



**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Planning Committee

19 March 2026



S25/2443

Proposal:	New farm access track across field to new barn.
Location:	Toll House Farm, Farm Land Adjacent To Mill House, Bourne Road, Folkingham, NG34 0HA
Applicant:	Mr Patrick Furlong
Application Type:	Full Planning Permission
Reason for Referral to Committee:	Called in by Councillor Turner due to harm to heritage
Key Issues:	Impact on the heritage assets Impact on landscape character

Report Author

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Corporate Priority:

Growth

Decision type:

Regulatory

Wards:

Toller

Reviewed by:

Adam Murray – Principal Development Management Planner

10 March 2026

Recommendation (s) to the decision maker (s)

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

S25/2443 – Toll House Farm, Farm Land Adjacent To Mill House, Bourne Road, Folkingham, NG34 0HA



Key



Application
Boundary



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1 Description of Site

- 1.1 The site is a parcel of agricultural land located to the south of the village of Folkingham. It is accessed on the east side onto Bourne Road.
- 1.2 To the east of the site is the grade II listed Toll House and Millfield Farm.

2 Description of proposal

- 2.1 The proposal seeks planning permission for the installation of an access track to the barn previously approved under prior approval application S25/0768. The works have commenced.

3 Planning History

- 3.1 S25/0768 - Prior Approval for Farm Barn for tool and machine storage – Details not required (Approved)
- 3.2 S20/1338 - Construction of a new vehicle field entrance – Approved Conditionally

4 Relevant Planning Policies & Documents

- 4.1 **SKDC Local Plan 2011 – 2036 (Adopted January 2020)**
 - Policy DE1 – Promoting Good Quality Design
 - Policy EN6 – The Historic Environment
 - Policy ID2 – Transport and Strategic Transport Infrastructure
- 4.2 **National Planning Policy Framework (NPPF) (updated December 2023)**
 - Section 9 – Promoting sustainable transport
 - Section 12 – Achieving well-designed and beautiful places
 - Section 16 – Conserving and enhancing the historic environment

5 Representations Received

- 5.1 **Parish Council**
- 5.2 Folkingham Parish Council objects to this retrospective planning application and recommends that a smaller access is created, commensurate with agricultural use for mowing equipment, with the replanting of hedgerows along the A15.
- 5.3 Also that the damage to the ridge and furrow is restored and the track re-routed, as shown by the yellow lined route below. This should be a narrower track (3m) which would skirt the east and south perimeters. This would be better for visual appearance (this current track is clearly visible from the Market Place in Folkingham) and the archaeology of the site, as this route avoids the main ridge and furrow areas. This new track is no longer than the proposed and would be hidden behind existing development along the A15.

- 5.4 The fact that some of the track has been partially created should not be an argument that the track can remain on its current route, given it destroys a monument on the Historic Environment Record and has been done without planning consent.
- 5.5 This proposal will still give JJ Mac access for mowing equipment and a track to their barn, but without the considerable harm that has been currently inflicted on a historic site.
- 5.6 Here are some detailed comments to support our position.
- 5.7 1. This planning application is being submitted by Patrick Furlong who is the Commercial Director of JJ Mac, a commercial ground stabilisation and earthworks company based in Bourne. Given that JJ Mac signage has been on the site and that JJ Mac machinery and workmen have been used to complete the works, this suggests that this application is actually by JJ Mac, but for some reason is being purported to be for a private individual. This could be considered to be misleading.
- 5.8 2. In relation to the above, the question 'Does this proposal involve the carrying out of industrial or commercial activities and processes?' is answered 'no'. However, heavy commercial equipment and processes owned and undertaken by JJ Mac have been used to create the access, track and barn. This is evidenced below:
- 5.9 3. The barn was erected by JJ Mac over the Christmas period, based on the application submitted in June. This stated that the barn was for the use of mowing equipment. Given this usage, the large urban scale of the sweeping tarmacked access from the A15 is excessive and not in keeping with the rural aspect of this location. Why is such a large entrance required for mowing equipment? This new entrance has destroyed a considerable area of hedgerow along the A15. However the application answers 'no' to the question 'Are there trees or hedges on the proposed development site? The application also fails to provide any visual evidence for the access - this could easily have been added to the Photos document but was not. The photos below show the site when JJ Mac acquired it and opened up a small gap in the hedge and the current urban-scale access
- 5.10 5. The new access is at a dangerous location on the A15 in an unrestricted zone close between two bends in the road. Having large vehicle movements in this area could compromise road safety.
- 5.11 6. Adjacent to the access, a large area of hard standing has been installed along with a water access point in a wooden box. This hard standing is for the parking of vehicles coming to the site. However, the applicant has answered 'no' to the question 'Does the site have any existing vehicle/cycle parking spaces or will the proposed development add/remove any parking spaces'. The application also fails to provide any visual evidence for the hard standing - this could easily have been added to the Photos document but was not.
- 5.12 7. The new fenced and limestone compacted access track is totally excessive for the transport of mowing machinery to a barn. Mowing machinery, by definition, can go over grass, as shown by this photo of mowing machinery on the site. There is no need for such a wide and surfaced access track for the type of machinery it is stated will be stored in the barn.
- 5.13 8. The fields owned by JJ Mac (as indicated in red on the aerial photo) contain the last vestiges of important ridge and furrow from Folkingham's open fields system, linked to the baronial castle. Ridge and furrow is vanishing fast in the landscape and needs to be protected as per Historic England's A Resource Assessment of Ridge and Furrow: Challenges for Conservation in Landscapes of Change (2020) and Turning the Plough

