with relevant regulations, and notes that it is a live document which will develop. Lincolnshire Fire and Rescue Service will be kept up to date with regards to the BESS. Lincolnshire Fire and Rescue Service were consulted on the application and raised no objection. The Water Planning Manager notes the Health and Safety Guidance published by the government, and by the National Fire Chiefs Council. The Water Planning Manager requested confirmation that proposal would meet the requirements of National Fire Chiefs Council. This was provided by the applicant to the satisfaction of the Lincolnshire Fire and Rescue Service. Furthermore, the Health and Safety Executive (HSE) also did not object in relation to safety and the proposed development.
- 7.18.14 In relation to the Air Quality and Dust report the Environmental Protection Officer accepted the report. The Officer recommends that the mitigation proposed is implemented as per the report recommendations. The number of air quality receptors in proximity to the application site is low, and it is a low sensitivity area. The construction traffic on the public highway is not expected to give rise to significant adverse air quality effects on sensitive receptors along the route. However, mitigation will be required to ensure that construction dust arising from the site, including HGV track, does not give rise to significant adverse effects. Mitigation includes site management, monitoring, preparing and maintaining the site, operating the vehicles and machinery, operations, waste management.
- 7.18.15 It is the Officer's assessment that the proposed development would not result in any unacceptable safety and pollution impacts regarding noise, air quality, lighting, and would not impact on the amenity of neighbouring dwelling houses. This would be in accordance with Local Plan Policy EN4 and Section 15 of the NPPF. In relation to potential impacts, conditions are proposed regarding construction management, watching brief for contamination, noise mitigation, and a battery safety plan.

7.19 Access and Highway Impacts

- 7.19.1 The NPPF promotes sustainable patterns of development and expects land use and transport planning to work in parallel in order to deliver such. A core principle of the NPPF is 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, following mitigation, would be severe, taking into account all reasonable future scenarios’.*
- 7.19.2 The proposal includes a new development access from the B6403 High Dike Road to the northwest of the site with a secondary access to the south using the existing access. This will be a simple priority junction. The new access is designed to accommodate all vehicles entering/exiting the site including the construction traffic, HGV, abnormal loads and a fire tender.
- 7.19.3 There will be internal access tracks provided between the energy storage container areas, with an abnormal load road connecting to the new access and around the transmission and client substations. There will be parking for up to 3 vehicles onsite in the customer substation area, with EV charging points, and space on site for larger vehicles and additional vehicles to be parked informally.
- 7.19.4 There are no public rights of way (PRoW) within or adjoining the site. The nearest PRoW are two public footpaths which connect to the B6403 High Dike (reference numbers East/5/2 and East/8/1).
- 7.19.5 It is also acknowledged that Stoke Rochford and Easton Parish Council was consulted and has objected to the proposed development. The concerns raised include the impact on highways and the proposed access.
- 7.19.6 In the case of the current application, it is noted that highway safety and capacity need to be considered and assessed in two ways; traffic movements during the construction phase of the development; and traffic during the operational phase of the development. Policy ID2 states that new developments should demonstrate that the development is located where travel can be minimised, reduces additional travel demand, and do not severely impact on the safety and movement of traffic on the highway network. Paragraph 116 of the NPPF confirms 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.’*
- 7.19.7 A Transport Statement has been submitted to support the proposal, along with a Framework Construction Traffic Management Plan. The TS provides details of the existing highway network, the accessibility by various modes including sustainable transport modes, an analysis of collisions within the vicinity for a 5-year period to 2023, and the baseline traffic flows taken from automatic traffic counts (ATC) at three locations for a 7-day period in March 2025. The report also includes a forecast of how vehicle trips will be distributed across the highway network during the construction, and operation stages of the proposed development. The TS also sets out the methodology for the trip distribution for workers and HGV and provides a Highway Impact Assessment which indicates the level of impact that the proposed development is expected to have on the local highway network.

Construction Traffic

12-18 HGVs on average per day

Up to 35 HGV per day during the construction phase

Up to 80 members of staff will be working at the site each day. It is anticipated that there will be 30-60 staff vehicles before 8am and leaving before 5pm or after 6pm

10-20 abnormal load deliveries over the full construction period to deliver substation transformers

Construction traffic will approach via the A1, and turn right into the proposed access on the B6403 High Dike Road

Operational Traffic

3-4 staff (engineer) vehicle trips per week

- 7.19.8 Once the site is operational it will be monitored remotely and there will be visits from an engineer periodically to inspect the BESS and associated infrastructure.
- 7.19.9 The local highway authority, Lincolnshire County Council has been consulted on the application and has not raised any objection in relation to the potential impact on local highways, subject to conditions. Lincolnshire County Council concluded that the proposed development would not be expected to have an unacceptable impact upon highway safety or a severe residual cumulative impact upon the local highway network or increase surface water flood risk and therefore does not wish to object to this planning application. The County Council note that the construction phase could see up to 150 deliveries of up to 15 a day, material deliveries up to 1800 of up to 10 a day and then BESS Deliveries of 1142 of up to 16 a day. In addition to this there could be 10 – 20 AIL deliveries which will be subject to their own movement orders. This would be a total of up to 41 per day (82 two-way movements – 41 arrivals and 41 departures), and with additional staff trips.
- 7.19.10 The County Council requested highways planning conditions for a Construction Management Plan and Method Statement, access details, clearance of obstructions to the visibility splays at the access, accordance with the surface water drainage scheme. The County Council also requested inclusion of highways informatives.
- 7.19.11 National Highways was also consulted on the application and has not raised any objection in relation to the potential impact on the strategic road network, subject to conditions. National Highways is primarily interested in the A1 Great North Road. The Transport Statement and subsequent information provided by the applicant confirmed that the daily HGV trip totals will be a cap for construction activity. A more detailed breakdown including peak hour movements will be prepared as part of the Construction Management Plan. The abnormal loads information is based on a worst-case scenario assessment, and more assessment will be included in a Construction Management Plan.
- 7.19.12 National Highways requested highways planning conditions for a Construction Management Plan, and detailed abnormal indivisible loads route assessment and swept path analysis.
- 7.19.13 Considering the assessment within the Transport Statement, and the comments from the local highway authority and National Highways, it is considered that the proposal would be suitable in terms of highway impact. The proposal would therefore be acceptable with securing the additional details and highway improvements via conditions as requested by the local highway authority and National Highways and would not have an unacceptable adverse impact on highway safety in accordance with Local Plan Policy ID2 and Section 9 of the NPPF.

7.20 Flood Risk and Drainage

- 7.20.1 The application was accompanied by a Flood Risk Assessment, which confirms that the site is within Flood Zone 1 however as the area exceeds 1 hectare assessment was required. The site also contains areas at higher risk of surface water flooding, and the Flood Risk Assessment considers appropriate mitigation measures for addressing drainage concerns through SuDs onsite. With reference to NPPF Annex 3 'Flood Risk Vulnerability Classification', it is noted that Battery Storage is considered as 'Essential Infrastructure'. Although the site is at risk of surface water flooding, under the NPPF Annex 3, it is deemed compatible to construct the type of development proposed in areas at risk of surface water flooding.
- 7.20.2 Mitigation measures are proposed which includes land raising to ensure infrastructure is not at risk of flooding. Includes a culvert to replace a ditch, and surface water will be intercepted and attenuated in an onsite basin. Runoff will be restricted to the greenfield rate. Each BESS will have a gravel subbase and electrical infrastructure lined impermeable geotextile to ensure no infiltration through the base or sides. There will be a shut off valve where the sewer network discharges to the existing land drain to manage risk of pollution in the event of an abnormal or emergency situation, and water would be stored in an underground tank. The access road will be permeably surfaced using crushed aggregate or similar to ensure surface water will drain in line with existing. Exceedance flood flows would flow overland, following the alignment of onsite sewer network and discharge to existing land drains.
- 7.20.3 The local lead local flood authority, Lincolnshire County Council was consulted on the application and has not raised any objection in relation to the potential impact on flood risk and drainage. Lincolnshire County Council notes that it is proposed that 'surface water runoff from the electrical infrastructure and the BESS compound areas will drain via an impermeably lined gravel sub-base to sump manholes before being conveyed by a site sewer network which discharges to an existing land drain at the north of the site. Source control (including additional storage and water quality treatment) is provided by the gravel sub-base of the BESS and electrical infrastructure areas, which will be lined with an impermeable geotextile to ensure no infiltration through the base or side'. The County Council does not consider that this proposal would increase flood risk in the immediate vicinity of the site, however, a full designed drainage scheme will be required.
- 7.20.4 Anglian Water was consulted on the application and commented. Anglian Water provides comment on non-domestic water, and confirms there are no Anglian Water assets affected, no public foul sewers and no public surface water sewers within the vicinity of the development.
- 7.20.5 The Environment Agency was consulted on the application and provided comments. The Environment Agency commented that the site is on a principal aquifer and secondary B Aquifer confined by secondary undifferentiated aquifer, however, the development would be acceptable if measures are implemented and secured by planning condition. The planning condition would be for a scheme to dispose of surface water, noting that battery energy storage use highly polluting chemicals in the batteries and should not enter surface waterbodies via surface water runoff should the containers become exposed in the event of fire. Furthermore, a planning condition for adequate pollution prevention measures. The Environment Agency recommends sealed drainage to ensure no potential leaks into the environment, and that the pipes, liner and storage tank be designed to withstand

contaminated discharge. A further planning condition is recommended for a final drainage strategy. The Environment Agency also offered additional advice to the applicant, and guidance on BESS developments.

- 7.20.6 The agent has confirmed that the submission was accompanied by a Flood Risk Assessment and it outlined measures including an impermeable liner and shut off valve to stop potentially contaminated discharged into local surface drains, and an underground tank to store the diverted potentially contaminated firewater. The impermeable liner and shut-off valve are the elements for sealed drainage requested by the Environment Agency.
- 7.20.7 On this basis, subject to conditions, it is considered that the proposal would be acceptable from a flood risk and drainage perspective. The proposal would therefore be acceptable and in accordance with Local Plan Policy EN5 and Section 14 of the NPPF.

7.21 Other Matters

Network Rail

- 7.21.1 In terms of the proximity to a railway line, Network Rail has been consulted and has not objected to the proposal. Network Rail commented that the design and operation of the scheme is expected to meet safety requirements and regulations and requires a clear and detailed plan on how major incidents will be managed, and to work with the Asset Protection Team prior to any works onsite. Network Rail will require a site-specific Construction Methodology. In addition, drainage must be considered and surface water must flow away from the railway with no ponding adjacent to the boundary and attenuation within 30m of the railway boundary needs advance approval, and any connection to railway drainage needs prior agreement. Network Rail recommend a planning condition regarding the disposal of surface water be included as part of any consent to address these concerns. Network Rail also recommends a number of Informatives in relation to the railway line.

Mineral Safeguarding

- 7.21.2 The planning application was accompanied by a Mineral Safeguarding Assessment.
- 7.21.3 Lincolnshire County Council has been consulted as the Minerals Planning Authority and had no objections.
- 7.21.4 Consequently, the proposal would be in accordance with Policy M11 (Safeguarding of Mineral Resources) of the Lincolnshire Minerals and Waste Local Plan.

7.22. Section 106 Heads of Terms

- 7.22.1. As outlined above, significant net gains in biodiversity to be provided as part of the development, and the weight to be attributed to this in the overall planning balance, it is proposed that this BNG provision would be formally secured through a Section 106 Agreement.
- 7.22.2 The Section 106 Agreement would secure the details of the Biodiversity Gain Plan and the Habitat Management and Monitoring Plan, as well as monitoring fees to address the requirements for the LPA to monitor and enforce the delivery of the net gains.

The final fee would be determined based on the number of units created per habitat distinctiveness.

