



S22/2371

Proposal:	Erection of twelve self-contained flats with associated hard and soft landscaping, cycle and bin storage and detached storage building
Location:	Land Off Burghley Street, Bourne
Applicant:	Jason Murray Homes
Agent:	Mr John Dickie
Application Type:	Full Planning Permission
Reason for Referral to Committee:	Member call in Cllr Helen Crawford – Concerns in relation to highway safety and heritage impact.
Key Issues:	Section 106 agreement for financial contributions Development principle Heritage impacts Amenity impacts Highway safety
Technical Documents:	Design & Access and Heritage Impact Assessment Drainage Strategy Transport Statement

Report Author

Kevin Cartwright - Senior Planning Officer

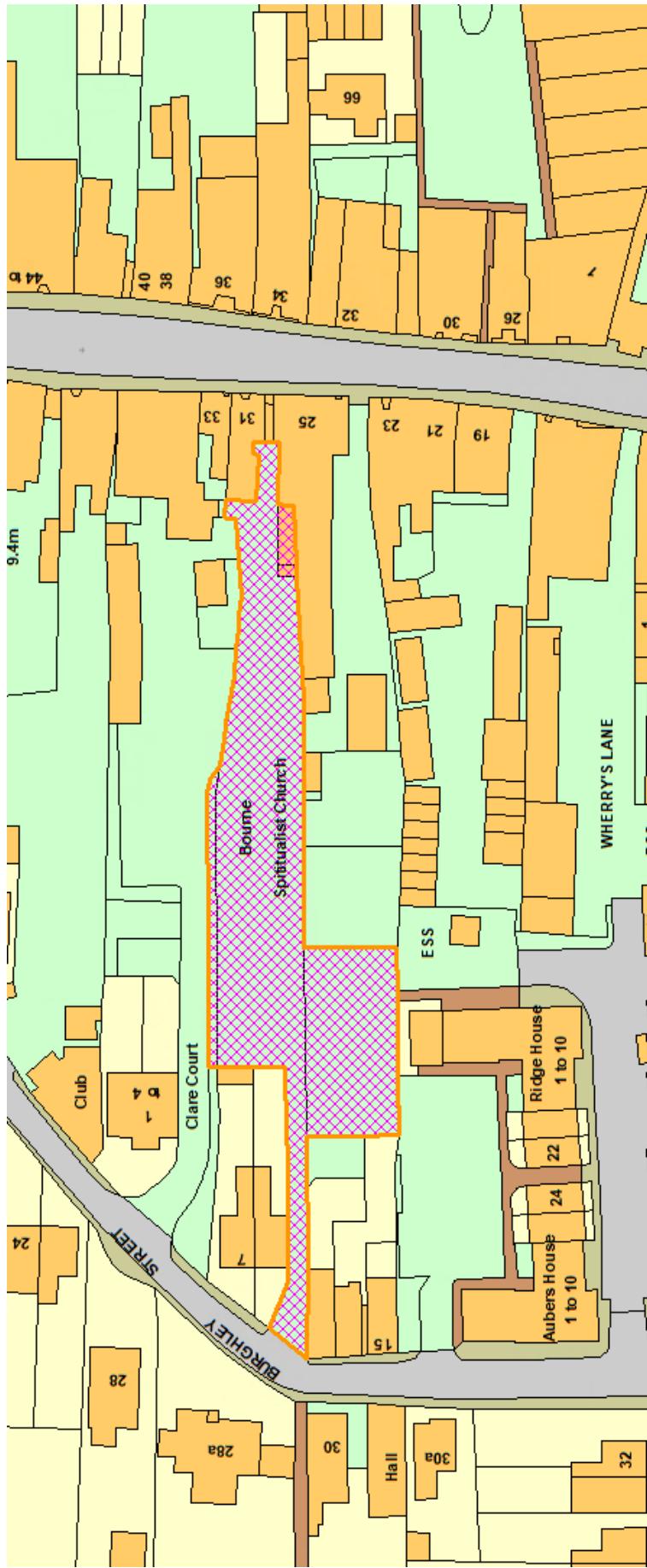
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Corporate Priority:	Decision type:	Wards:
Growth	Regulatory	Bourne West
Reviewed by:	Phil Jordan, Development Management & Enforcement Manager	22 July 2025

Recommendation (s) to the decision maker (s)

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



Key

**Application
Boundary**



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1 Description of Site

- 1.1 The application site is located within Bourne in a predominantly residential area. The site is approximately 3365m2. It is located directly to the rear of 31, North Street which is currently occupied by the British Red Cross with a residential flat over.
- 1.2 The site is linear in form and extends between North Street and Burghley Street, varying in width between approximately 6.3m and 13.8m, with an overall site length of approximately 90m.
- 1.3 Part of the site to the west includes the drive which passes between two residential properties on Burghley Street. To the north of the site is a parcel of land also accessed from Burghley Street, between 7-9 Burghley Street and Clare Court. From a visual inspection this land appears to be used for vehicle parking. To the south of the site are the residential garden areas of the adjacent dwellings on Burghley Street and beer garden/curtilage of the adjacent public house. The eastern half of the application site is located within the Bourne Conservation Area. Directly adjacent to the site are a number of listed buildings, including 25 North Street to the south which is a grade II listed, and 35 North Street to the north which is also grade II listed.

2 Description of Proposal

- 2.1 The scheme was initially submitted as 12no. residential units within 3no. discrete blocks and a detached storage building. Following a number of discussions with the applicant in relation to design and heritage matters the scheme was amended.
- 2.2 The proposal relates to the construction of 12no. self-contained flats located in two blocks and a detached storage building to the rear of 31 North Street.
- 2.3 Block A would be located to the rear of the public house beer garden and the rear gardens of 11-15 Burghley Street, directly to the south is Ridge House, the recently constructed development of 20no. apartments and 5no.town houses off Wherry's Lane.
- 2.4 Block A would provide 4no. flats within a roughly T shaped two and a half storey building. The front elevation would be orientated to face west. There would be an area of parking and bin collection point between the proposed front elevation and the rear garden area of 11-15 Burghley Street. A cycle shelter would be located in the rear amenity area to the east of Block A adjacent to the boundary with the public house beer garden.
- 2.5 There would be a separation distance of approximately 30 metres from the proposed front elevation to the rear elevation of the existing properties along Burghley Street (No.s 11-15), and approximately 12 metres from the proposed front elevation to the rear boundary of these properties.
- 2.6 The building would have an overall height of approximately 10.1 metres within the main core of the building, with the single storey rear elevation being approximately 5.8 metres.

