SOUTH HOLLAND DISTRICT COUNCIL

Report of: **Lead Development Management Planner (Interim) - BBC & SHDC**

To: **Planning Committee - 11 February 2026**

(Author: **Jacob Bryan - Planning Officer)**

Purpose: **To consider Planning Application H15-1189-25**

Application Number:	H15-1189-25	**Date Received:**	05 December 2025
Application Type:	FULL		
Description:	Proposed vehicular access and concrete hardstanding parking area		
Location:	86 MAIN ROAD QUADRING SPALDING		
Applicant:	J Everitt	**Agent:**	J C Architectural Consultant
Ward:	Donington, Quadring and Gosberton	**Ward Councillors:**	Cllr H J W Bingham Cllr M A Geaney Cllr J L King

You can view this application on the Council's web site at
http://planning.sholland.gov.uk/OcellaWeb/planningDetails?reference=H15-1189-25

1.0 REASON FOR COMMITTEE CONSIDERATION

1.1 The application relates to Council owned land.

2.0 PROPOSAL

2.1 This is a full planning application for the creation of a vehicular access and installation of concrete hardstanding at 86 Main Road, Quadring.

2.2 The proposal comprises a 3600mm wide dropped access at the highway, leading to a 4800mm by 3600mm area of hardstanding to the front of 86 Main Road.

2.3 There is currently no access or parking provision on site.

3.0 SITE DESCRIPTION

3.1 The site lies within the defined settlement boundary of Quadring, as outlined within the South East Lincolnshire Local Plan, 2019 (SELLP).

3.2 The site is located directly along Main Road, to the southern side of the highway, which passes through the settlement of Quadring towards Donington. The application site comprises a two storey, semi-detached dwelling with a grassed front amenity area.

3.3 Main Road features a variety of houses, but most commonly comprising semi-detached dwellings, of which some are Council owned. No.86 consists of a cream rendered finish to the upper half of the dwelling, and pebble dash to the lower half.

4.0 RELEVANT PLANNING POLICIES

4.1 **The Development Plan**

4.2 South East Lincolnshire Local Plan, March 2019

4.3 If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, Section 38 (6) of the Planning and Compulsory Purchase Act 2004, as amended, states that the determination must be made in accordance with the plan unless material considerations indicate otherwise.

4.4 Policy 01 - Spatial Strategy
Policy 02 - Development Management
Policy 03 - Design of New Development
Policy 04 - Approach to Flood Risk
Policy 33 - Delivering a More Sustainable Transport Network
Policy 36 - Vehicle and Cycle Parking
APPENDIX 6 Parking Standards

4.5 **National Guidance**

4.6 National Planning Policy Framework (NPPF), December 2024

4.7 Section 4 - Decision-making
Section 9 - Promoting sustainable transport
Section 12 - Achieving well-designed places
Section 14 - Meeting the challenge of climate change, flooding and coastal change
Section 15 - Conserving and enhancing the natural environment

5.0 RELEVANT PLANNING HISTORY

5.1 No relevant site history

6.0 REPRESENTATIONS

6.1 Lincolnshire County Council Highways Authority

6.2 Recommendation: No objection subject to: The Condition detailed below.

6.3 No Objections:

6.4 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.

6.5 Comments:

6.6 Proposed vehicular access and concrete hardstanding parking area - the vehicle crossover should be constructed to Lincolnshire Country Council Specification. Whilst the proposed site plan does not state this, a note to confirm the construction should be added to the proposed site plan or the following condition attached to any planning approval. The proposal would not have an adverse effect on the public highway.

6.7 Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

6.8 HP00 - Prior to construction on site further details relating to the vehicular access to the public highway, including materials, specification of works and construction method shall be submitted to the Local Planning Authority for approval. The approved details shall be implemented on site and retained at all times.