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 Planning Balance and Conclusion

- 10.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise.
- 10.2 The application proposals seek planning permission for the erection and operation of an energy storage system including associated infrastructure, engineering works, landscaping and formation of vehicular access from highway. With outline permission sought for the erection and operation of a transmission substation with associated infrastructure.
- 10.3 The proposal is located within the open countryside, and development proposals are limited by Policy SP5 (Development in the Open Countryside) to schemes which have an essential need to be located outside of the existing built form of a settlement and this proposal has not demonstrated that it has an essential need to be located outside of the existing built form of a settlement. Further, it does not meet one of the types of development supported under Policy SP5 for development in the open countryside, therefore it is contrary to Policy SP5. The siting of the scheme in this location is appropriate to facilitate connection with the pylons and overhead cables, although this is not specifically in association with renewable infrastructure such as solar farms in the district.
- 10.4 There is clear support for renewable energy projects and infrastructure in the National Planning Policy Framework and Policy RE1 (Renewable Energy Generation) in the Local Plan. The application proposals would make an important contribution towards meeting the national objectives in respect of reducing greenhouse gas emissions as set out in the Climate Change Act 2019. On a local level, South Kesteven District Council have formally declared a climate emergency, and the published Climate Action Strategy identifies increasing the provision of sustainable forms of energy as a key action for achieving net zero. These matters are material considerations that weigh in favour of the application proposals. In addition, Policy RE1 (Renewable Energy Generation) advocates a generally permissive approach to renewable energy schemes. As such, the application proposals are acceptable in principle, subject to material planning considerations.
- 10.5 In respect of the effect of the development on the character and appearance of the area, it is Officer's assessment that the proposed development would result in a degree of impact on the landscape character of the area and for visual receptors neighbouring dwellings and the public highway, as a result of the proposed BESS containers and infrastructure, and

security fencing. Whilst these landscape and visual impacts can be reduced through the mitigation proposed in the submitted landscaping and planting scheme, the application proposals would still result in a moderate adverse impact on the landscape character, contrary to Policies EN1 (Landscape Character) and DE1 (Promoting Good Quality Design) of the adopted South Kesteven Local Plan, and Section 12 of the NPPF

- 10.6 There would be impact on biodiversity, ecology, and trees as the development proposes the removal of trees, hedgerow and partial sections of hedgerow to facilitate the development, and it is in proximity to ancient woodland. Nevertheless, the site is a managed agricultural site, and suitable mitigation is proposed for habitat creation, tree and hedgerow planting, and the watercourse onsite. The site would achieve significantly in excess of the mandatory requirements for statutory biodiversity net gain onsite with 75.70% increase in habitat units, 435.95% increase in hedgerow units, and 24.64% increase in watercourse units.
- 10.7 The proposal has been assessed against the material planning considerations, local and national policies and is considered to be acceptable in terms of the impact on heritage, archaeology, residential amenity, the highway network, flood risk, pollution and health and safety, subject to the relevant conditions and informatives.
- 10.8 The officer attributes significant weight to the storage of electricity and the contribution this would make towards energy security as this is a significant benefit. It is acknowledged that the development would provide benefit to the local economy through a limited benefit of jobs during the construction of the scheme, and a limited number of local jobs when the site is operational. This is attributed limited weight.
- 10.9 Therefore, it is considered that the environmental benefits of the battery facility are, on balance, sufficient to outweigh the identified harms to the character of the area and less than substantial harm to heritage during the construction phase, and the application proposals are in accordance with the adopted Development Plan when taken as a whole, albeit there are conflicts identified in relation to the visual impact of the development. In this case, it is Officer's assessment that the balance of material planning considerations would also weigh in favour of granting planning permission.

11 Recommendation

To authorise the Assistant Director-Planning to GRANT planning permission, subject to the proposed schedule of conditions detailed below and the completion of a Section 106 Agreement.

Schedule of Conditions

FULL PLANNING PERMISSION

Time Limit for Commencement

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

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

Approved Plans

- 2) The development hereby permitted shall be carried out in accordance with the following list of approved plans:
 - Site Location Plan, drawing ref. 1014-RDG-PA-BE01-M2-ED-0051 (received 15/08/25)
 - Parameters Plan, drawing ref. 1014-RDG-PA-BE01-M2-ED-0052 (received 15/08/25)
 - Proposed Site Layout, drawing ref. 1014-RDG-M2-ED-0020 (received 15/08/25)
 - Coloured Proposed Site Layout, drawing ref. 1014-RDG-M2-ED-0021 (received 15/08/25)
 - Proposed Site Wide Levels Layout, drawing ref. 5027166-RDG-XX-ST-D-C-110631-P04 (received 15/08/25)
 - Battery Container Details, drawing ref. 0001-NPLUK-00-XX-DR-ED-0001 (received 15/08/25)
 - Power Conversion System Details, drawing ref. 0001-NPLUK-00-XX-DR-ED-0002 (received 15/08/25)
 - 400KV Transformer Bund Details, drawing ref. 0001-NPLUK-00-XX-DR-ED-0003 (received 15/08/25)
 - Storage Container Details, drawing ref. 0001-NPLUK-00-XX-DR-ED-0004 (received 15/08/25)
 - Lighting and CCTV Column Details, drawing ref. 0001-NPLUK-00-XX-DR-ED-0006 (received 15/08/25)
 - Site Fencing and Gate Details, drawing ref. 0001-NPLUK-00-XX-DR-ED-0007 (received 15/08/25)
 - Control Room Details, drawing ref. 0001-NPLUK-00-XX-DR-ED-0008 (received 15/08/25)
 - LV Building Details, drawing ref. 0001-NPLUK-00-XX-DR-ED-0009 (received 15/08/25)
 - Oil Filled Transformer, drawing ref. 0001-NPLUK-00-XX-DR-ED-0010 (received 15/08/25)

- 400KV Customer Substation, drawing ref. 0001-NPLUK-00-XX-DR-ED-016 (received 15/08/25)
- Water Tank and Pump, drawing ref. 0001-NPLUK-00-XX-DR-ED-0021 (received 15/08/25)
- 33KV Switch Gear Container Details, drawing ref. 0001-NPLUK-00-XX-DR-ED-0024 (received 15/08/25)
- Setting Out Dimensions, drawing ref. 5027166-RDG-XX-ST-PL-A-0300 (received 14/05/26)
- Site Section AA, drawing ref. 1014-RPG-PA-BE01-M2-ED-0040 (received 15/08/25)
- Site Section BB, drawing ref. 1014-RPG-PA-BE01-M2-ED-0041 (received 15/08/25)
- Site Sections CC and DD, drawing ref. 1014-RPG-PA-BE01-M2-ED-0042 (received 15/08/25)
- Site Section EE, drawing ref. 1014-RPG-PA-BE01-M2-ED-0043 (received 15/08/25)
- Lighting Impact Assessment Layout, drawing ref. 5027166-RDG-XX-ST-D-SP-630001-P02 (received 15/08/25)
- Lighting Impact Assessment Layout, drawing ref. 5027166-RDG-XX-ST-D-SP-630002-P02 (received 15/08/25)
- Lighting Impact Assessment Layout, drawing ref. 5027166-RDG-XX-ST-D-SP-630003-P02 (received 15/08/25)
- Tree Protection Plan – Whole Site, drawing ref. BA24945TPP Rev P (received 15/08/26)
- Tree Protection Plan – Sheet 1, drawing ref. BA24945TPP Rev P (received 15/08/26)
- Tree Protection Plan – Sheet 2, drawing ref. BA24945TPP Rev P (received 15/08/26)
- Tree Protection Plan – Sheet 3, drawing ref. BA24945TPP Rev P (received 15/08/26)
- Tree Protection Plan – Sheet 4, drawing ref. BA24945TPP Rev P (received 15/08/26)
- Landscape Masterplan, drawing ref. TC25306_L100_RevBv3 (received 13/04/26)
- Landscape Masterplan, drawing ref. TC25306_L101_revBv3 (received 13/04/26)

Unless otherwise required by another condition of this permission.

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

Before the Development is Commenced

Archaeology

- 3) Before the development hereby permitted is commenced, a Written Scheme of Archaeological Investigation and an Archaeological Mitigation Strategy shall be submitted to and approved in writing by the Local Planning Authority. The details must include:
 - a. Details of a programme of trial trenching, which must be first completed and used to inform the mitigation strategy;
 - b. A plan illustrating the location of any archaeological remains on the site;
 - c. Areas which are designated for archaeological monitoring and recording;

- d. Proposals to ensure that significant archaeological remains are protected or, if appropriate, set out a programme of further archaeological works to ensure that they are recorded in advance of works on site;
- e. A programme for the implementation of the archaeological mitigation strategy.

Thereafter, all works on site shall be carried out in accordance with the approved Archaeological Mitigation Strategy.

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.

Construction Management Plan

4) Highway Condition 00

The development hereby permitted shall be undertaken in accordance with a Construction Management Plan and Method Statement that has been submitted to and approved in writing by the Local Planning Authority in consultation with the local highways authority and National Highways. The Plan and Statement shall indicate measures to mitigate against traffic generation of the site during construction, and the adverse impacts of vehicle activity and the means to manage the drainage of the site during the construction stage of the permitted development. It shall include but not be limited to;

- the phasing of the development to include access construction;
- the on-site parking of all vehicles of site operatives and visitors;
- the on-site loading and unloading of all plant and materials;
- the on-site storage of all plant and materials used in constructing the development;
- Details of wheel washing facilities and precautions undertaken to prevent the deposit of mud and other debris from vehicles leaving the site onto the public highway including wheel washing facilities;
- Details of a scheme of dust management;
- Details of the monitoring arrangements;
- the routes of construction traffic to and from the site including any off-site routes for the disposal of excavated material (to include a routing plan back to the A1)
- Details of the routing agreement for HGVs, including directional signage for all vehicular construction and delivery traffic to and from the site;
- Daily and peak hour construction vehicle movements, including Heavy Goods Vehicles (HGVs);
- Construction vehicle parking, loading and unloading arrangements;
- Measures to manage and minimise impacts on the Strategic Road Network (SRN) and ensure the safe and efficient operation of the A1, part of the SRN, including using the EDSAL process for the movement of Abnormal Loads.
- strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (temporary or permanent) connect to an outfall (temporary or permanent) during construction.

The Construction Management Plan shall thereafter be implemented in accordance with the details so approved and the approved measures shall remain in place for the duration of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the safety and free passage of those using the adjacent public highway, and efficient operation of the Strategic Road Network during the construction phase of the proposed development, and to ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development during construction.

Surface Water Drainage Scheme

5) Highway Condition 33

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;
- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
- provide flood exceedance routing for storm event greater than 1 in 100 year;
- provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
- provide attenuation details and discharge rates which shall be restricted to an agreed rate;
- provide details of the timetable for and any phasing of implementation for the drainage scheme; and
- provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

No part of the development shall be operational 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.

Detailed Battery Safety Management Plan

- 6) No development shall take place until a Detailed Battery Safety Management Plan (DBSMP) based on the principles within the Outline Battery Safety Management Plan (June 2025) that has been submitted with the application have been submitted to and approved in writing by the Local Planning Authority. It shall include details of safety measures and risk mitigation across the construction, operational, and decommissioning phases of the development. The

development shall be carried out and maintained for the duration of the permission in accordance with the approved DBSMP.

Reason: In the interests of fire safety. These details are required prior to the commencement of development in order to secure appropriate fire safety measures at operational stage.

Detailed Emergency Response Plan

- 7) Prior to the first use of any of the equipment on the development hereby approved, a detailed Emergency Response Plan (ERP) shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of suitable access for fire and rescue services, as well as sufficient water provision across the site. The development shall be carried out and maintained for the duration of the permission in accordance with the approved details.

Reason: In the interests of fire safety.

Strategic Water Resources Strategy

- 8) No development shall commence until a strategic water resources strategy has been submitted to and approved in writing by the Local Planning Authority, in consultation with Anglian Water. The strategy will confirm non-domestic water is available to serve the development and should explore innovative solutions which may help reduce overall water demand.

Reason: To ensure domestic water supply is not jeopardised and to protect water resources and ensure sustainable development.

Materials and fencing

- 9) Prior to commencement of the development hereby approved, full details of external materials, finishes and colours, security fencing style, materials, and measures to facilitate movement of protected species shall have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interest of preserving or enhancing the character and appearance of the surrounding area and biodiversity.

Site Levels / Ground Works

- 10) Before the development hereby permitted is commenced, a Groundworks Strategy Plan detailing the existing and proposed site levels and land profiling (areas of cut, areas of fill, mounding, shaping and contouring works), with reference to an off-site datum point, shall have been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the development shall be carried out in accordance with the approved details before the site is operational.

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

During the Building Works

Ecology

- 11) All works on site during the construction period shall be carried out in accordance with the recommendations contained within the Ecological Appraisal, including reasonable avoidance measures for protected species.

Reason: In the interests of best ecological practice and in accordance with Policy EN2 of the adopted South Kesteven Local Plan.

Abnormal Loads

- 12) Prior to the delivery of any Abnormal Indivisible Loads (AIL) associated with the development, a detailed route assessment and swept-path analysis shall be undertaken and submitted to the Local Planning Authority for approval in consultation with National Highways. The assessment shall identify any required mitigation measures along the delivery route, including temporary removal or relocation of street furniture where necessary.

All identified mitigation measures shall be implemented in accordance with the approved details prior to and during the delivery of such loads.

Reason: To ensure the safe and efficient operation of the Strategic Road Network during the construction phase of the proposed development.

Tree Protection

- 13) All works on site, including construction and delivery works, shall be carried out in accordance with the recommendations contained within the Arboricultural Impact Assessment June 2025 (Barnes Associates), Arboricultural Impact Assessment Plans drawing ref. BA24945AIA Sheet 1 – 4 (Barnes Associates) and Tree Protection Plans drawing ref. BA24945TPP Sheet 1 - 4 (Barnes Associates), unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of best ecological practice and in accordance with Policy EN2 of the adopted South Kesteven Local Plan

Before the Development is Operational

Lighting

- 14) Before any part of the development is operational, full details of the proposed lighting scheme must be submitted to and approved in writing by the local planning authority.

The scheme shall be installed and be operational prior to operation of the development. The scheme shall be retained for the life of the development.

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

Access Visibility

- 15) Highway Condition 13

Before the access is brought into use all obstructions exceeding 0.6 metres high shall be cleared from the land within the visibility splays illustrated on drawing number JUNCTION VISIBILITY SPLAYS VERTICAL AND HORIZONTAL VISIBILITY FROM SITE ACCESS TO B6403 HIGH DIKE dated 14/07/25 and thereafter, the visibility splays shall be kept free of obstructions exceeding 0.6 metres in height.

Reason: So that drivers intending entering the highway at the access may have sufficient visibility of approaching traffic to judge if it is safe to complete the manoeuvre.