2.7 It would be constructed of brickwork and roof tiles with the rear extension being render finish. Windows are proposed to be upvc. The permeable block paving would be used for the access and parking areas. Four parking spaces are proposed to be provided with one space per unit of accommodation.

2.8 Block B would be located adjacent to the northern boundary, roughly centrally within the site. The building would have an overall ridge height of approximately 9.3 metres with the outward appearance of a row of town houses with dormer windows to the front, south facing elevation.

2.9 It would be in the form of a linear development of 8no. independent flats. 4no. One bed apartments at ground floor and 4no. two bed apartments at first floor and attic. It would be constructed of brickwork with contrasting brick detailing, roof tiles and timber, sliding slash windows. Eight parking spaces are proposed to be provided with one space per unit of accommodation. Bin storage would also be provided.

2.10 The storage building would be located to the rear of 31 North Street. It would have a footprint of approximately 10m by 4.5m with an overall ridge height of approximately 3 metres. No end user has been identified for the storage building. The applicant's agent has stated that it is likely to be rented to one of the current retail units operating on North Street.

3 Relevant History on site

3.1 S03/0321 – Replace workshop with six dwellings with access from Burghley Street – Refused planning permission 25th April 2003. The reason for refusal was Outline planning permission is sought for the erection of six dwellings on land to the rear of 31 North Street. Access to the site lies between dwellings 9 and 11 Burghley Street. In the opinion of the Local Planning Authority, the development if approved would be seriously detrimental to these properties by reason of noise, disturbance and loss of privacy, thus representing over-development in an unacceptable back land location.

3.2 This decision was the subject of an appeal that was dismissed on 12th April 2003. (APP/E2530/A/03/1127250).

3.3 S04/0577 – Erection of one dwelling and three flats (including demolition of cinema & 13 garages) – Refused Planning Permission on 10th June 2004. The reason for refusal was as per S03/0321 – Access to the proposed dwelling lies between the residential properties at 9 and 11 Burghley Street. In the opinion of the Local Planning Authority, the dwelling, if approved, would be seriously detrimental to these properties by reason of noise and disturbance and loss of privacy, thus representing over-development in an unacceptable back land location. This view was upheld in a recent appeal decision relating to the site.

3.4 S11/1601 - Change of Use to public car park ancillary to public house from domestic garage site – Refused Planning Permission on 14th September 2011 for the following reason(s): Visibility from the proposed access is highly restricted and substantially below requirements. Traffic movement details provided are insufficient and incorrect, likely traffic

movements generated by the proposal will be far greater than existing, based on the services provided by the premises including morning, lunchtime, afternoon and evening. The possible users of the car park are likely to be unaware of the access and junction arrangements to the detriment of highway safety.

- 3.5 S17/0703 - Demolition of buildings and erection of 4 no. dwellings with associated hard and soft landscaping – Granted Planning Permission on 13th September 2017. (Vehicle access was between 9 and 11 Burghley Street).
- 3.6 S18/0645 - Demolition of existing buildings and erection of 3 blocks of 12 apartments – Was refused planning permission on 3rd August 2018 for the following reason: In the opinion of the Local Planning Authority it is considered that the proposal would be overdevelopment of a small site with no provision for on site vehicle parking or vehicle access and insufficient amenity space for the residents. The proposal would therefore be contrary to relevant provisions of Core Strategy Policy EN1 and the principles of good design as advocated by Section 12 (particularly para 127 of the NPPF).
- 3.7 This refusal was the subject of an appeal which was dismissed on 18th April 2019. The Inspector reasons can be summarised as follows: “Overall, therefore, I am of the view that the lack of parking provision and the unsuitability of alternative arrangements would increase the risk to highway safety and would have a significant and harmful effect on the living conditions of future occupants, which would detract from the quality of the development”.
- 3.8 Additionally, “I find that the proposal would result in a poor-quality built environment and unacceptable living conditions for future residents. In coming to this view, I recognise that the Council does not argue against the proposal in terms of its effect on character and appearance. However, that the site may accommodate the buildings in spatial and visual terms does not, in my view, mitigate for the site not accommodating the requirements of the development as a whole” (APP/E2530/W/18/3211984).

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 SP3 – Infill Development
Policy SB1 – Sustainable Building
Policy EN4 – Pollution Control
Policy EN5 – Water Environment and Flood Risk Management
Policy EN6 – The Historic Environment
Policy DE1 – Promoting Good Quality Design
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 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

Other Relevant Documents

Design Guidelines for Rutland and South Kesteven

Bourne Conservation Area Appraisal and Management Plan

5 Representations Received

5.1 Environmental Protection Services (SKDC)

5.1.1 No objection subject to a condition in relation to possible contamination on the site and construction management plan.

5.2 LCC Highways & SuDS Support

5.3 Final Comments – No objection subject to a revised drainage scheme in line with the current proposals. Site Layout This site has evolved over time from when it was first submitted back in 2022. Whilst the parking isn't in line with Lincolnshire Guidance this is acceptable due to the central urban area. Refuse collection will be internal to the site so as not to cause a safety issue at the access. All calling vehicles will be able to enter and leave the site in a forward gear. The pedestrian access to North Street will remain.

5.4 The access to the site from the public highway is well below the requirements of Manual for Streets however the site has a fallback use that would have generated comparable vehicle movements therefore the proposal will not exacerbate the any highway safety issue.

5.5 There is no precise definition of "severe" with regards to NPPF Paragraph 116, which advises that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." Planning Inspector's decisions regarding severity are specific to the locations of each proposal, but have common considerations: The highway network is over-capacity, usually for period extending beyond the peak hours, the level of provision of alternative transport modes, whether the level of queuing on the network causes safety issues. In view of these criteria, the Highways and Lead Local Flood Authority does not consider that this proposal would result in a severe impact with regard to NPPF.