6.9 Reason: In the interests of safety of the users of the public highway and the safety of the users of the site.

6.10 Informatives:

6.11 Highway Informative 03

6.12 The permitted development requires the formation of a new/amended vehicular access. These works will require approval from the Highway Authority in accordance with Section 184 of the Highways Act. Any traffic management required to undertake works within the highway will be subject to agreement. The access must be constructed in accordance with a current specification issued by the Highway Authority. Any requirement to relocate existing apparatus, underground services, or street furniture because of the installation of an access will be the responsibility, and cost, of the applicant and must be agreed prior to a vehicle access application. The application form, costs and guidance documentation can be found on the Highway Authority's website, accessible via the following link: https://www.lincolnshire.gov.uk/licences-permits/apply-dropped-kerb.

Public Representation

6.13 This application has been advertised in accordance with the Development Procedure Order and the Council's Statement of Community Involvement. In this instance, no letters of representation have been received.

7.0 CONSIDERATIONS

7.1 Evaluation

7.2 Section 38 (6) of the Planning and Compulsory Purchase Act 2004, as amended, requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise.

7.3 In this case, the adopted South East Lincolnshire Local Plan 2011-2036, adopted March 2019, forms the development plan for the District, and is the basis for decision making in South Holland. The relevant development plan policies are detailed within the report above.

7.4 The policies and provisions set out in the National Planning Policy Framework (updated December 2024) are also a material consideration in the determination of planning applications, alongside adopted Supplementary Planning Documents.

7.5

Key Planning Considerations

7.6 The main issues and considerations in this case are (but are not limited to):
- Principle of Development and Sustainability
- Layout, Design and Impact on the Character of the Area
- Impact on Neighbouring Residents/Land Users/Land Uses
- Highway Safety and Parking.

7.7 Principle of Development and Sustainability

7.8 Policy 1 of the South East Lincolnshire Local Plan (2019) sets out the settlement hierarchy in respect of delivering sustainable development, which meets the social and economic needs of the area whilst protecting and enhancing the environment; in order to provide enough choice of land for housing to satisfy local need, whilst making more sustainable use of land, and to minimise the loss of high-quality agricultural plots by developing in sustainable locations and at appropriate densities.

7.9 Policy 1 of the South East Lincolnshire Local Plan (2019) expresses this sustainable hierarchy of settlements, ranking the settlements deemed to be most sustainable in descending order. The most sustainable locations for development are situated within the 'Sub-Regional Centres', followed by 'Main Service Centres'. Lower down the hierarchy are areas of limited development opportunity including 'Minor Service Centres', with areas of development constraint comprising 'Other Service Centres and Settlements'. The countryside is at the bottom of the settlement hierarchy and represents the least sustainable location.

7.10 The application site in this instance is within the settlement of Quadring, as detailed by Policy 1. Regardless of such, the proposal solely relates to the formation of a proposed vehicular access and concrete hardstanding area to an existing and established residential dwelling and therefore, the principle of such development is considered to be appropriate, comprising an appropriate form of development for the location.

7.11 As such, the proposal is considered to be acceptable with the requirements of the South East Lincolnshire Local Plan (2019) when viewed in principle. This is subject to the assessment against site specific criteria; including (but are 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.

7.12 Layout, Design and Consideration of the Character and Appearance of the Area

7.13 Section 12 of the National Planning Policy Framework (December 2024) specifically relates to 'Achieving well-designed places' and details that the "creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve" and as such, it is generally accepted that good design plays a key role towards sustainable development.

7.14 Paragraph 135, contained within Section 12 of the National Planning Policy Framework (December 2024), states that new development should function well and add to the overall quality of the area (beyond the short term and over the lifetime of the development) and should be visually attractive as a result of good architecture, layout and appropriate landscaping. This goes on to establish that it is important that new development should be of the highest quality to enhance and reinforce good design characteristics, and that decisions must have regard towards the impact that the proposed development would have on local character and history, including the surrounding built environment and landscape setting such as topography, street patterns, building lines, boundary treatment and through scale and massing.

7.15 Development proposals should also ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, among other considerations.

7.16 Likewise, Policy 2 of the South East Lincolnshire Local Plan (2019) outlines sustainable development considerations for development proposals, providing a framework for an operational policy to be used in assessing the sustainable development attributes of all development proposals. Furthermore, Policy 3 accords with the provisions of Section 12 of the National Planning Policy Framework (December 2024), in that it requires development to comprise good design; identifying issues that should be considered when preparing schemes so that development sits comfortably with, and adds positively to, its historically-designated or undesignated townscape or landscape surroundings.