Noise Management Plan

- 16) Before any part of the development is brought into use, a Noise Management Plan, based on the recommendations contained within the Noise Impact Assessment submitted with the application, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To protect the residential amenity of local residents in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Boundary Treatments

- 17) Before any part of the development hereby permitted is occupied/brought into use, the works to provide the boundary treatments shall have been completed in accordance with the approved boundary treatment scheme.

Reason: To provide a satisfactory appearance to any boundary treatments in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Surface Water Drainage

- 18) Before any part of the development hereby permitted is brought into use, the works to provide the surface water drainage shall have been completed 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.

Landscape Management Plan

- 19) Before any part of the development hereby permitted is occupied/brought into use, a landscape management plan shall have been submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- i. long term design objectives,
- ii. management responsibilities and maintenance schedules for all landscape areas.

Reason: Hard and soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policies DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

Risk Reduction Strategy

- 20) A risk reduction strategy to provide a Risk Management Plan and Tactical Fire Response Plan shall be submitted to the Local Planning Authority before the site is brought into use, in consultation with Lincolnshire Fire and Rescue. The strategy should cover the construction, operational and early decommissioning phases of the project.

Reason: In the interest of the safety of the site and surrounding area in accordance with Policy DE1.

Ongoing Conditions

Contamination

- 21) Should the developer during excavation and construction works of the said development site find any area of the site where it is suspected that the land is contaminated then all works must stop, and the local planning authority notified immediately. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared in accordance with current good practice and legislation and submitted to and approved by the Local Planning Authority, and the approved remediation shall thereafter be implemented. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: In the interest of the safety of the site and surrounding area in accordance with Policy EN4.

Noise Mitigation

- 22) The development should operate in accordance with the approved Noise Management Plan required by Condition 16 above.

Reason: To ensure there is appropriate mitigation from the impact of noise from the proposed development in the interests of the residential amenities of futures occupiers of the site.

Replacement Planting

- 23) 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.

Battery Storage

- 24) The Battery Energy Storage System (BESS) shall not exceed 1 Gigawatts of power.

Reason: In the interest of the safety of the site and surrounding area in accordance with Policy DE1 of the Local Plan.

Batteries On Site

- 25) The number of battery containers on site shall not exceed a total of 1142 BESS containers.

Reason: In the interest of the safety of the site and surrounding area in accordance with Policy DE1 of the Local Plan.

Early Decommissioning Scheme

- 26) In the event the site ceases to store electricity for supply to the electricity grid network for a period of 12 months, an Early Decommissioning Scheme (EDS) shall be submitted to and approved in writing by the Local Planning Authority, no later than 3 months following the end of the 12-month period. The DS shall include provision for the dismantling and removal of all containers, hardstanding, buildings and other associated infrastructure hereby approved. The scheme shall include: a. A scheme for the repair/reinstatement of any identified field drainage within the site; b. Measures to avoid contamination, compaction, or erosion of soils and land during the decommissioning phase; and c. The management of traffic during the decommissioning process and a decommissioning timetable. Thereafter, the land shall be restored to its former condition in accordance with a scheme of decommission work (the Decommissioning Scheme). The decommissioning shall be carried out strictly in accordance with the approved EDS.

Reason: To limit the long-term effects of the development and in recognition of the temporary lifespan of the structures, in accordance with Policy DE1.

OUTLINE PLANNING PERMISSION

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).

Time Limit for 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. Access
 - ii. Appearance
 - iii. Landscaping
 - iv. Layout
 - v. Scale

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:
 - Site Location Plan, drawing ref. 1014-RDG-PA-BE01-M2-ED-0051 (received 15/08/25)
 - Parameters Plan, drawing ref. 1014-RDG-PA-BE01-M2-ED-0052 (received 15/08/25)
 - Proposed Site Layout, drawing ref. 1014-RDG-M2-ED-0020 (received 15/08/25)
 - Coloured Proposed Site Layout, drawing ref. 1014-RDG-M2-ED-0021 (received 15/08/25)

Unless otherwise required by another condition of this permission.

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

Before the Development is Commenced

Archaeology

- 4) Before the development hereby permitted is commenced, a Written Scheme of Archaeological Investigation and an Archaeological Mitigation Strategy shall be submitted to and approved in writing by the Local Planning Authority. The details must include:

- a. Details of a programme of trial trenching, which must be first completed and used to inform the mitigation strategy;
- f. A plan illustrating the location of any archaeological remains on the site;
- g. Areas which are designated for archaeological monitoring and recording;
- h. Proposals to ensure that significant archaeological remains are protected or, if appropriate, set out a programme of further archaeological works to ensure that they are recorded in advance of works on site;
- i. A programme for the implementation of the archaeological mitigation strategy.

Thereafter, all works on site shall be carried out in accordance with the approved Archaeological Mitigation Strategy.

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.

Construction Management Plan

5) Highway Condition 00

The development hereby permitted shall be undertaken in accordance with a Construction Management Plan and Method Statement that has been submitted to and approved in writing by the Local Planning Authority in consultation with the local highways authority and National Highways. The Plan and Statement shall indicate measures to mitigate against traffic generation of the site during construction, and the adverse impacts of vehicle activity and the means to manage the drainage of the site during the construction stage of the permitted development. It shall include but not be limited to;

- the phasing of the development to include access construction;
- the on-site parking of all vehicles of site operatives and visitors;
- the on-site loading and unloading of all plant and materials;
- the on-site storage of all plant and materials used in constructing the development;
- Details of wheel washing facilities and precautions undertaken to prevent the deposit of mud and other debris from vehicles leaving the site onto the public highway including wheel washing facilities;
- Details of a scheme of dust management;
- Details of the monitoring arrangements;
- the routes of construction traffic to and from the site including any off-site routes for the disposal of excavated material (to include a routing plan back to the A1)
- Details of the routing agreement for HGVs, including directional signage for all vehicular construction and delivery traffic to and from the site;
- Daily and peak hour construction vehicle movements, including Heavy Goods Vehicles (HGVs);
- Construction vehicle parking, loading and unloading arrangements;
- Measures to manage and minimise impacts on the Strategic Road Network (SRN) and ensure the safe and efficient operation of the A1, part of the SRN, including using the EDSAL process for the movement of Abnormal Loads.

- strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (temporary or permanent) connect to an outfall (temporary or permanent) during construction.

The Construction Management Plan shall thereafter be implemented in accordance with the details so approved and the approved measures shall remain in place for the duration of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the safety and free passage of those using the adjacent public highway, and efficient operation of the Strategic Road Network during the construction phase of the proposed development, and to ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development during construction.

Surface Water Drainage Scheme

6) Highway Condition 33

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;
- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
- provide flood exceedance routing for storm event greater than 1 in 100 year;
- provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
- provide attenuation details and discharge rates which shall be restricted to an agreed rate;
- provide details of the timetable for and any phasing of implementation for the drainage scheme; and
- provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

No part of the development shall be operational 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.

Detailed Emergency Response Plan

- 7) Prior to the first use of any of the equipment on the development hereby approved, a detailed Emergency Response Plan (ERP) shall be submitted to and approved in writing by the Local

Planning Authority. This shall include details of suitable access for fire and rescue services, as well as sufficient water provision across the site. The development shall be carried out and maintained for the duration of the permission in accordance with the approved details.

Reason: In the interests of fire safety.

Strategic Water Resources Strategy

- 8) No development shall commence until a strategic water resources strategy has been submitted to and approved in writing by the Local Planning Authority, in consultation with Anglian Water. The strategy will confirm non-domestic water is available to serve the development and should explore innovative solutions which may help reduce overall water demand.

Reason: To ensure domestic water supply is not jeopardised and to protect water resources and ensure sustainable development.

Materials and fencing

- 9) Prior to commencement of the development hereby approved, full details of external materials, finishes and colours, security fencing style, materials, and measures to facilitate movement of protected species shall have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interest of preserving or enhancing the character and appearance of the surrounding area and biodiversity.

Site Levels / Ground Works

- 10) Before the development hereby permitted is commenced, a Groundworks Strategy Plan detailing the existing and proposed site levels and land profiling (areas of cut, areas of fill, mounding, shaping and contouring works), with reference to an off-site datum point, shall have been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the development shall be carried out in accordance with the approved details before the site is operational.

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

During the Building Works

Ecology

- 11) All works on site during the construction period shall be carried out in accordance with the recommendations contained within the Ecological Appraisal, including reasonable avoidance measures for protected species.

Reason: In the interests of best ecological practice and in accordance with Policy EN2 of the adopted South Kesteven Local Plan.

Abnormal Loads

- 12) Prior to the delivery of any Abnormal Indivisible Loads (AIL) associated with the development, a detailed route assessment and swept-path analysis shall be undertaken and submitted to the Local Planning Authority for approval in consultation with National Highways. The assessment shall identify any required mitigation measures along the delivery route, including temporary removal or relocation of street furniture where necessary.

All identified mitigation measures shall be implemented in accordance with the approved details prior to and during the delivery of such loads.

Reason: To ensure the safe and efficient operation of the Strategic Road Network during the construction phase of the proposed development.

Tree Protection

- 13) All works on site, including construction and delivery works, shall be carried out in accordance with the recommendations contained within the Arboricultural Impact Assessment June 2025 (Barnes Associates), Arboricultural Impact Assessment Plans drawing ref. BA24945AIA Sheet 1 – 4 (Barnes Associates) and Tree Protection Plans drawing ref. BA24945TPP Sheet 1 - 4 (Barnes Associates), unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of best ecological practice and in accordance with Policy EN2 of the adopted South Kesteven Local Plan

Before the Development is Operational

Lighting

- 14) Before any part of the development is operational, full details of the proposed lighting scheme must be submitted to and approved in writing by the local planning authority.

The scheme shall be installed and be operational prior to operation of the development. The scheme shall be retained for the life of the development.

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

Boundary Treatments

- 15) Before any part of the development hereby permitted is occupied/brought into use, the works to provide the boundary treatments shall have been completed in accordance with the approved boundary treatment scheme.

Reason: To provide a satisfactory appearance to any boundary treatments in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Surface Water Drainage

- 16) Before any part of the development hereby permitted is brought into use, the works to provide the surface water drainage shall have been completed 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.

Landscape Management Plan

- 17) Before any part of the development hereby permitted is occupied/brought into use, a landscape management plan shall have been submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- iii. long term design objectives,
- iv. management responsibilities and maintenance schedules for all landscape areas.

Reason: Hard and soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policies DE1, EN3 and OS1 of the adopted South Kesteven Local Plan.

Risk Reduction Strategy

- 18) A risk reduction strategy to provide a Risk Management Plan and Tactical Fire Response Plan shall be submitted to the Local Planning Authority before the site is brought into use, in consultation with Lincolnshire Fire and Rescue. The strategy should cover the construction, operational and early decommissioning phases of the project.

Reason: In the interest of the safety of the site and surrounding area in accordance with Policy DE1.

Ongoing Conditions

Contamination

- 19) Should the developer during excavation and construction works of the said development site find any area of the site where it is suspected that the land is contaminated then all works must stop, and the local planning authority notified immediately. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared in accordance with current good practice and legislation and submitted to and approved by the Local Planning Authority, and the approved remediation shall thereafter be implemented. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: In the interest of the safety of the site and surrounding area in accordance with Policy EN4.

Replacement Planting

- 20) 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:

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.

Informatives

Biodiversity Net Gain Informative

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

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

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

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

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

Highway Informative 02

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.

Highway Informative 03

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>.

Highway Informative 04

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.

Highway Informative 08

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>

Fail Safe Use of Crane and Plant

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 4.0m of the railway boundary.

With a development of a certain height that may/will require use of a crane, the developer must bear in mind the following. Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Asset Protection Project Manager prior to implementation.

Excavations/Earthworks/Underground Workings

All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Asset Protection.

Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may be affecting underground workings next to the railway, consultation with the Asset Protection Engineer and the Network Rail Principal Mining Engineer should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rail's infrastructure or railway land.

Security of Mutual Boundary

Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Interface Manager.

Demolition

Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of buildings or other structures near to the operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Asset Interface Manager before the development can commence.

Vibro-impact Machinery

Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works. Where the works have the potential to introduce ground movements, Network Rail may require the monitoring of track and other assets, the works shall only be carried out in accordance with the approved method statement and design.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence and has the potential to collapse within 4 meters of the Network Rail boundary must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. Approval of the method statement and design must be obtained from Network Rail's Asset Protection Engineer.

Bridge Strikes

Applications that are likely to generate an increase in trips under railway bridges may be of concern to Network Rail where there is potential for an increase in 'Bridge strikes'. Vehicles hitting railway bridges cause significant disruption and delay to rail users. Consultation with the Asset Protection Interface Manager is necessary to understand if there is a problem. If required there may be a need to fit bridge protection barriers which may be at the developer's expense.

Abnormal Loads

From the information supplied, it is not clear if any abnormal loads will be using routes that include any Network Rail assets (e.g. bridges and level crossings). We would have serious reservations if during the construction or operation of the site, abnormal loads will use routes that include Network Rail assets. Network Rail would request that the applicant contact our Asset Protection Interface Manager to confirm that any proposed route is viable and to agree a strategy to protect our asset(s) from any potential damage caused by abnormal loads. I would also like to advise that where any damage, injury or delay to the rail network is caused by an abnormal load (related to the application site), the applicant or developer will incur full liability.