5.6 The site is in a central urban area that is not at risk of flooding. A revised drainage strategy is required in accordance with the latest layout drawings.

5.7 NHS Lincolnshire Integrated Care Board

5.7.1 A contribution of £7,920.00 is requested to mitigate against the impact of an increased demand on local health care centres/services. Specifically, The Bourne Galletly Practice and Hereward Group Practice.

5.8 Lincolnshire Fire and Rescue

5.9 Initial Comments: The Fire Authority objects to this planning application due to Inadequate access for a fire appliance.

5.10 If it is not possible to provide this standard of access to the proposed development in accordance with the guidance details within Part B5 of Approved Document B, as compensation, Lincolnshire Fire and Rescue may accept the provision, at the developer's expense, an automatic sprinkler system in each of the flats to be designed, fitted and maintained in accordance with the relevant sections of BS5306/BSEN12845:2004. Should this option be chosen, our Fire Safety advisers must be provided with detailed plans of the proposed sprinkler installations. Any scheme being proposed should not be of a lesser standard than provisions as required by the Building Regulations.

5.11 Final Comments: The Fire Authority object to the application on the grounds of water supply. It is the opinion of the Fire Authority that in order to remove the objection the following measures are required.

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

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

Lincolnshire Fire and Rescue requires the installation of one fire hydrant conforming to BS750-2012 within 90m of each of the premises entrance in respect of this planning application to be provided at the developer's expense. Fire hydrant acceptance testing will be carried out by a Hydrant Inspector on completion and a standard hydrant marker "H" plate will be fitted nearby. Following adoption, the Fire Service will be responsible for the ongoing maintenance and repairs for the lifetime of the fire hydrant.

5.14 Anglian Water

5.14.1 Final Comments - Bourne Water Recycling Centre is within the acceptance parameters and can accommodate the flow for the proposed growth.

5.14.2 As understood the foul and surface water will utilise connections to existing foul and surface water drains which will discharge into soakaways. If the drainage strategy changes, Anglian Water would object to the use of deep infiltration systems to dispose of surface water unless it can be robustly demonstrated not to present a risk to the underlying aquifer and subsequent public water supply abstraction.

If piling is required as part of any foundation design a piling risk assessment should include any risks piling may present to the underlying aquifer. It is also worth noting the

artesian conditions of the underlying Lincolnshire Limestone where if penetrated maybe hard to control. This should also be taken into consideration.

5.15 **Heritage Lincolnshire**

5.16 The proposed development lies in an area of narrow plots extending westward from north street and possibly demarcated former medieval burgage plots, suggesting the site may contain preserved medieval remains connected with commercial, industrial, domestic or craft activities of the period.

5.17 No objection subject to the developer commissioning a Scheme of Archaeological Work to determine the presence, character and date of any archaeological deposits present at the site. This evaluation should initially consist of trial trenching.

5.18 **Historic England**

5.19 Please seek the views of your specialist adviser.

5.20 **Lincolnshire County Council (Education)**

5.21 A contribution of £25.503 towards Secondary Education provision in Bourne.

5.22 **Bourne Civic Society**

5.23 Initial comments: As with the previous application, little or no attempt has been made to understand local distinctiveness and vernacular and we cannot even find any reference to Policy DE1. The statement that this central part of the conservation area is unimportant shows how little the applicant understands or cares about this ancient part of central Bourne. We object.

5.24 We strongly object to this application. Policy DE1 a. of the Local Plan states that a development must : 'make a positive contribution to the local distinctiveness, vernacular and character of the area.' These designs are generic and comply with none of these requirements. No care or thought has been given to the site. This is even more unacceptable in the conservation area in this important central part of town.

5.25 **Bourne Town Council**

5.26 Site for exiting the development would be very limited and therefore dangerous. As per the Fire Brigade documentation there is inadequate access for a fire appliance.

5.27 Refuse collection would be an issue as the bins would need to be at the access which as mentioned would be very limited.

5.28 **Conservation Officer**

5.29 Final Comments. The proposed site is set to the rear of No 31 North Street, with principal access from Burghley Street. It is set adjacent to the grade II listed 29 North Street (NHLE 1242321) and No 35 North Street (NHLE 1260278). The site once contained a series of outbuildings set in an irregular pattern, which were demolished in recent times. The site is also partially set within the Bourne Conservation Area. As such, the proposal has the potential to impact upon the setting of the designated heritage assets and conservation area (NPPF 215).

5.30 Updated documents regarding the proposed construction of 12No self-contained flats for the rear yard of No 31 North Street following a previous phase of consultations. The proposal changed from a cluster of separate structures to two blocks, comprising a small

block of four flats at the south-western end of the site, as well as a terrace of houses containing eight flats along the northern boundary of the site.

5.31 Block A, the smaller structure, has been adjusted in its scale to minimise the visual harm upon the adjacent No 25-29 North Street, by stepping the eastern wing of the building down to a single storey structure. The overall height of the west wing, however, has been increased to 2.5 storeys, to compensate for the loss of the space over the east wing. This design would likely provide a good transition between the adjacent 3 storey modern dwellings to the south of the site, and the lower 2 storey dwellings towards the north and north-east. This change is therefore welcomed.

5.32 There have been improvements in the design with the change from the previously dispersed dwellings to a terrace of dwellings. Historically, structures were set abutting the northern boundary of the site, with cartographic evidence from 1886 showed a narrow structure within the eastern section of the site and two enclosed gardens to the west. A similar arrangement of building abutting the northern boundary until their demolition in recent years.

5.33 The current proposal is for the terrace to be set forward, with narrow parcels of gardens to the rear for the ground floor flats, creating a narrow driveway to the south, with a very limited verge to the building. A separate, shared garden is proposed for the first floor flats, set to the east of the Block. This is similar the garden spaces provided as noted on the historic maps, albeit on the other side of the building, and is a good feature, which could provide a positive improvement to the site. Based on the historic character of the site, I would recommend the buildings to be set back to the northern boundary, and to provide small front yards or larger shared greenspaces.