Update Assessment 2012. The site is scheduled on the Lincolnshire Historic Environment Record (HER) as Monument record MLI34213 - Ridge and Furrow, Folkingham. The ridge and furrow can be clearly seen on the aerial photograph submitted and in the photo below, which shows that the access track now cuts right through this medieval feature. When asked for a comment on this, John Furlong, Managing Director of JJ Mac, stated that there was no ridge and furrow in the field. The application makes no reference to ridge and furrow, which could have been raised under the geological conservation section, or in supporting documentation. To rectify this damage, the track can be easily re-routed around the eastern and southern perimeters and the ridge and furrow be restored

5.14 9. Other earth moving operations are being undertaken on the site and some of this has destroyed the ridge and furrow, including this area:

5.15 10. The access track has been fenced on the northern side, although there is no reference to a fence in the application. According to John Furlong, that land north of the track has been sold. However, according to the land declaration, all the land delineated in red in the aerial photo is owned by the applicant.

11. For the record, rather than in relation to this specific application, the barn/shed that has been constructed only occupies a partial area of the ground excavated for it, which could suggest intended expansion in the future. The 2nd photo shows a large earth ramp which has been created adjacent to the shed.

5.16 **Lincolnshire County Council (Highways & SuDS)**

5.17 No Objections

5.18 Having given due regard to the appropriate local and national planning policy guidance (in particular the National Planning Policy Framework), Lincolnshire County Council (as Highway Authority and Lead Local Flood Authority) has 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.

5.19 Comments: This proposal is for a new farm access track across field to new barn, the access Bourne Road remains unchanged; therefore, it is considered that the proposals would not result in an unacceptable impact on highway safety. As Lead Local Flood Authority, Lincolnshire County Council is required to provide a statutory planning consultation response with regard to drainage and surface water flood risk on all Major applications. This application is classified as a Minor Application and it is therefore the duty of the Local Planning Authority to consider the surface water flood risk and drainage proposals for this planning application.

5.20 **National Gas Transmission**

5.21 An assessment has been carried out with respect to National Gas Transmission plc's apparatus and the proposed work location. Based on the location entered into the system for assessment the area has been found to be outside the High Risk zone from National Gas Transmission plc's apparatus and can proceed. Should the work area change or type of activity being undertaken, a new enquiry shall be submitted for assessment.

5.22 Please carefully read the guidance notes on the next pages. It is YOUR responsibility to take into account whether you are required to or would benefit from referring to the HSE Land Use Planning App (LUP), available from HSE's website. (Please note for some works

this is a requirement for them to take place) More information on the LUP is available at <https://www.hse.gov.uk/landuseplanning/>