Two Metre Boundary

Consideration should be given to ensure that the construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land, and therefore all/any building should be situated at least 2 metres from Network Rail's boundary. This will allow construction and future maintenance to be carried out from the applicant's land, thus reducing the probability of provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.

ENCROACHMENT

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail airspace and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or airspace is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.

Access to the Railway

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.

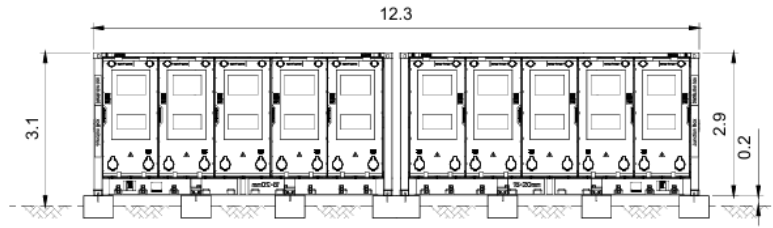
SITE LOCATION PLAN



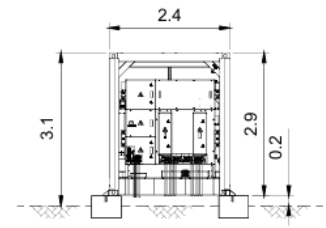
SITE PLAN PROPOSED



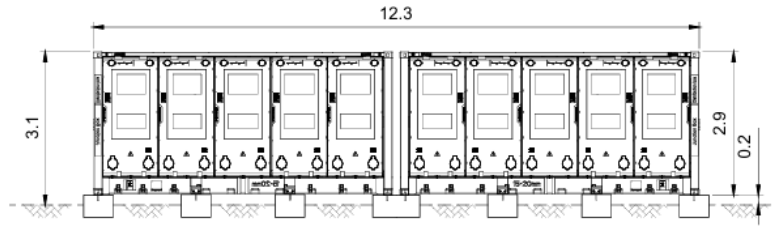
PROPOSED ELEVATIONS



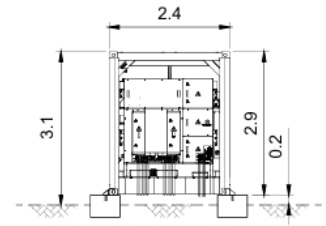
Typical Front Elevation
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Typical Side Elevation
Scale: 1:100

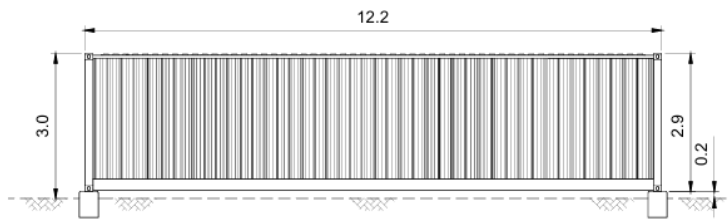


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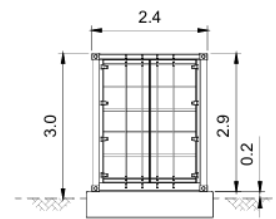


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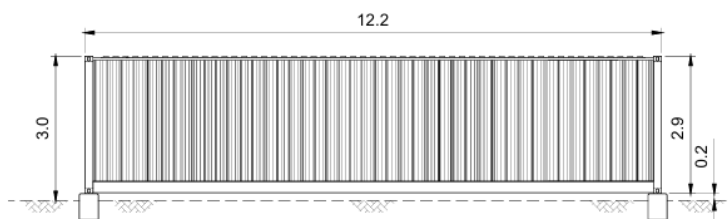
Battery Containers



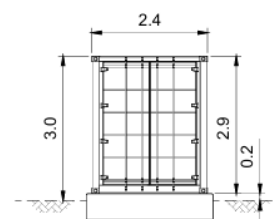
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Typical Side Elevation
Scale: 1:100

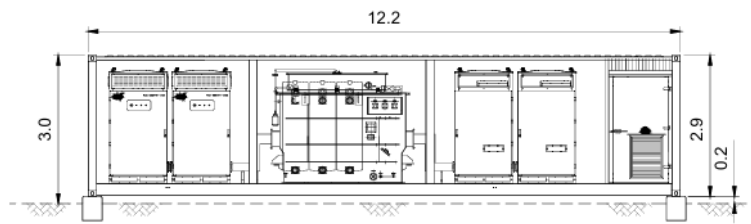


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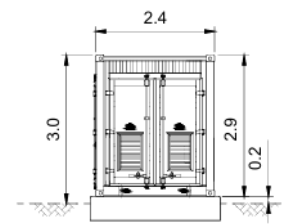


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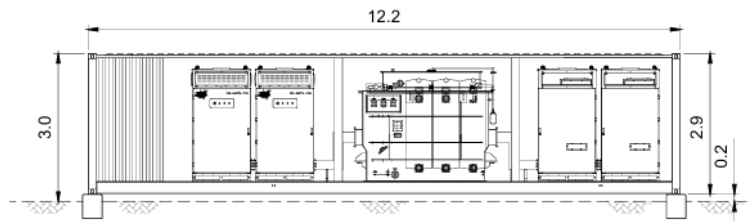
Storage Containers



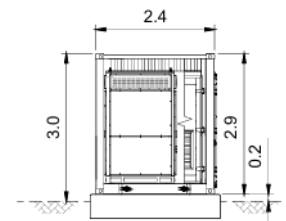
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Typical Side Elevation
Scale: 1:100

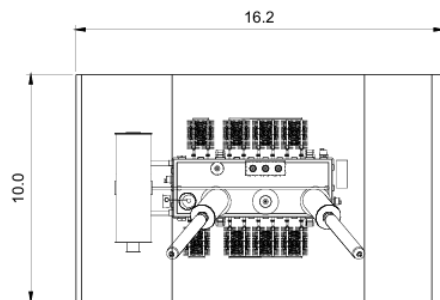


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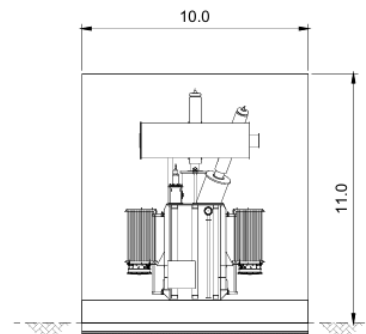


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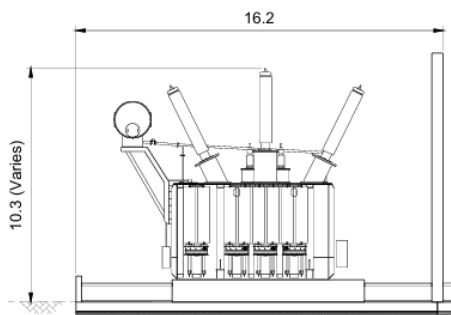
Power Conversion Systems



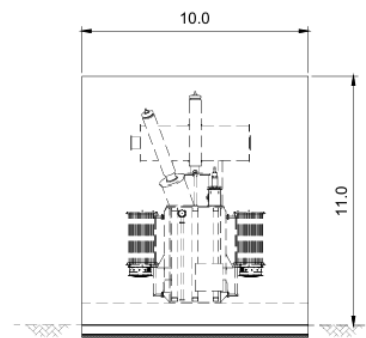
Plan
Scale: 1:200



Transformer Bund End View
Scale: 1:200

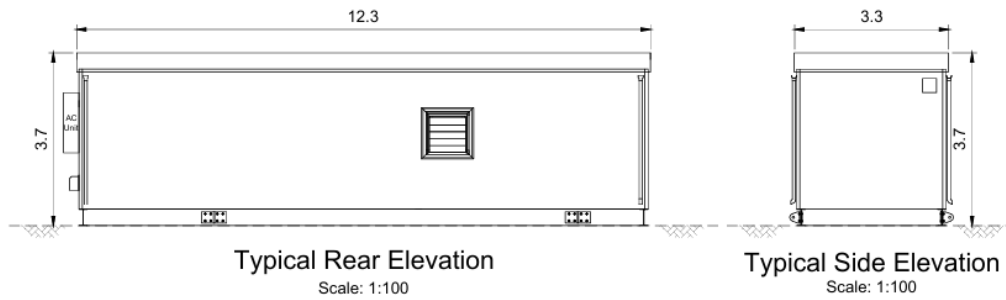
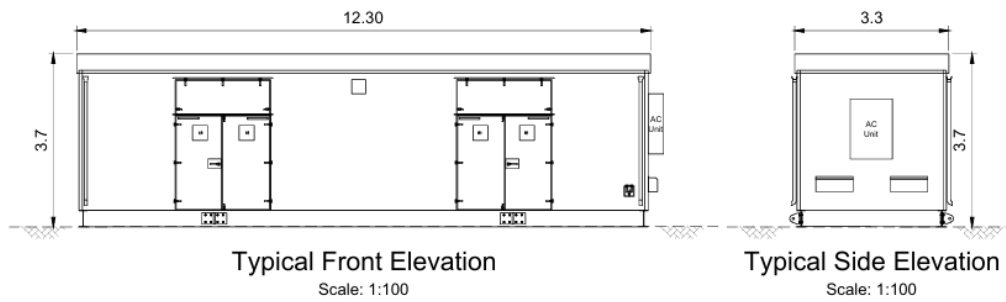


Transformer Bund Side View
Scale: 1:200

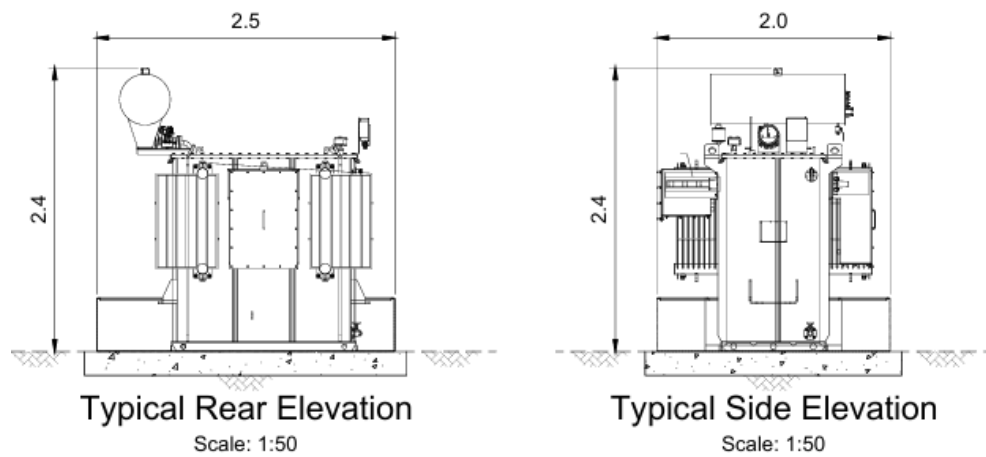
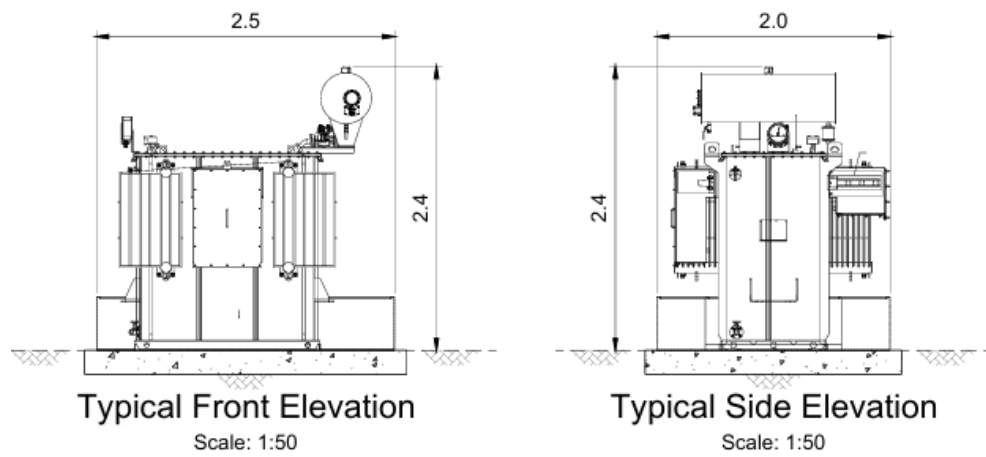


Transformer Bund End View
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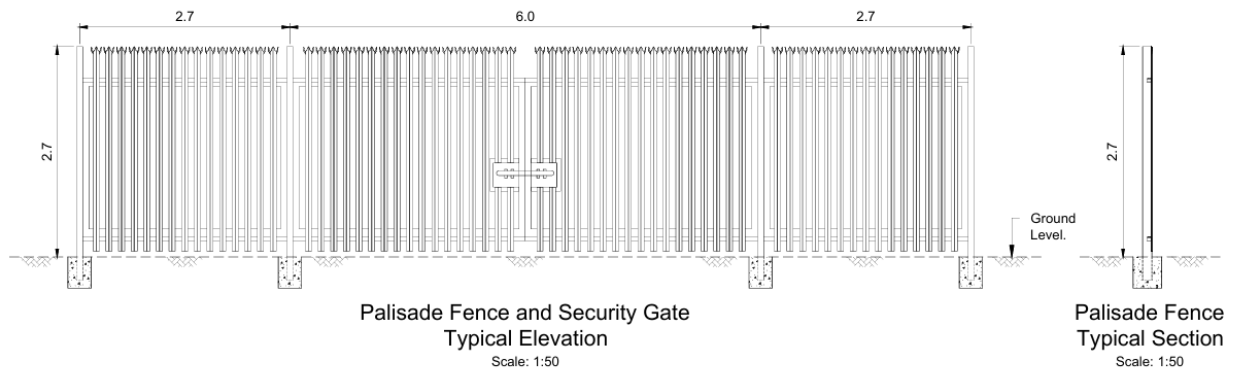
400kV Transformer Bund