5.34 The overall design of Block B gives the appearance of a cottage terrace. While the terrace block now proposed is more in keeping with the historic burgage plot style development, it is slightly at odds with the general characteristics of these types of developments. Development within historic burgage plots tended to be linear structures more of an industrial or barn/workshop character, and often were piecemeal development. The uniform appearance of the proposed Block is at odds with the varied streetscape observed in Bourne and its very diverse burgage plot developments. I would recommend a revision of the design, to be more in keeping with the wider streetscape and character of the Bourne Conservation Area.

5.35 Overall, there have been noticeable improvement to Block A, which are appreciated. There are, however, still concerns regarding the positioning and design of Block B. The proposal therefore is not considered to be in line with NPPF 215.

5.36 **Affordable Housing**

5.37 The NPPF requires all developments of 10 or more dwellings to be made up of 30% affordable housing. This equates to 4no. affordable housing units that would accord with Policy H2. This would be split between 2no. units for affordable rent and 2no. units affordable ownership.

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 are summarised below in relation to the original scheme:

- Current entry and exit is dangerous due to the blind corner with the road being narrow anyway,
- It will block at least 80% of the sunlight into our garden
- Little or no privacy at all for our children due to us already being overlooked by the flats on Wherry's Lane.
- Noise and disturbance during construction from lorries back and forth on the single track road.
- Higher risk of a road traffic collision.
- Overdevelopment of the site
- There is already a lot of housing on Burghley Street with minimal amount of space.
- There is little greenery in Bourne. Why can't this remain a green area causing less pollution.
- Building work would result in a high impact on myself and my partner due to us working nights and sleeping in the day and also our young child who naps during the day.
- I have witnessed nearly every day of near misses of cars meeting on the bend. Some cars slow down, but most don't.
- With online shopping more delivery vans are on the street.
- There is no path on the corner so pedestrians have to go on the road including dogs and children.
- There are several residential driveways that are close to the corner.
- If any resident on the corner unloads their vehicle of shopping cars have to swerve round causing even more danger if another vehicle is coming the opposite way
- If this corner has a busy entrance as well, more cars vans lorries going in or coming out. they will have to poke their front end out just to see who's coming and still not see round the bend.
- At this narrow entrance, 11, Burghley Street has a front door opening directly onto moving traffic.
- Already too much traffic on this part of Burghley Street
- There is a child nursery close by with regular movements of young families with pushchairs.
- Any amount of construction at this site is likely to cause major disruptions as experienced before the flats on Wherry's Lane.
- Any medium or large car would find it difficult to exit the site and turn left.
- Any construction traffic using alternative entry/exit between Clair Court and 9, Burghley Street will also cause major concerns.
- Entrance is on a blind bend
- Proposing to build on this plot is wholly inappropriate. We already find getting in and out of our drive dangerous because of speedy vehicles without increasing traffic. I also think the access is very narrow for refuse, emergency vehicles etc.
- This application fails to comply with national and local law and guidance, including the NPPF and SKDC's own Local Plan, with regard to the requirement for new development to have 'local distinctiveness'.
- The submitted plans are generic, whereas Policy DE1 states that development must: Make a positive contribution to the local distinctiveness, vernacular and character of the area. The application must therefore be refused.
- There is Japanese Knotweed growing on the site

- Where are construction vehicles going to park?
- No objection in principle as the three blocks are far away from us. Our main concern is that the gate at the end of our passageway onto North Street remains locked at all times, a key being supplied to those with legitimate access, ie the Red Cross and Mr J Murray. We do not want to have tenants of the flats wishing to use this.
- This would create an unreasonably large footfall - with concomitant noise - through our passage way, which is under a bedroom and a living room directly above. That apart, the risk of vandalism is ever present. Also, it would offer a thoroughfare from Burghley Street to North Street, which is totally unacceptable.
- As I understand it, planning permission was refused some time ago, albeit not for full planning permission. The reasons given for the refusal are still valid for this full planning application, a refusal given by all parties concerned.
- We are not happy with the probability of a very great many people walking through the narrow passageway to North Street, a passage way we own' Furthermore, this passage goes under living accommodation, a bedroom and sitting room. It is likely that this passage way would be used by people not involved with the development; they would use it as a short cut from Burghley Street to North Street' It would present a noise problem, as also having a great many people pass our front door.

6.2 A further consultation was undertaken in relation to the amended plans. A further 2no. representations have been received. A summary of the main concerns are summarised below:

- I have no objections to the flats being built on this site but I am very concerned about access, If the access is adjacent to number 11 Burghley Street then that would be very dangerous.
- Number 11 juts out onto Burghley Street making the road very narrow and a complete blind corner if anyone was existing via the road running past number 11.
- It is already a difficult corner to negotiate if cars are approaching both ways one having almost to give way.
- I have a double access to my property an in and out drive and it is not gated. On occasions cars being driven to fast coming from the Exeter street on to Burghley street having met another car coming from the North Street entry have actually driven through my drive and out the other end. Has anyone looked at this very bad corner?

7 Evaluation

7.1 Principle of Development

7.1.1 The proposal would result in the construction of 12no. self-contained apartments. The relevant policies in relation to proposal are discussed below.

7.1.2 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

7.1.3 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

7.1.4 Policy SP3 supports infill development subject to a number of criteria:

- it is within a substantially built-up frontage or re-development opportunity (previously development land);
- it is within the main built-up part of the settlement;
- it does not cause harm or unacceptable impact upon the occupiers amenity of adjacent properties;
- 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.

7.1.5 Policy DE1 of the Local Plan seeks to ensure high quality design is achieved, with proposals to make a positive contribution towards the character of the area, local identity, and not adversely impact on the street scene and townscape and be of an appropriate scale, density, massing, height and material and not impact on neighbouring residential amenity.

7.1.9 Section 12 of the NPPF sets out the importance of achieving well-designed places to ensure that proposals are only approved when they address the need to improve the character and quality of an area.

7.1.10 Para 125c of the NPPF requires substantial weight to be given to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land

7.1.11 Taking the above policies into account, the principle of the proposal is considered to be acceptable. The site is located centrally within Bourne, and is 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.