- 5.23 Should the work area change, evidence of this must be submitted to National Gas Transmission prior to receiving a formal response.
- 5.24 You will have received pipeline route drawings if your enquiry is located within the Medium Risk zone from National Gas Transmission buried assets. Please familiarise yourself with the location of these assets and should the works location change a new enquiry shall be submitted for assessment.
- 5.25 **Heritage Lincolnshire**
- 5.26 The proposal site lies in an area of archaeological interest. The northern portion of the access track crosses an area of earthwork ridge and furrow, as recorded by the Lincolnshire Historic Environment Record, and it appears that the (now retrospective) works to create this track have levelled some of these earthworks.
- 5.27 We would recommend that an archaeological earthwork survey should be made, to include the whole redline boundary of the proposal site. This should be an as-existing record, to be undertaken in advance of any remaining groundworks. This record should be supplemented by other information including aerial photographic/satellite images and LiDAR illustrating the earthworks as they existed prior to the recent works.
- 5.28 The survey, reporting and archiving should be carried out by a suitably qualified and experienced organisation or individual, in accordance with a written scheme of investigation to be submitted to and agreed by the authority prior to the archaeological works commencing.
- 5.29 We note that a recent applicant response document mentions potential further groundworks within the site, referencing the proposed construction of, and re-shaping of, bunds. Any such works have the potential to further negatively impact the surviving earthworks within the site.

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 12 letters of representation were received. The following points were raised:

Concerns over potential flood risk impacts

Objection to the impact to heritage assets (ridge and furrow marks)

Objection to scale of track and its impact on the character of the area

Objection to impact on Folkingham Conservation Area

Objection on the basis of lack of justification for need of track

- 6.2 Several of the letters raised objection regarding the safety of the access onto the A15. This the access point to this road is lawful, as it was previously granted planning permission in 2020 under application S20/1338 and the development was undertaken. Therefore objections to the safety of the access point to the A15 cannot be given material weight in the consideration of this application. For consistency, Lincolnshire County Council Highways were consulted as part of this application and returned no objections.

- 6.3 Several letters also raised objection to the loss of hedgerow, which as above, was also granted permission under S20/1338. Notwithstanding this permission, the removal of up to 20m of hedgerow is exempt from the Hedgerow Regulations 1997 and are not subject to control by the local planning authority.
- 6.4 Several of the letters raised objections to the fencing that has been erected at the access and along the north side of the track. Fences up to 2m in height (or 1m in height directly adjacent to a public highway) are permitted development under Schedule 2 Part 2 Class A of the General Permitted Development Order 2015 (as amended). The fencing does not form part of this application and are not subject to control by the local planning authority.
- 6.5 Lastly several of the letters also raised objection to the area of hardstanding to the north of the access to the site. This is acknowledged as unauthorised and is not subject to consideration in this planning application. The local planning authority reserves the right to investigate and enforce this unauthorised area of surfacing, and any application to regularise this hardstanding would be subject to consideration by the local planning authority.

7 Evaluation

- 7.1 The site is in the open countryside, but is an established agricultural land, and the proposal seeks to create a new track serving the barn approved under S25/0768. Taking this into account it is considered that the proposal is acceptable in principle and in accordance with the adopted Local Plan, and would accord with the principles set out in the National Planning Policy Framework, subject to assessment against site specific criteria. These include (not limited to) 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:
- 7.2 **Impact on the character and appearance of the area**
- 7.3 Objections were received to the visual impact of the proposed track, particularly as a result of its width and the use of a light coloured limestone for the surfacing material.
- 7.4 Firstly with regard to the width, it is proposed to measure 4m wide for the full length of the track. Modern farm vehicles can be substantially wide, and whilst it is acknowledged that the previous approval for the barn S25/0768 described its use for storing farm machinery, a small tractor and other 'grassland implements', the Local Authority consider that the width of the track would not be larger than what is reasonably necessary for access to the approved barn and for use within a wider agricultural site.
- 7.5 It is acknowledged that the proposed track is visible from vantage points in Folkingham and surrounding hills, and that it visually is relatively bright in contrast to the surrounding farmland, however it is the case officer's assessment that the brightness of the material will diminish with weathering and use.
- 7.6 Notwithstanding this, the material is crushed limestone which is a local material, there are similar agricultural tracks in the locality and by its nature as a track, it would have a limited visual impact due to being limited to ground level only. It is not considered to be harmful to the character and appearance of the site and its surroundings.

7.7 Taking the above into account, the proposal is considered to be in keeping with the rural agricultural nature of the site and its surroundings, in accordance with SKDC Local Plan Policy DE1 and NPPF Section 12 in this regard.

7.8 **Impact on heritage assets**

7.9 It is noted that concern was raised by neighbours regarding the potential impact the proposal would have on heritage assets, particularly the views from the Folkingham Conservation Area.

7.10 It is also noted that the Folkingham Conservation Area Appraisal (2009) states that the outlook from the north edge of the market place towards the south is an Important View.