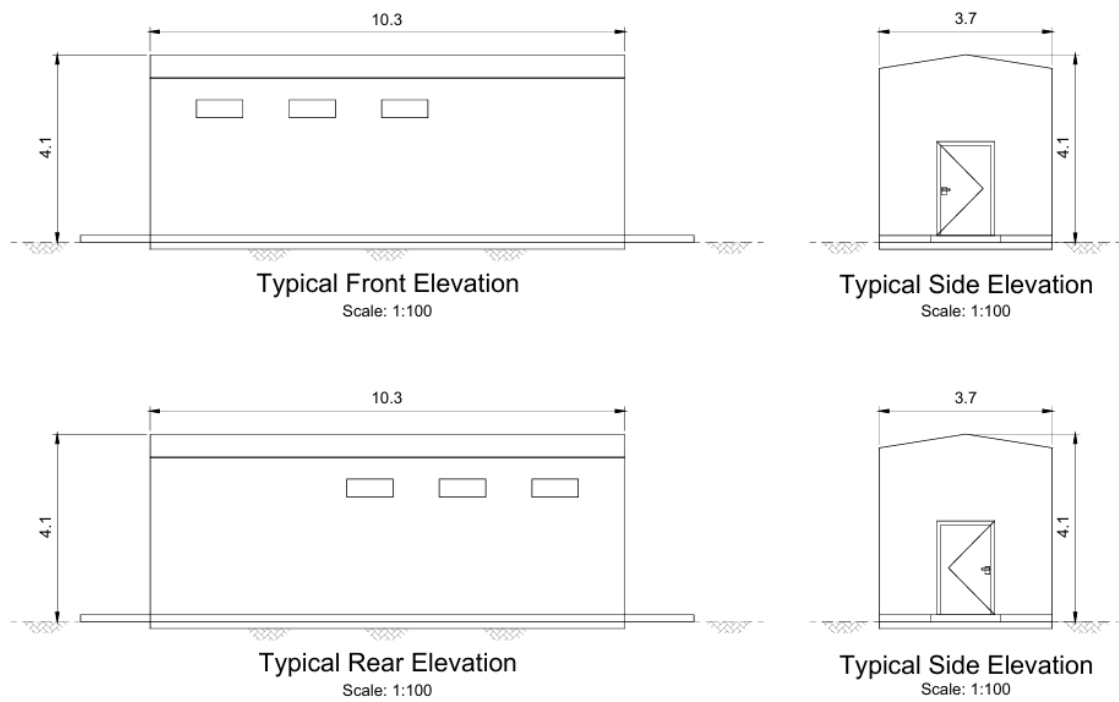
33kV Switch Gear Container



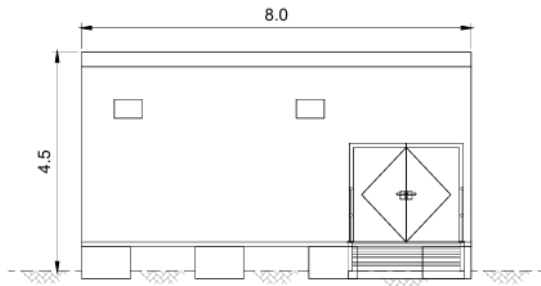
Oil Filled Transformer



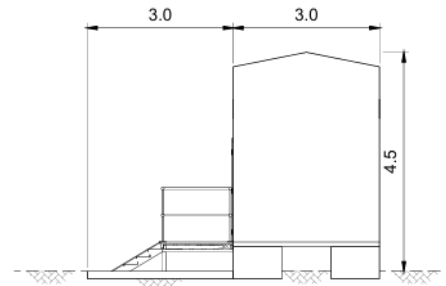
Palisade Fencing and Security Gate



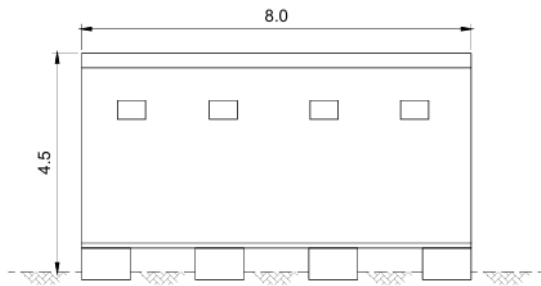
Control Room



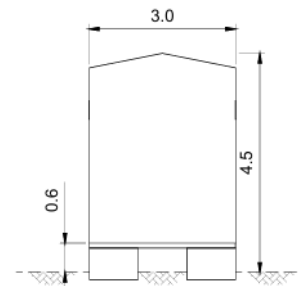
Typical Front Elevation
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Typical Side Elevation
Scale: 1:100

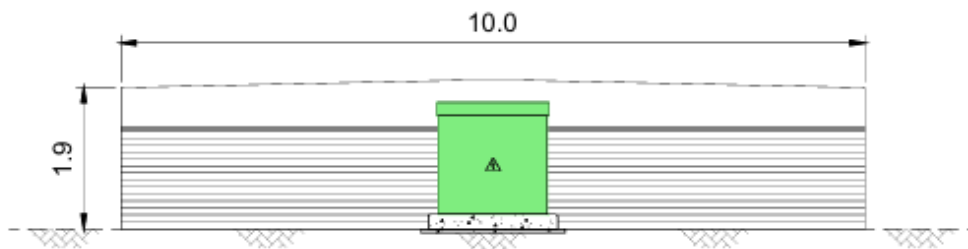


Typical Rear Elevation
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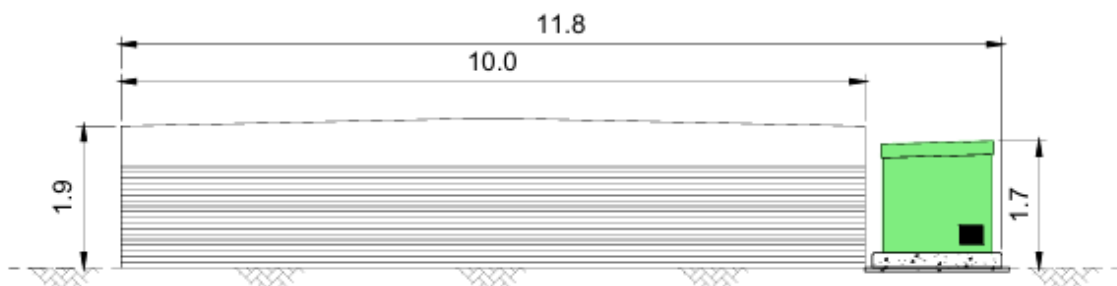


Typical Side Elevation
Scale: 1:100

LV Building



Typical Front Elevation
Scale: 1:100



Typical Side Elevation
Scale: 1:100

Water Tank and Pump Housing

LANDSCAPE MASTERPLAN



Financial Implications reviewed by: Not applicable

Legal Implications reviewed by: Not applicable



**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

Kevin Cartwright (Senior Planning Officer)



01476 406375



Kevin.cartwright@southkesteven.gov.uk

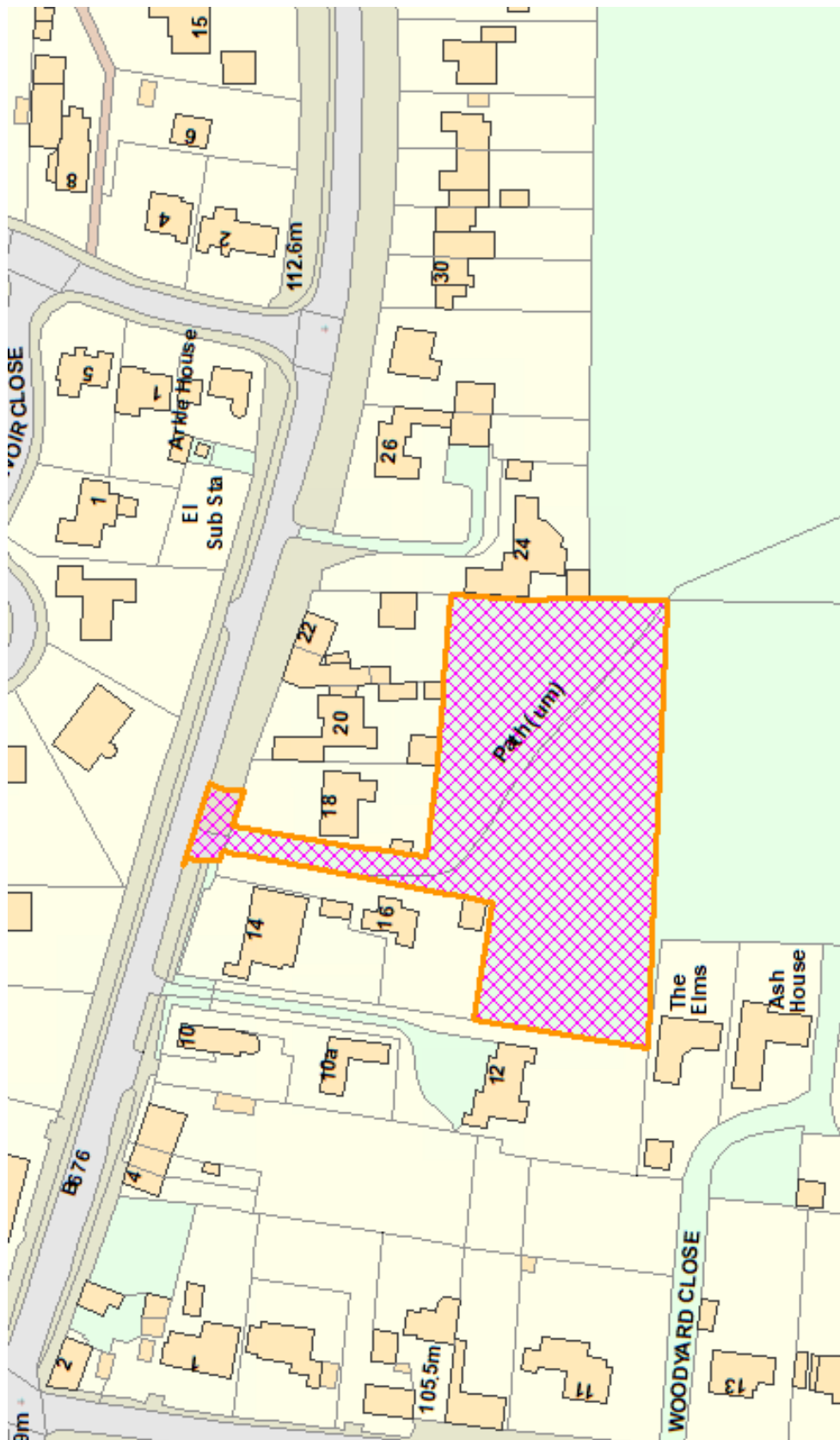
Corporate Priority:	Decision type:	Wards:
Growth	Regulatory	Isaac Newton

Reviewed by:	Miranda Beavers (Principal Development Management Officer)	28 July 2026
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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 bedroomed, detached houses as opposed to Plot A being a 6 bedroomed, 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

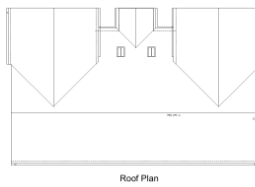
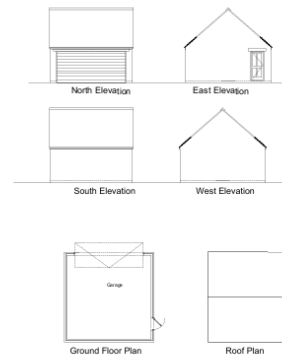


Floor Plans and Elevations

Plot A1 and A2

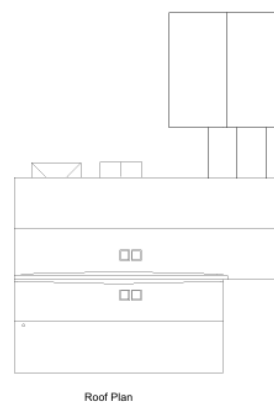
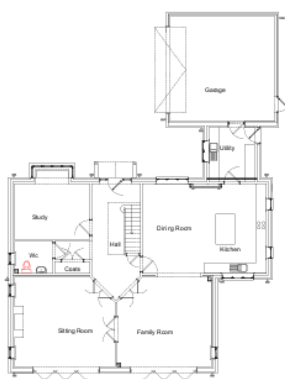