7.2 Impact on the character of the Area and Heritage Considerations

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 As the eastern half of the site is located within the Conservation Area and there are listed buildings adjacent, the relevant heritage policies are:
- 7.2.3 Policy EN6: The Historic Environment requires proposals to protect and enhance heritage assets and their settings. Proposals will be expected to take Conservation Area Appraisals into account, where these have been adopted by the Council.
- 7.2.4 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 features of special architectural or historic interest which it possesses. Similarly, Section 72 of the Act requires Local Planning Authorities to give special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area.
- 7.2.5 Due to the tight grain of the properties fronting North Street, and a similar situation along Burghley Street there are limited views into the site and as such the proposed development would be, on the whole, screened by the existing built form.
- 7.2.6 Significant discussions have taken place during the life of the planning application. This has resulted in the revised scheme.
- 7.2.7 It is considered that block A can be seen as an appropriate form of development that is not out of character when taking into account the surrounding properties, particularly the adjacent residential development on Wherry's Lane. It would be of two and half storey with dormer windows in the roof which would site appropriately alongside the adjacent three storey development of Wherry's Lane.
- 7.2.8 Due to the back-land nature of the site there would be limited views from public vantage points along Burghley Street and Wherry's Lane.
- 7.2.9 Block B would be in the form of a linear block of eight apartments, that would have the outward appearance of a traditional, terraced town houses. Whilst noting the concerns of the conservation officer in relation to the uniformity of the proposed terraced, it is considered that, notwithstanding the uniformity, the terrace would be of an appropriate scale and massing and be constructed of suitable, traditional materials that would not be out of character with the area.
- 7.2.10 Whilst acknowledging that burgage plots are more often in the form of less regular ancillary buildings, in this instance it is considered that the proposed units would not harm the character and appearance of the area, conservation area or harm the setting of the adjacent listed buildings.
- 7.2.11 In relation to the form and layout of the proposed amenity areas, the comments of the conservation officer in relation to the preference being for the amenity space to the rear being removed and relocated to the frontage of the terrace are noted. However, it is considered that the loss of the private amenity area would be detrimental to the amenity of future occupiers.
- 7.2.12 In the previous appeal APP/E2530/W/18/3211984 in relation to S18/0645, the Inspector raised concerns in relation to external space around the proposed units. Specifically, the limited useable external garden areas.
- 7.2.13 This application addresses this matter by the inclusion of small but useable garden amenity areas to both Block A and Block B. Additionally, it should be noted that there are a number of outdoor recreational areas within walking distance of the site due to the town

centre location, including Wellhead Park and Abbey Lawns. As such future residents would have reasonable options for outdoor recreation space beyond that provided on site.

- 7.2.14 Based on the submitted information, the proposed storage building would be rebuilt in the same location as the existing outbuilding. Whilst this would be located in close proximity to the rear elevations of the properties that front North Street as it would be a re-instatement of a building it is considered that there would be no unacceptable harm to the character and appearance of the area or harm to heritage assets.
- 7.2.15 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 be in accordance with Policy DE1 and EN6 of the Local Plan and Section 12 and Section 16 of the NPPF.

7.3 Impact on Residential Amenity

- 7.3.1 Whilst the proposal would result in new built form to the rear of existing properties, taking into account the siting and massing of the proposed units and the resultant separation distances, it is considered that there would be no unacceptable overlooking or loss of privacy, or overshadowing that would result in a refusal of planning permission on that basis.
- 7.3.2 In relation to Block A, whilst accepting that there would be a number of windows facing the existing properties on Burghley street, there would be significant separation distances of approximately 30 metres from proposed front elevation and existing rear elevations of these properties.
- 7.3.3 Block B would be located roughly centrally within the site and orientated such that the front elevation would be facing southwards. Whilst this would be in close proximity to the adjacent beer garden, as would the rear elevation of Block A it is not considered that this would result in an unacceptable level of amenity for the future occupiers of the proposed development.
- 7.3.4 Whilst there would be a degree of noise and disturbance from customers using the adjacent public house and its associated beer garden it is considered that the relationship with the is not significantly worse than the relationship with existing residential properties particularly the relationship that exists between the recent development on Wherry's Lane.
- 7.3.5 The ancillary storage building would be a replacement of the previous building, and the applicant has confirmed that it would be used as storage for the existing Red Cross building. As such it is considered that there would be no significant impact on the amenity of neighbouring occupiers as it would not be occupied by a new, standalone operator and as such it is unlikely that there would be a material increase in the comings and goings beyond that which currently exists from the operation of the Red Cross business.
- 7.3.6 It is noted that the proposed development would utilise the existing access between 9 and 11 Burghley Street and as such there would be vehicle movements in close proximity to these properties during both the construction and operational phase of the development.
- 7.3.7 However, what must be taken into account is the fact that the site has been historically used as a garage court with a number of garages located on the site with the associated vehicle comings and goings.

- 7.3.8 Additionally, planning permission was granted back in 2017 for 4no. dwellings on the site which included 8no. parking spaces, two per dwelling (S17/0703). This scheme proposes 12no. spaces.
- 7.3.9 As such it is considered that the additional four spaces would not significantly increase the likely vehicle movements to and from the site and any associated noise and disturbance to an extent that would justify a refusal of planning permission on this basis.
- 7.3.10 In relation to the concerns raised regarding the use of the pedestrian access from the site eastwards onto North Street, the applicant has advised that only residents would be provided with a key and therefore it would not become an open access for members of the public.
- 7.3.11 On that basis whilst accepting that the proposed development would be likely to increase the pedestrian activity using the passage to access North Street it would be limited to the future occupiers of the development and would become an active route for pedestrians.
- 7.3.12 It is noted from members of the public that the operation of the gated access onto North Street is a concern and the current occupiers of the properties along North Street would not wish the future occupiers to be granted access. It is considered that this is a private matter between the parties involved in that the scheme would be acceptable from a planning perspective with or without pedestrian access onto North Street.
- 7.3.13 It should be noted that there is already pedestrian access from North Street to Burghley Street to the south of the site via Wherry's Lane which would be available to the future residents.
- 7.3.14 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 Highway Safety

- 7.4.1 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.
- 7.4.2 It is accepted that the junction and parking are both substandard. However, what has to be taken into account is the fact that the existing lawful use of the site is as a garage court.
- 7.4.3 The highway authority states:
- 7.4.4 "The access to the site from the public highway is well below the requirements of Manual for Streets however the site has a fallback use that would have generated comparable vehicle movements therefore the proposal will not exacerbate the any highway safety issue".
- 7.4.5 The concerns raised by members of the public based on their observations as to how the road and junction currently operates are noted. As are the comments of the highway authority in that the proposed development would not significantly exacerbate the situation.