7.11 The proposed track is approximately 350m from the edge of the conservation area at its closest point, which is considered to significantly diminish its visual prominence and level of visual impact. A level of visibility from the conservation area is expected despite this distance, due to the undulating nature of the landscape.

7.12 The aforementioned points regarding the lightness of the material used for the surfacing also apply, and it is expected that the proposed track will weather into the landscape, further reducing its impact on this view. Visually it has the character of a typical rural track serving a farm, which is considered to be in keeping with the character of Folkingham and the surrounding farmland.

7.13 Following discussion with the SKDC Conservation Officer, no objections to the proposal were raised in terms of impact on the setting and outlook of the Folkingham Conservation Area. Similarly no objections were raised regarding the potential impact on the listed Toll House and Mill Farm, due to the nature of the proposal as being entirely surface level works.

7.14 Objections were raised regarding the potential damage to archaeological assets in the form of ridge and furrow field marks.

7.15 Heritage Lincolnshire were consulted for comments in terms of harm to archaeological heritage assets and returned no objections to the proposal subject to a condition requiring a historic environment record being taken using a combination of photographs and LiDAR survey to show the historic and existing earthwork.

7.16 This is considered to be a reasonable condition to address and record any impacted heritage assets resulting from the proposal.

7.17 Subject to the above condition, it is considered that the proposed track would result in no unacceptable impact to heritage assets in accordance with SKDC Local Plan Policy EN6 and NPPF Section 16 in this regard.

7.18 **Impact on neighbours' residential amenities**

7.19 The proposed track is surrounded predominantly by agricultural land, with dwellings to the southeast

7.20 It is considered that the existing lawful use of the site allows for vehicles to enter and travel across the site, and the proposal would only be formalising the existing lawful arrangement. It is therefore not expected to result in any unacceptable level of impact to neighbours through noise and disturbance from increased activity, and is also not considered to cause any unacceptable level of visual impact to neighbours.

7.21 As such the proposal is considered to be in accordance with SKDC Local Plan Policy DE1 and NPPF Section 12 in this regard.

7.22 **Highway issues**

7.23 As noted above, objections were received regarding the safety of the existing lawful access, however this access is not subject to this proposal, which is solely for the consideration of the track within the site from the previously approved access point to the previously approved barn.

7.24 It is not anticipated that the proposed track would result in any unacceptable increase in activity or traffic generation within the site.

7.25 The proposal formalises the existing functional link between the access of the site and the barn. Lincolnshire County Council Highways were consulted as part of this application and returned no objections to the proposal in terms of parking, traffic and safety.

Taking the above into account, it is considered that the proposal would result in no unacceptable impact in terms of parking, traffic and highway safety in accordance with SKDC Local Plan Policy ID2 and NPPF Section 9.

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

10.1 Taking the above into account, it is concluded that subject to conditions, the proposal would not have any unacceptable adverse impacts on the character of the area nor the setting of heritage assets and is appropriate for its context, and would not jeopardise public safety. The proposal would therefore be in accordance with the relevant provisions of Policy DE1, EN6 and ID2 of the South Kesteven Local Plan 2011-2036 (Adopted January 2020) and Section 9, 12 and 16 of the National Planning Policy Framework.

11 Recommendation

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

Approved Plans

- 1 The development hereby permitted shall be carried out in accordance with the following list of approved plans:
 - i. TOLL HOUSE FARM - FARM TRACK LAYOUT 001 – received 09/02/26
 - ii. TOLL HOUSE FARM - FARM TRACK LAYOUT 002 - received 09/02/26
 - iii. LOCATION PLAN – received 18/12/25

Unless otherwise required by another condition of this consent.

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

During Building Works

2. No development hereby permitted shall commence until a written scheme of archaeological investigation has been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the proposed archaeological investigations shall be carried out in accordance with the approved Written Scheme of Investigation before works are re-commenced.

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

Standard Note(s) to Applicant:

1. 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.

Site Location Plan



Location Plan
Site Address: Easting: 507500 Northing: 333089

Date Produced: 17-Dec-2025

Scale: 1:2500 @A4



Planning Portal Reference: PP-14574346v1

HM Land Registry
Current title plan

Title number **LL407952**
Ordnance Survey map reference **TF0732NW**
Scale **1:2500**
Administrative area **Lincolnshire : South**
Kesteven



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