Plot B



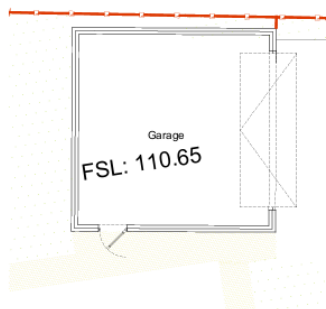
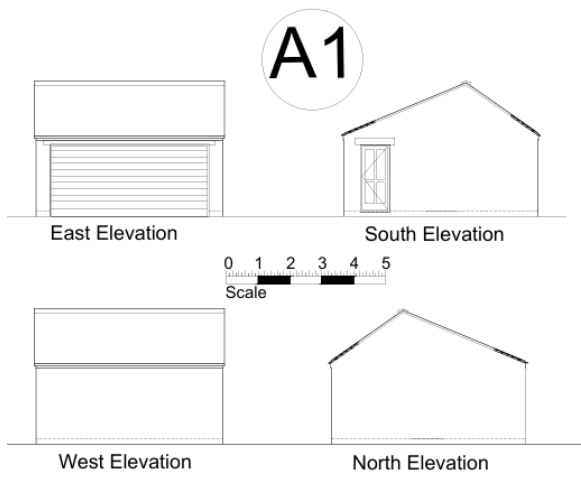
Copyright Hereward Homes Ltd	
Revision	Date
Residential Development Land Off Bourne Road Plans and Elevations	
Plot B Plans and Elevations	

Plot C

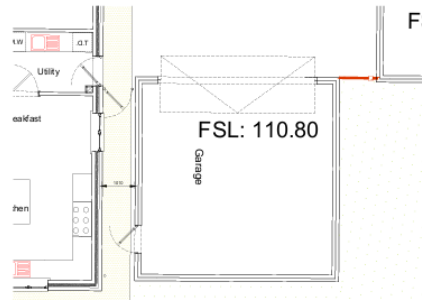


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Residential Development Land Off Bourne Road Plans and Elevations	
Plot C Plans and Elevations	
Wythe Holland Limited Registered Architects 14 Epping Street Phone +44 (0)1240 131700 Bourne, Leicestershire www.wytheholland.co.uk EPPING LEICESTERSHIRE LE10 1EP	

Garages – Plot A1 and A2



A1 Ground Floor Plan



A2 Ground Floor Plan

copyright Hereward Homes Ltd	
Revision	Date
1	12/01/2024
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 551111	



**SOUTH
KESTEVEN
DISTRICT
COUNCIL**



Planning Committee

6 August 2026

S26/0096

Proposal:	Change of use of warehouse/storage space into 2 separate units consisting of a takeaway and a barbershop
Location:	106 Church Street, Market Deeping, Lincolnshire, PE6 8AL
Applicant:	Mr Hekar Berwari
Agent:	Mr Kenneth Mwaniki
Application Type:	Full Planning Permission
Reason for Referral to Committee:	Called in by Cllr Baxter citing impact on the Conservation Area and impact on highways safety
Key Issues:	Impact on the Market Deeping Conservation Area
Technical Documents:	

Report Author

Hannah Noutch, Senior Development Management Planner



01476 406080



H.Noutch@southkesteven.gov.uk

Corporate Priority:	Decision type:	Wards:
Growth	Regulatory	Market and West Deeping

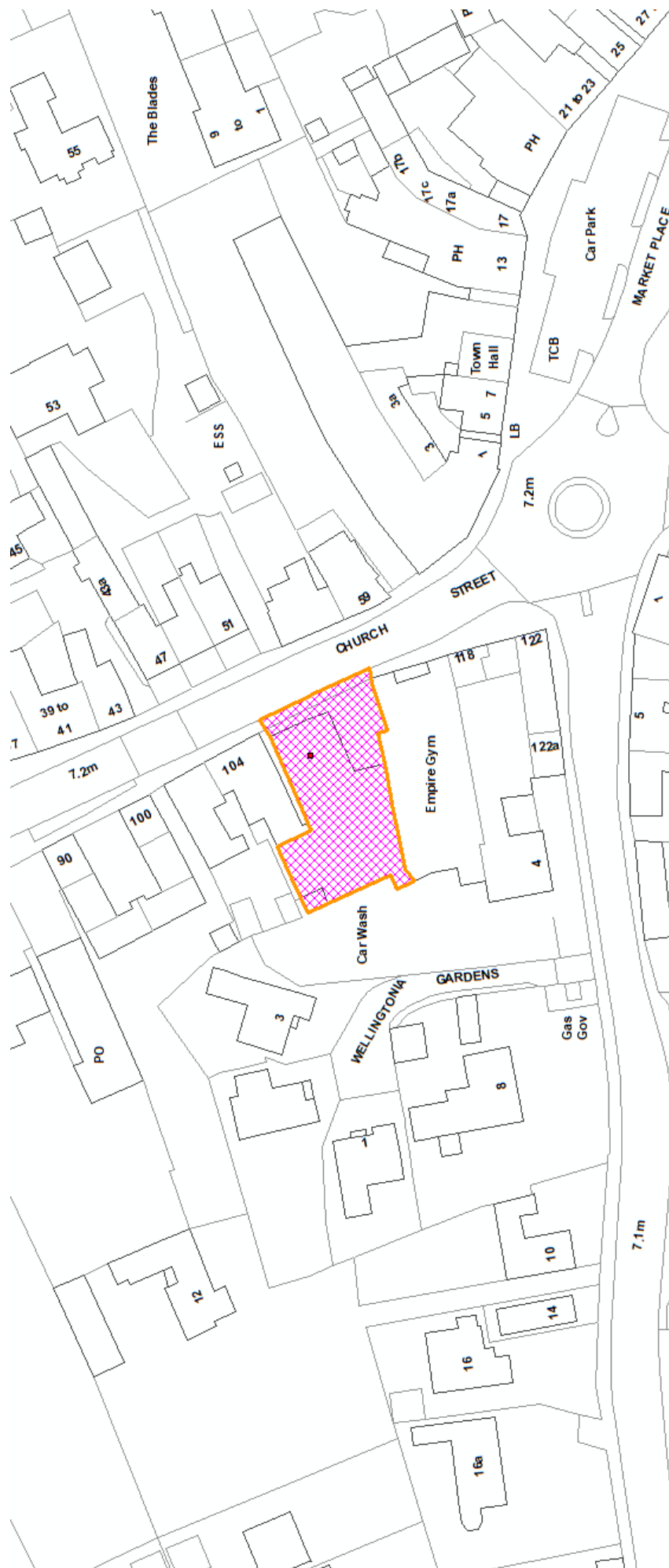
Reviewed by:

Adam Murray – Principal Development Management Planner

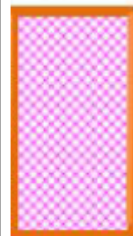
24 July 2026

Recommendation (s) to the decision maker (s)

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



Key



**Application
Boundary**



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1 Description of Site

- 1.1 The application site hosts a two-storey terraced building located on Church Street in Market Deeping. The site falls within the Market Deeping Conservation Area and is adjacent to Grade II Listed No.104 Church Street and across the road from Grade II Listed No.59 Church Street. To the rear of the site is a car wash business which the current storage and warehouse use is associated with. The site falls just outside of the Market Deeping town centre.
- 1.2 S23/0440 granted approval on the site for " Change of use of warehouse/storage space at the front of the building into 2 separate units consisting of a takeaway and a barbershop."

2 Description of the proposal

- 2.1 This application is a resubmission of S23/0440, with these works having been commenced, with elements of the scheme having been completed that are not as per the approved plans.
- 2.2 This application is seeking full planning permission for the change of use of warehouse/storage space into 2 separate units consisting of a takeaway and a barbershop. The barbershop and the takeaway have changed positions on the proposed plans to the previous approval.
- 2.3 The changes to the external alterations include revised window and door design and positions in the front elevation. The repositioning of the fire escape doorway and the proposed extractor vent from the southern elevation to the northern elevation.
- 2.4 It is confirmed that there are differences between the current proposed plans and the works carried out on site in terms of the windows that have been installed on site. The proposed plans that form part of this submission are correct in terms of what is proposed as they seek to alter the design of the works completed on sight to achieve a more acceptable detail.
- 2.5 The central section of the front elevation between the two units, where the previous door had been in the existing building has been completed on site using different materials than is what is shown on the proposed plans. Therefore, as it has not been able to be confirmed with the agent why this is the case, the assessment given is on the basis that the submitted drawings reflect what this material finish is proposed to be changed to and the assessment is on the basis of this revised material.

3 Site History

- 3.1 S23/0440 – Full planning application - Change of use of warehouse/storage space at the front of the building into 2 separate units consisting of a takeaway and a barbershop – Approved Conditionally

4 Relevant Planning Policies and Documents

4.1 SKDC Local Plan (Adopted 2020)

Policy DE1 - Promoting Good Quality Design

Policy EN6- The Historic Environment

Policy SP3 - Infill Development

Policy DEP2 - Market Deeping Town Centre

National Planning Policy Framework (NPPF)

Section 9 - Promoting sustainable transport

Neighbourhood Plan

The Deepings Neighbourhood Plan

5 Representations received as a result of publicity

- 5.1 This application has been advertised in accordance with the Council's Statement of Community Involvement, and no letters of representation have been received.

6 Representations received

6.1 Town Council

- 6.2 Market Deeping Town Council's Planning and Highways Committee requests that any changes or renovations to the front of the property is in keeping with the conservation area and approved by SKDC's conservation officer

6.3 Peterborough City Council

- 6.4 Having reviewed the plans, Peterborough City Council has no comment to make, provided the servicing of the site by delivery vehicles and parking for customers and visitors to the site is considered

6.5 LCC Highways (Highways Authority)

- 6.6 No objections

- 6.7 Comments: Lincolnshire County Council does not have adopted parking standards and considers each application on its own merits. This is for the change of use of warehouse/storage space into 2 separate units consisting of a takeaway and a barbershop, and whilst no parking has been provided, there is parking available in the vicinity and this would be classed as a town centre location and it is therefore not considered that this proposal would result in an unacceptable impact on highway safety.

6.8 Environmental Protection

- 6.9 Environmental Protection has reviewed the documents in respect of the above application and has no further comment to make.

6.10 Conservation Officer

- 6.11 The proposal is for the change of use of the building into two units, with a takeaway unit to the north, and a barbershop with access to the first floor in the southern unit. The works proposed would require a number of external works, such as the blocking off of the central doorway, as well as the installation of two new doorways at the front and one to the north. The two existing shopfront windows are also proposed to be removed and replaced with single pane aluminium framed windows. The works would also require substantial internal alterations to create the two spaces.

- 6.12 Given the general appearance and character of the streetscape, it would be recommended for the shop windows to maintain the Georgian style multi-pane windows in a light colouring. It is noted that dark coloured roof tiles are proposed to be used. Material samples of these should be provided to ensure the material is in keeping with the conservation area. It is not known what material is proposed for the blocking off the central doorway. It is recommended to utilise reclaimed stone from the creation of the new doorways. A recess could be retained

to illustrate the change in layout. It is noted that new signage is proposed, it should be noted that any form of illumination should be avoided to be in keeping with the conservation area.

6.13 The internal alterations do not raise any concerns on heritage grounds.

6.14 In principle, there are no objections to the change of use. A more appropriate design of the shopfront windows would be recommended, and samples of the materials should be provided to ensure they are in keeping with the conservation area, and in line with NPPF 215 and SKLP EN6.

6.15 **Ward Councillor**

6.16 No formal comments made on the application.

7 Evaluation

7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise. In this case, the adopted development plan comprises of the following documents:

7.2 - South Kesteven Local Plan 2011-2036 (Adopted January 2020)

7.3 The policies and provisions set out in the National Planning Policy Framework (updated December 2024) are also a material consideration in the determination of planning applications, alongside the recently adopted Design Guidelines for Rutland and South Kesteven.

7.4 Furthermore, where a Neighbourhood Plan has been adopted, this alongside the adopted Local Plan, forms part of the Development Plan for the District and must be considered when assessing development proposals. In this instance, Market Deeping falls within the adopted 'The Deepings' neighbourhood plan area, which was formally made part of the Development Plan on 29th June 2021.

7.5 Principle of use/development

7.6 This application would result in the same uses on the site as that of the previously submitted application S23/0440, where the principle of development was established as being acceptable in this location in accordance with policies SP3 and DEP2 of the SKDC Local Plan. There are no material changes that would result in a different assessment of the acceptability of the principle of development under this application.

7.7 Hot Food Takeaway in proximity of school

7.8 As a matter of clarification in respect of the previous and current applications for the hot food takeaway, it is noted that paragraph 97 of the NPPF states:

7.9 *“Local planning authorities should refuse applications for hot food takeaways and fast-food outlets:*

7.10 *a) within walking distance of schools and other places where children and young people congregate, unless the location is within a designated town centre..”*

7.11 Whilst not within the designated town centre of Market Deeping within the SKDC Local Plan, the site does fall within the extended Town Centre as detailed within the Deepings Neighbourhood Plan and as such, is considered to meet the criteria of being located within a designated Town Centre.