7.4.6 This planning application is a response to the previous planning appeal APP/E2530/W/18/3211984 in relation to the refusal of planning permission S18/0645. Specifically, the concern that the Inspector raised in relation to absence of parking spaces.

7.4.7 The Inspector whilst accepting that the site is located in a sustainable town centre location, would be unlikely to be able to function car free.

7.4.8 *“.....it is realistic to expect that a development of 12 flats would generate some demand for parking, whether that be from residents, visitors, deliveries, maintenance or emergency vehicles. Given the parking restrictions on Burghley Street, prospective residents or visitors would be required to park further away or risk parking illegally close to the site for shorter visits such as deliveries, which would pose a risk to highway safety, particularly given the poor visibility at the Burghley Street entrance”.*

7.4.9 *“Increased on-street parking would erode the quality of the environment. Accordingly, it would not be unreasonable to expect the proposal to make some form of provision for future occupants who wish to have access to a car”.*

7.4.10 Hence the inclusion of parking, albeit limited provision within the site. This would provide not only vehicle access for the future occupiers, but also provide the ability for deliveries to the site without the need to park on the surrounding road network or parking and deliveries to take place at the entrance to the site which is accepted as being a below standard access.

7.4.11 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.

The highway authority have stated that it does not consider that this proposal would result in a severe impact with regard to NPPF. I have no reason to come to a different conclusion.

7.4.12 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 Sustainability

7.5.1 Whilst the planning application does not make specific reference to the use of sustainable building techniques, or the use of sustainable technologies, 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.

7.5.2 Whilst the site is well-served by existing public transport connections, and by foot and bike being located within the main built-up area of Bourne, it is considered that the development should still demonstrate compliance with Policy SB1. This can be achieved by an appropriately worded conditions.

7.5.3 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.

7.6 **Drainage**

7.6.1 Whilst a drainage strategy was submitted with the application the layout has evolved over time. Noting the comments of Lincolnshire County Council in its capacity as Local Lead Flood Authority it is considered that there is a requirement for a planning condition to ensure a satisfactory means of surface drainage for the site is achieved.

7.6.2 Anglian Water has confirmed that there is capacity at Bourne water recycling centre to accept the proposed development.

7.6.3 Anglian Water has also flagged that there is an aquifer beneath the site and expressed concerns should a piled foundation construction be utilised. Accordingly, it is considered necessary to control the type of foundation construction via an appropriately worded condition to prevent any risk to the underlying aquifer and the associated risk this may pose to water pollution.

7.6.4 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.

7.7 **Fire Safety**

7.7.1 The comments of Lincolnshire Fire and Rescue are noted. Of particular importance is the fact that they reference compliance with the relevant Building Regulations requirements. As such it is not the role of the planning system to duplicate any requirements in this respect.

7.7.2 Whilst noting concerns in relation to fire tender access, there are alternative fire safety solutions that could be provided on the site, a sprinkler system for example. Building Regulations would also require a safe means of escape.

7.7.3 The request for the provision of a fire hydrant is considered to be unnecessary and would be duplication of regulatory regimes taking into account the role of Building Regulations.

7.7.4 Taking into account the above matters it is considered that subject to compliance with the relevant Building Regulations requirements the proposed development would be acceptable from a fire safety perspective.

7.6 **S106 Developer Contributions**

7.6.1 Regulation 122 of the Community Infrastructure Regulations 2010 (and repeated in Paragraph 58 of the Framework) requires planning obligations to be fair and reasonably related in scale and kind to the development proposal and necessary to make the development acceptable terms.

7.6.2 The following requests for developer contributions have been received:

7.6.3 A NHS Health contribution of £7,920.00 is requested to mitigate against the impact of an increased demand on local health care centres/services. Specifically, The Bourne Galletly Practice and Hereward Group Practice.

7.7 A contribution of £25,503 towards Secondary Education provision in Bourne.

7.8 Affordable Housing – 2no. units affordable rent. 2no. units affordable ownership.

7.8.1 It is considered that the request satisfies the above tests in that without the contributions there would be an unacceptable and unmitigated impact on identified local surgeries and education provision in Bourne.

7.9 **Other Matters**

7.10 **Biodiversity Net gain**

7.10.1 This application was lodged with the local planning authority as significant period of time ago. This was before the relevant legislation was in place. In this instance the planning application was made before day one of mandatory BNG on the 12th February 2024 the development is therefore exempt from BNG.

In any case, the site constitutes previously developed land and currently has a low biodiversity value. While some enhancements could be made through soft-landscaping, there are limited opportunities for this as part of the scheme. The effects on biodiversity are therefore considered to be neutral.

7.11 **Contamination**

7.11.1 Noting the comments of the Environmental Protection Officer, due to previous uses on the site there is the potential for contamination to be present on the site. As such there is a requirement for a suitably worded condition in this respect.

7.11.2 **Housing Supply**

7.11.3 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.

7.11.4 Taking into account the above matters, whilst accepting that the proposed development would result in additional built-form in a back-land development and the associated comings and goings. However, it is considered that there would not be significant harm to the character and appearance of the area, heritage assets, visual amenity or residential amenity that would outweigh the benefits of the delivery of this modest number of residential properties in a sustainable town centre location.

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 The proposed development would result in the provision of 12 residential flats, of which 4 would be affordable units. These would be located on brownfield land in a sustainable location and therefore the benefits of residential development at this location are afforded substantial weight.

10.2 Whilst concerns have been raised in relation to highway matters and residential amenity and visual amenity, no harm has been found in relation to these matters when assessed against local and national policy.

10.3 Likewise, no harm has been identified in relation to the impact of the proposal on the setting of any listed buildings or the conservation area. As such, the scheme is considered to accord with Local Plan Policy EN6 and the statutory duties under sections 66 and 72 of the (Listed Buildings and Conservation Areas) Act 1990.

10.3.1 The proposed development is therefore considered to be in accordance with the development plan, when taken as a whole. There are no material consideration to indicate otherwise and therefore it is recommended that planning permission is granted, subject to conditions.

RECOMMENDATION:

Recommendation – Part 1

10.2 To authorise the Assistant Director – Planning & Growth to GRANT planning permission, subject to the completion of a Section 106 legal agreement securing the necessary financial contribution towards healthcare provision, education and affordable housing.

Recommendation – Part 2

10.3 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.

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

The applicant has failed to enter into a planning obligation to secure the necessary financial contribution towards provision of local surgery(s), secondary education and affordable housing. As such the necessary criteria essential to make what would otherwise be unacceptable development acceptable have not been forthcoming.

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:
 - (i) Location Plan Dwg No. 3232-S01 R3
 - (ii) Proposed Block Plan Dwg. No. 3232-S02(a2) R8
 - (iii) Block A Elevations Dwg. No. 3232-BA01 R3
 - (iv) Block A Ground Floor Layout Dwg. No. 3232-BA02 R3
 - (v) Block A First Floor Layout Dwg. No. 3232-BA03 R3
 - (vi) Block A Attic Layout Dwg. No. 3232-BA04 R0
 - (vii) Block B Elevations Dwg. No. 3232-BB01-R4
 - (viii) Block B Floor Plan Dwg. No. 3232-BB03 R1
 - (ix) Storage Building Dwg. No. 3232-EB01 – R0

Unless otherwise required by another condition of this permission.

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

Prior to Commencement

- 3 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/an off-site datum point] 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: In the interests of the visual amenities of the area and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

4 Notwithstanding the submitted details before any of the works on the external elevations above damp proof course for the building(s), 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.

The development shall be undertaken 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.

5 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 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 Brownfield Run off 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 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.

6 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.

7 Prior to the commencement of the development hereby permitted details of the foundation design for Unit A, Unit B and the storage unit shall be submitted to and approved in writing by the local planning authority.

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

Reason: A piling foundation is unlikely to be acceptable due to the risk to the underlying aquifer and associated contamination.

8 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 desk top study documenting all the previous and existing land uses of the site and adjacent land;
- ii. A site investigation report assessing the ground conditions of the site (this should also assess whether Japanese Knotweed is present within the site) and incorporating chemical and gas analysis identified as appropriate by the desk top study; and
- iii. 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.
- iv. 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 (section 15).

9 No development (including any site clearance/preparation works) shall be carried out until a Construction Environmental Management Plan has been submitted to the Local Planning Authority for approval in writing. Details shall provide the following, which shall be adhered to throughout the period of development:

- a) the parking of vehicles of site operatives and visitors;
- b) loading/unloading and storage of construction materials
- c) wheel cleaning facilities and road cleaning arrangements;
- d) measures to control the emission of dust and noise during construction;
- e) a scheme for recycling/disposing of waste resulting from site preparation and construction works;
- f) hours of construction work, site opening times, hours of deliveries and removal of materials; and
- i) routeing of construction traffic

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.

10 Prior to the commencement of the development hereby permitted details demonstrating how the proposed units 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; the provision of charging points and a timescale for implementation.

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.

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 the NPPF (Section 16).

12 The archaeological investigations shall also have been completed in 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 the NPPF (Section 16).

13 Before the works to provide the boundary treatments hereby permitted are commenced, a plan indicating the heights, positions, design, materials and type of boundary treatment to be erected shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To provide a satisfactory appearance to any boundary treatments and by screening rear gardens from public view, in the interests of the privacy and amenity of the occupants of the proposed and neighbouring dwellings and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Prior to Occupation

14 Prior to occupation of the development hereby permitted is commenced, the hard landscaping works shall have been undertaken in accordance with Proposed Block Plan Dwg. No. 3232-S02(a2) R8 and retained as such thereafter.

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.

15 Before any part of the development hereby permitted is occupied/brought into use, the storage of refuse and recycling and cycle storage shall be undertaken in accordance with Proposed Block Plan Dwg. No. 3232-S02(a2) R8 and retained as such thereafter.

Reason: To ensure the provision of satisfactory facilities for the storage of refuse and promote sustainable means of travel.

16 Before any part of the development hereby permitted is occupied/brought into use, the vehicle parking and turning area shall have been undertaken in accordance with Proposed Block Plan Dwg. No. 3232-S02(a2) R8 and retained as such thereafter.

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.

17 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 (section 15).

18 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.

19 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 and by screening rear gardens from public view, in the interests of the privacy and amenity of the occupants of the proposed and neighbouring dwellings and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

On-Going

20 The storage building hereby permitted shall be used in connection with the existing business at 31, North Street only.

Reason: To define the permission and to protect the amenity of neighbouring occupiers.

Standard Note(s) to Applicant:

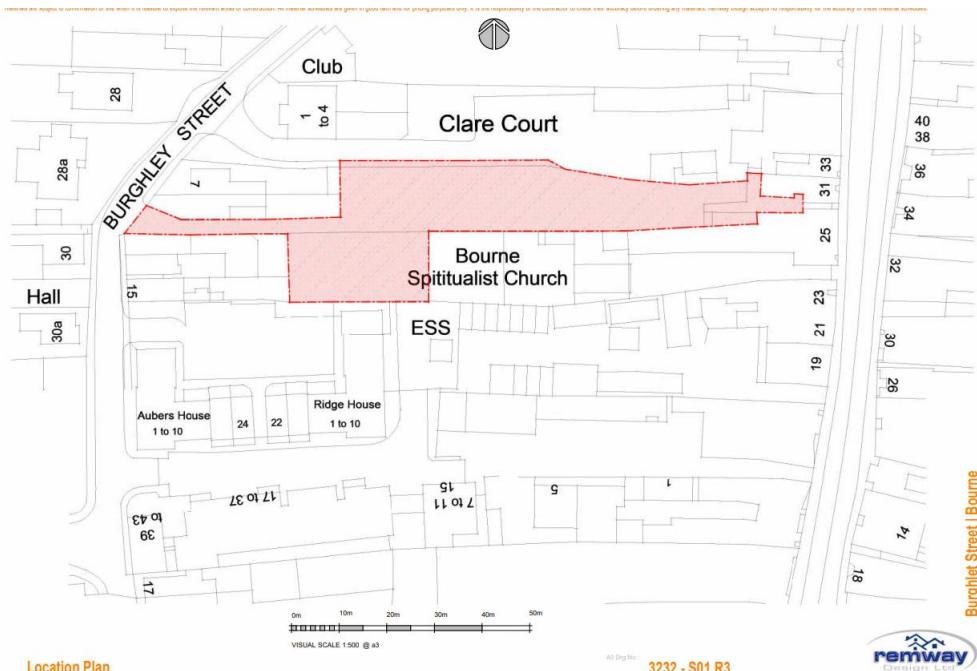
- In reaching the decision the Council has worked with the applicant in a positive and proactive manner by determining the application without undue delay. As such it is considered that the decision is in accordance with paras 38 of the National Planning Policy Framework.
- Please contact the Lincolnshire 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.