7.12 Character and appearance of the area

- 7.13 Policy DE1 (Promoting Good Quality Design) of the adopted Local Plan states (amongst other criteria) that to ensure high quality design is achieved throughout the District, all development proposals will be expected to make a positive contribution to local distinctiveness vernacular and character of the area. Proposals should reinforce local identity and not have an adverse impact on the streetscene, settlement pattern or the landscape / townscape character of the surrounding area. Proposals should be of an appropriate scale, density, massing, height and material, given the context of the area. Part 12 of the NPPF (Achieving well-designed places) states that good design is a key aspect of sustainable development and new development should be visually attractive as a result of good architecture and appropriate landscaping.
- 7.14 The Local Planning Authority is required to ensure that special regard to preserving the Listed Buildings and their settings in relation to Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the 'Act'). No harm should be caused with the historical assets and their surroundings requiring to be preserved or enhanced.
- 7.15 The Local Planning Authority is required to ensure that with respect to any buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area, through the Planning (Listed Buildings and Conservation Areas) Act 1990 at Section 72.
- 7.16 Furthermore, the importance of considering the impact of development on the significance of designated heritage assets is expressed in the National Planning Policy Framework (NPPF). The NPPF advises that development and alterations to designated assets and their settings can cause harm. These policies ensure the protection and enhancement of the historic buildings and environments. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance should be treated favourably.
- 7.17 Policy EN6 (The Historic Environment) states amongst other criteria that the Council will seek to protect and enhance heritage assets and their settings, in keeping with the policies in the National Planning Policy Framework. Proposals will be expected to take into account the Conservation Area Appraisals, where these have been adopted by the Council.
- 7.18 Policy DNP8 states proposals should sustain and enhance the heritage assets including putting buildings to viable new use consistent with their character and integrity and developments proposals should be designed to take account of any listed building or scheduled monuments within their immediate locality and pay attention to their settings in particular. Development proposals which would have an unacceptable impact on the character, appearance or setting of a heritage asset will not be supported.
- 7.19 Policy DNP9 promotes best practice in design.
- 7.20 In respect of the assessment of this current proposal, the previous design under S23/0440 was acceptable and therefore it is a matter of assessing whether the changes to the approved plans would result in any unacceptable impacts.
- 7.21 There are no objections to the changes to the side elevations of the building in respect of relocating the fire escape and extractor vent from the southern elevation to the northern elevation. The relocation of these features is not anticipated to result in any unacceptable adverse impacts on the street scene, conservation area and setting of the nearby listed buildings.

- 7.22 In respect of the proposed altered window designs, the Conservation Officer has advised they are not opposed to new windows subject to the detailing, however they do have concern over the potential replacement windows as indicated on the plans and as such, a condition is to be attached requiring joinery details for the replacement windows to be provided prior to their installation. Given the partial retrospective nature of the scheme, it is additionally considered appropriate to attach a condition requiring the window replacements be carried out within 6 months of the date of approval of the required details which are conditioned to be provided within 3 months of the date of the decision for this application.
- 7.23 Furthermore, the central doorway has been blocked off in an unsympathetic manner on site and differs from what is shown on the submitted plan, without material details being specified for the replacement materials. The Conservation Officer has recommended to utilise reclaimed stone from the creation of the new doorways, however it is unknown whether these materials were retained as it is understood the new doorways have been started if not completed. As such, a condition has been attached requiring samples of the materials for the blocking off of the central doorway to be provided on site as part of an application for the approval of these details. A similar condition has been attached requiring these works be carried out within 6 months of the date of the decision to that for the windows.
- 7.24 It is understood that the works to the roof have already been carried out, and therefore whilst the Conservation Officer had advised that material samples for the replacement tiles should have been made available prior to these works having been undertaken, the previous planning permission had approved matching clay tiles to be used. Nothing has been provided to suggest that this was not the case, and a condition mirroring the condition on S23/0440 has been attached requiring the roofing materials to match. For the works to have not been completed using matching roof tiles would be a breach of planning permission.
- 7.25 By virtue of the design and nature of the revisions to the previously permitted, scheme and subject to the conditions attached, the proposal would be in keeping with the host building, street scene and surrounding context. The development would not cause harm to the setting of the listed buildings or the Market Deeping Conservation Area in accordance with the Deepings Neighbourhood Plan Policy DNP4, DNP8 and DNP9, NPPF Sections 12 and 16 and Policies DE1 and EN6 of South Kesteven Local Plan.
- 7.26 **Neighbours' residential amenities**
- 7.27 Policy DE1 (Promoting Good Quality Design) of the adopted Local Plan states (amongst other criteria) that all development proposals will be expected to ensure there is no adverse impact on the amenity of neighbouring users in terms of noise, light pollution, loss of privacy and loss of light and provide sufficient private amenity space, suitable to the type and amount of development proposed.
- 7.28 Paragraph 135 of the NPPF states that developments should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 7.29 Given the nature of the proposals and their location in relation to the surrounding land and property uses, it is considered that the proposals would not result in any harm to neighbouring sites by way of overlooking, overshadowing or excess noise.

- 7.30 The changes to the scheme would not introduce any unacceptable adverse impacts when compared to the previously permitted proposal under application S23/0440.
- 7.31 The hours conditioned on S23/0440 to help prevent noise outside of sociable hours are attached as a condition to this application.
- 7.32 Environmental Protection were consulted and raised no objections to the scheme.
- 7.33 Taking into account the nature of the proposal, small scale, and adequate separation distances, it is considered that there would be no unacceptable adverse impact on the residential amenities of the occupiers of adjacent properties in accordance with the Deepings Neighbourhood Plan Policy DNP4, NPPF Section 12, and Policy DE1 of the Local Plan
- 7.34 **Highway issues**
- 7.35 Paragraph 116 of the NPPF advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 7.36 There are no changes to the scheme in terms of access and parking arrangements. The Highways Authority raised no objections to the scheme, reiterating that whilst the scheme does not provide any dedicated parking that there is parking available in the vicinity and the site would be classed as a town centre location and it is therefore not considered that this proposal would result in an unacceptable impact on highway safety in accordance with the NPPF Section 9.
- 7.37 **Crime and Disorder**
- 7.38 It is considered that the proposal would not result in any significant crime and disorder implications.
- 7.39 **Human Rights Implications**
- 7.40 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.
- 7.41 **Conclusion**
- 7.42 Taking the above into account, it is considered that the proposal is appropriate for its context and is in accordance with the NPPF (Sections 9 and 12) and Policies DE1, DEP2 and EN6 of the South Kesteven Local Plan. There are no material considerations that indicate otherwise although conditions have been attached.

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

9 Conditions

Approved Plans

- 1) The development hereby permitted shall be carried out in accordance with the following list of approved plans:
 - i. Proposed Site Plan re. 133_A_003A received 21 January 2026
 - ii. Proposed Ground Floor Plan re. 133_A_100D received 21 January 2026
 - iii. Proposed First Floor Plan re. 133_A_101C received 21 January 2026

iv. Proposed Elevation Plan re. 133_A_302B received 21 January 2026

Unless otherwise required by another condition of this permission.

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

During Building Works

- 2) Within 3 months of the date of this permission, full details of all proposed joinery works for those windows/doors, including 1:20 sample elevations and 1:1 joinery profiles, shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy EN6 of the adopted South Kesteven Local Plan.

- 3) Within 3 months of the date of this permission, material samples for the blocking off of the central doorway shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy EN6 of the adopted South Kesteven Local Plan.

Before the Development is Occupied

- 4) Within 6 months of the date of the approval for the joinery details required by condition 2 of this permission, the joinery works shall have been completed in accordance with the approved joinery details.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy EN6 of the adopted South Kesteven Local Plan.

- 5) Within 6 months of the date of the approval for the material sample details required by condition 3 of this permission, the blocking up of the central doorway shall have been completed in accordance with the approved material details.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy EN6 of the adopted South Kesteven Local Plan.

- 6) Before any part of the development hereby permitted is brought into use, the works to roof shall have been completed using only matching materials unless otherwise agreed in writing by the Local Planning Authority.

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

Ongoing Conditions

- 7) The proposed bin store area as details on 'Proposed Ground Floor Plan re. 133_A_100 REV D' received 21 January 2026, shall be available for use at all times.

Reason: In the interest of good quality design in accordance with Policy DE1 of SKDC Local Plan.

- 8) The Class E premises shall not be open for customers other than between the following hours:

i. 10:00hrs - 18:00hrs on Mondays to Fridays (other than bank holidays)

ii. 09:00hrs -18:00hrs on Saturdays

iii. 10:00hrs - 16:00hrs Sundays and Bank Holidays

unless otherwise agreed in writing by the Local Planning Authority.

Reason: Operation of the use outside these hours may result in unacceptable levels of noise nuisance to local residents, contrary to Policies EN4 and DE1 of the South Kesteven Local Plan.

9) The takeaway premises shall not be open for customers other than between the following hours:

i. 11:00hrs - 23:00hrs on Mondays to Fridays (other than bank holidays)

ii. 11:00hrs - Midnight on Saturdays

iii. 11:00hrs - 20:00hrs Sundays and Bank Holidays

unless otherwise agreed in writing by the Local Planning Authority.

Reason: Operation of the use outside these hours may result in unacceptable levels of noise nuisance to local residents, contrary to Policies EN4 and DE1 of the South Kesteven Local Plan.

Financial Implications reviewed by: Not applicable

Legal Implications reviewed by: Not applicable



**SOUTH
KESTEVEN
DISTRICT
COUNCIL**



Planning Committee

6 August 2026

S26/0356

Proposal:	Creation of 2no. parking spaces to front of property
Location:	5 Corby Road, Bitchfield, Lincolnshire, NG33 4DU
Applicant:	Mr P Smith
Agent:	Ms C Dobson
Application Type:	Full Planning Permission
Reason for Referral to Committee:	South Kesteven District Council are the owners of the property
Key Issues:	Impact on the character of the area Impact on highway

Report Author

Julie Carrole, Assistant Development Management Planner



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Corporate Priority:	Decision type:	Wards:
Growth	Regulatory	Lincrest

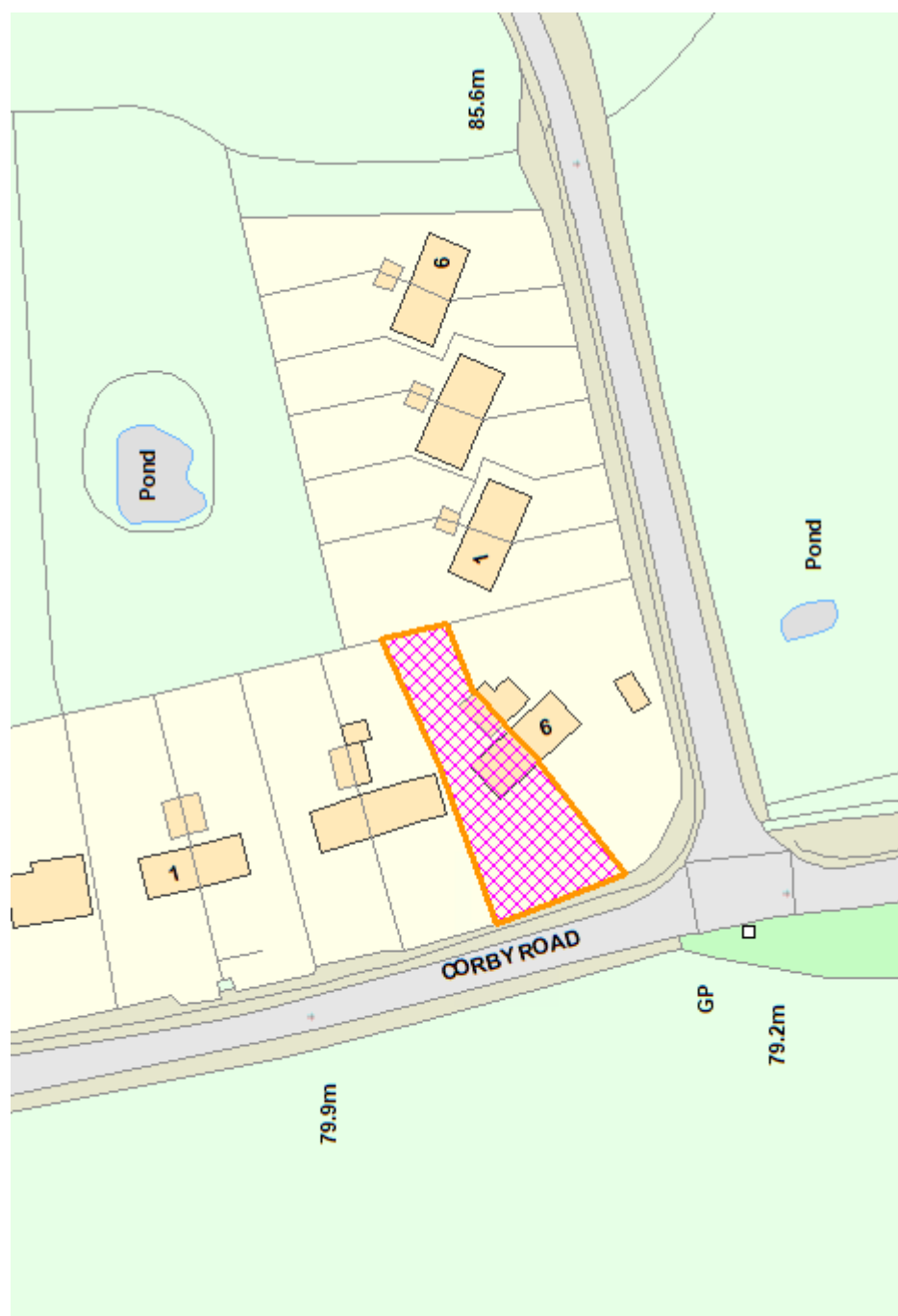
Reviewed by:

Miranda Beavers – Principal Development Management Planner

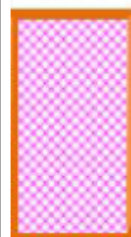
29 July 2026

Recommendation (s) to the decision maker (s)

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



Key



**Application
Boundary**



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1 Description of Site

- 1.1 The site is situated on the main road through the village, it is surrounded by similar house types. The property is located on a spacious plot and stands back from the highway. The property is a two-storey semi-detached dwelling. The garden slope down towards the highway and there are steps within the garden up to the dwelling. The boundary treatment is a mix of mature hedging and timber fencing.