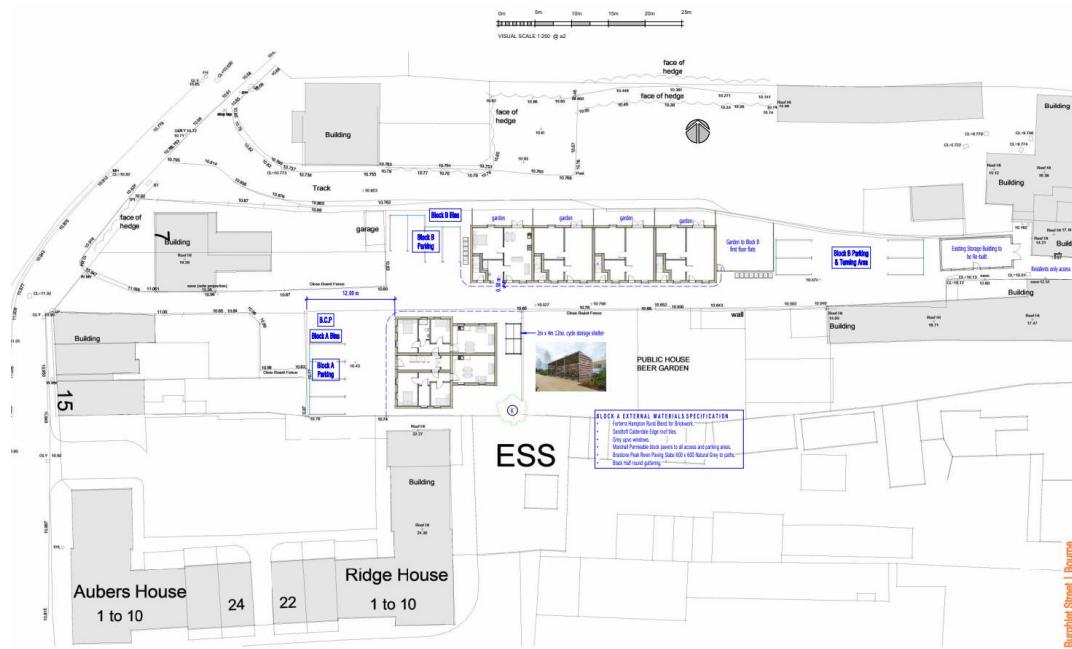
There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply.

Based on the information available this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun as the application was made before day one of mandatory BNG on the 12th February 2024.

Location Plan



Site Plan



Proposed Elevations

CONTRACTOR TO TAKE NOTE: All existing and proposed dimensions are to be checked on all drawings or any discrepancies to be notified immediately. Communication of works on site will be deemed at all dimensions have been checked. Due to areas of the structure being covered, unexcavated or otherwise inaccessible the existing / proposed dimensions / notes / specifications of existing structures are to be confirmed at site when it is feasible to expose the relevant areas of construction. All material schedules are given in good faith and for pricing purposes only. It is the responsibility of the contractor to check their accuracy before ordering any materials. Remedy Design accepts no responsibility for the accuracy of these material schedules.



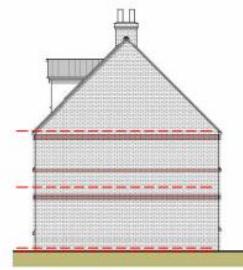
Block A Elevations

A3 Org No : 3232 - BA01 R3



Elevation 01 - Front

1:100



Elevation 02 - Right

1:100



Elevation 03 - Rear

1:100



Elevation 04 - Left

1:100

External Materials

- Roof Covering - Sandtoft Old Indian 451 pantiles
- Walling: Bricks - Lancaster Multi Cream stock buff facing brick laid in Flemish Bond
- Red facing brick stretcher detailing in Imperial Heritage Soft Orange
- White painted dormer windows with white painted rendering to all of the dormer cheeks
- Timber sliding sash windows throughout
- Ashlar limestone blocks over all openings in the masonry walling

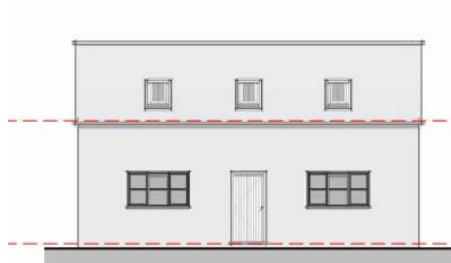
Proposed Block B Elevations

Drawn by

3232 - BB01 - R4

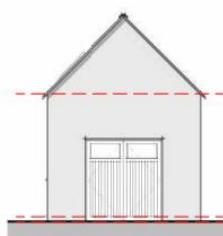


Burntine Street | Burntine



Elevation 01 - Front

1:100



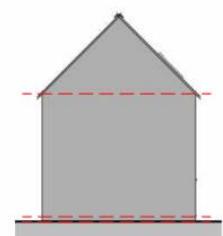
Elevation 02 - Right

1:100



Elevation 03 - Rear

1:100



Elevation 04 - Left

1:100

Existing Storage Building

A3 Org No:

3232 - EB01 - R0



Burghley Street Bourne