2 Description of the proposal

- 2.1 The proposal is for the creation of a vehicular access to provide 2no. car parking spaces to the front of the host dwelling. The approximate dimensions for the access would be 6.0m in width and 5.0m in depth.

3 Site History

- 3.1 No relevant site history

4 Relevant Planning Policies and Documents

- 4.1 SKDC Local Plan (Adopted 2020)

Policy DE1 - Promoting Good Quality Design

Policy SD1 – The Principles of Sustainable Development in South Kesteven

National Planning Policy Framework (NPPF)

Section 9 - Promoting sustainable transport

Section 12 - Achieving well-designed places

5 Representations received as a result of publicity

- 5.1 This application has been advertised in accordance with the Council's Statement of Community Involvement, and no letters of representation have been received.

6 Representations received

- 6.1 **LCC Highways (Highways Authority)**

- 6.2 No objections – The following informative note is requested: -

- 6.3 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.

- 6.4 **Parish Council**

- 6.5 No comments received.

- 6.6 **Ward Councillor**

- 6.7 No comments received.

7 Evaluation

- 7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise. In this case, the adopted development plan comprises of the following documents:

- South Kesteven Local Plan 2011-2036 (Adopted January 2020); and

- 7.2 The Local Planning Authority also have an adopted Design Guidelines Supplementary Planning Document (SPD) (Adopted November 2021) and this document is a material consideration in the determination of planning applications.
- 7.3 The policies and provisions set out in the National Planning Policy Framework (NPPF) ("the Framework") (Published December 2024) are also a relevant material consideration in the determination of planning applications.

8 Principle of development

- 8.1 The proposal relates to the creation of 2 car parking spaces to the front of the property. This proposal is considered to be acceptable in principle and in accordance with Policy SD1 (Principles of Sustainable Development in South Kesteven) of the adopted Local Plan subject to assessment against site specific criteria. These include the impact of the proposal on the character or appearance of the area, impact on the residential amenities of neighbouring occupiers, and impact on highway safety, which are discussed in turn as follows.

9 Character and appearance of the area

- 9.1 Policy DE1 (Promoting Good Quality Design) of the adopted Local Plan states (amongst other criteria) that to ensure high quality design is achieved throughout the District, all development proposals will be expected to make a positive contribution to local distinctiveness, vernacular and character of the area. Proposals should reinforce local identity and not have an adverse impact on the street scene, settlement pattern or the landscape / townscape character of the surrounding area. Proposals should be of an appropriate scale, density, massing, height and material, given the context of the area. Part 12 of the NPPF (Achieving well-designed places) states that good design is a key aspect of sustainable development and new development should be visually attractive as a result of good architecture and appropriate landscaping.
- 9.2 The proposal seeks to create a new vehicular access to provide 2no. off-road parking spaces to serve the host dwelling. Corby Road is the main road through the village. The applicants state that the new access would provide safe and secure parking for the occupants of the dwelling.
- 9.3 Some works have already commenced, including the removal of existing boundary treatments to facilitate the access, resulting in a more open frontage. Corby Road sits at a lower level than the garden of the host dwelling; excavation works are therefore required and were partially underway at the time of the officer's site visit.
- 9.4 There is a clear level difference between the highway and the garden. The proposed excavations would create a steep transition from the garden to the highway, and the submitted information does not clearly show how the garden would be graded to accommodate the parking spaces. While similar vehicular accesses exist along Corby Road, where gardens slope gently towards the highway, a detailed spot levels plan should be secured by condition to show the proposed grading and profiling of the garden area.
- 9.5 The proposed vehicular access would be visible from Corby Road. However, neighbouring dwellings already benefit from similar accesses, and the proposal would therefore not appear out of keeping within the street scene.

- 9.6 It is the Officers assessment that the access works would not cause such harm to the character and appearance of the area as to justify refusal of planning permission.
- 9.7 By virtue of the siting and materials to be used and subject to conditions the proposal would be in keeping with the host dwelling, street scene and surrounding context in accordance with the NPPF Section 12 and Policy DE1 of the Local Plan.

10 Neighbours' residential amenities

- 10.1 Policy DE1 (Promoting Good Quality Design) of the adopted Local Plan states (amongst other criteria) that all development proposals will be expected to ensure there is no adverse impact on the amenity of neighbouring users in terms of noise, light pollution, loss of privacy and loss of light and provide sufficient private amenity space, suitable to the type and amount of development proposed. Paragraph 135 of the NPPF states that developments should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 10.2 It is considered that the creation of a new access would cause no unacceptable visual impact to neighbours, nor any unacceptable level of overshadowing or loss of privacy.
- 10.3 Considering the nature of the proposal and adequate separation distances, it is considered that there would not be an unacceptable adverse impact on the residential amenities of the occupiers of the adjacent property in accordance with the NPPF Section 12 and Policy DE1 of the Local Plan.

11 Highway issues

- 11.1 Paragraph 116 of the NPPF advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 11.2 The proposal involves the creation of vehicular access to the front of an existing dwelling including the creation of 2 off-road car parking spaces. The Highways Authority raised no objections to the scheme, and it is therefore not considered that this proposal would result in an unacceptable impact on highway safety in accordance with the NPPF Section 9.

12 Crime and Disorder

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

13 Human Rights Implications

- 13.1 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.

14 Conclusion

- 14.1 Taking the above into account, it is considered that the proposal is appropriate for its context and is in accordance with the NPPF (Sections 9 and 12) and Policy DE1 of the South Kesteven Local Plan. There are no material considerations that indicate otherwise although conditions have been attached.

- 15 RECOMMENDATION:** To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to conditions.

16 Conditions

1. Time Limit for Commencement

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)

2. Approved Plans

The development hereby permitted shall be carried out in accordance with the following list of approved plans:

Drawing No.H-647 Site Location Plan received 28 July 2026

Drawing No.H-0647 Proposed Block Plan - received 28 July 2026

Drawing No.H-0647 Existing and Proposed Plans received 28 July 2026

Unless otherwise required by another condition of this permission.

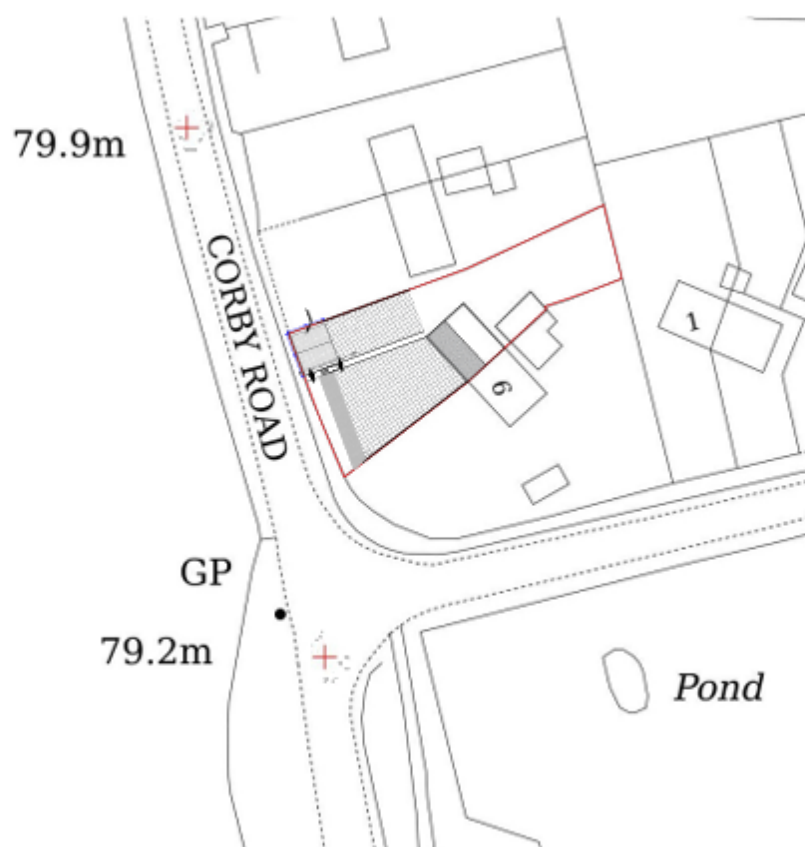
Reason: To define the permission and for the avoidance of doubt.

3. Prior to Occupation

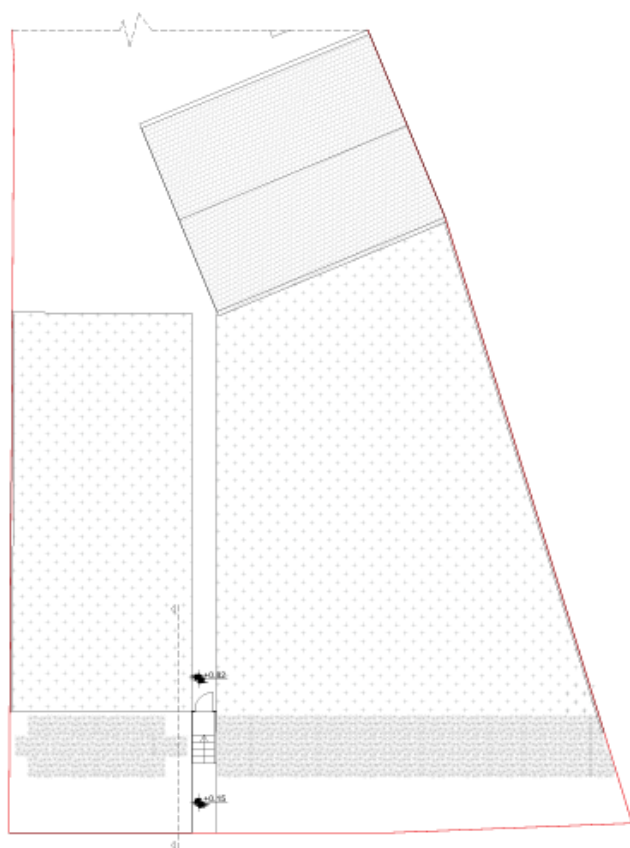
Before the parking spaces hereby permitted are first brought into use, the site shall be graded in accordance with a detailed site levels plan that shall first have been submitted to and approved in writing by the Local Planning Authority. The Plan shall clearly show the grading and profiling of the garden area and shall provide spot levels in relation to an off-site datum point.

Reason: To protect the visual amenities of the locality and maintain the character and appearance of the area in accordance with South Kesteven Local Plan Policy DE1.

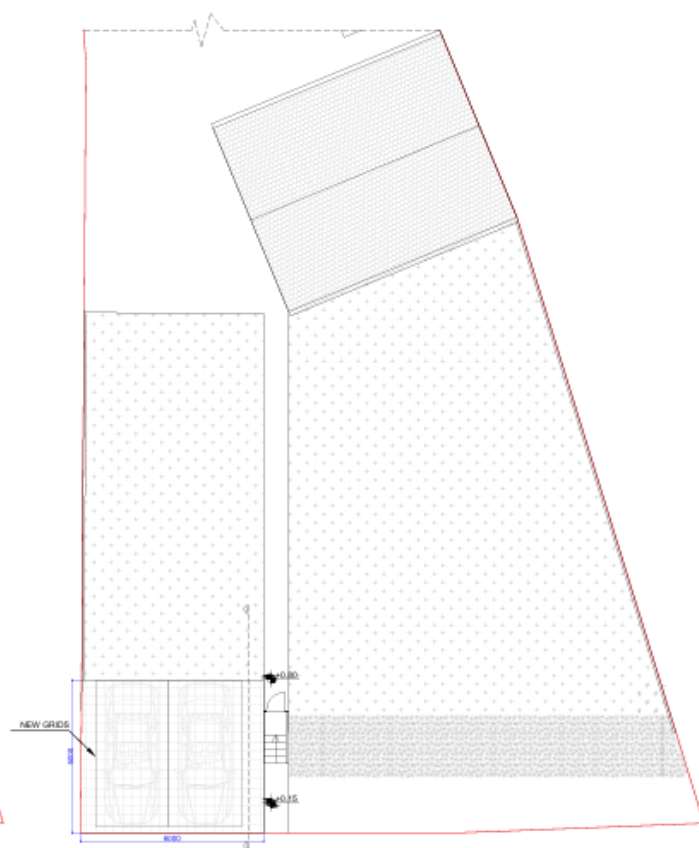
Site Location Plan



Existing and Proposed Layout



Existing Roof Plan



Proposed Roof Plan

Financial Implications reviewed by: Not applicable

Legal Implications reviewed by: Not applicable

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