7.17 These policies accord with the provisions of the National Planning Policy Framework (December 2024) and require that design which is inappropriate to the local area, or which fails to maximise opportunities for improving the character and quality of an area, will not be acceptable.

7.18 Proposals for new development would therefore require the aforementioned considerations to be adequately assessed and designed, including the siting, design and scale to be respectful of surrounding development and ensure that the character of the area is not compromised.

7.19 The proposal in this instance comprises two distinct elements; a dropped kerb for the formation of a new vehicular access to no.86 Main Road, and the installation of an area of hardstanding within the front amenity area of this property.

7.20 The proposed vehicular access, as detailed above, would comprise a 3600mm wide dropped access along the highway kerb of Main Road. Whilst the immediate neighbouring properties (the adjoining semi-detached dwelling to the east and the neighbouring property to the west) do not themselves have dropped kerb for vehicular access, this feature is fairly commonplace within the vicinity of the site.

7.21 In this regard, vehicular accesses, by way of a dropped kerb and installation of hard standing or gravel areas, have been carried out to No.96 Main Road and No.76 Main Road, amongst a plethora of other dropped kerbed access arrangements within the wider area.

7.22 Likewise, although vehicular access has not been formed, a dropped kerb has been installed immediately north of No.84 Main Road, the immediately adjoining dwelling, which appears to allow for pedestrian crossing to the northern side of the highway, which itself is met with a further dropped kerb.

7.23 The vehicular access proposed would lead to an area of hardstanding, comprising a 4800mm by 3600mm area to the front of 86 Main Road. This hardstanding area is proposed to be concrete. As expressed above, the immediate vicinity comprises a mix of finishes to the existing front amenity areas of properties fronting Main Road; including grassed gardens gravel driveway, concrete hardstanding and tarmacked road.

7.24 As such, dropped kerbs and the provision of vehicular access is fairly typical within the area, and therefore, the proposal would not appear out of keeping, or cause a detrimental impact upon the character or appearance of the area in this instance.

7.25 Taking account of the design, extent and nature of the development, as detailed above, the proposal is considered to be acceptable. The proposal would not cause an adverse impact to the character or appearance of the area and would therefore be in accordance with Policies 2 and 3 of the South East Lincolnshire Local Plan (2019) and Section 12 of the National Planning Policy Framework (December 2024).

7.26 Impact on Residential Amenity/ Land Users

7.27 Paragraph 135 of the National Planning Policy Framework (December 2024) states that development should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

7.28 Policies 2 and 3 of South East Lincolnshire Local Plan (2019) sets out that residential amenity and the relationship to existing development and land uses is a main consideration when making planning decisions.

7.29 By virtue of the extent and nature of the development, a proposed dropped kerb and concrete hardstanding, to form a vehicular access to the site, would have no significant or unacceptable detrimental impact upon the residential amenities of neighbouring or nearby properties.

7.30 The nature of the proposal is such that no additional built form is proposed and such, no overlooking, loss of privacy or overbearing/oppressive development is to be carried out.

7.31 Whilst it could considered that, given the proposal would introduce a new access and parking provision, an increase in vehicle movement could occur; and therefore a noise increase could

be considered also, as the site is located along a main road which is extensively utilised by vehicles, the resultant impact of the development is not considered to give rise to an unacceptable nuisance in respect of noise, or additional vehicular movements that would give rise to an unacceptable impact upon neighbouring amenities.

7.32 As detailed above, the scale and design of the proposal is considered to be such that there would be no significant or unacceptable impact on the residential amenities of the occupiers of adjacent properties or land users, when also taking account of the conditions recommended. As such, the proposal is considered to accord with the provisions of the Section 12 of the National Planning Policy Framework (December 2024), and Policies 2 and 3 of the South East Lincolnshire Local Plan (2019).

7.33 Flood Risk and Drainage

7.34 Section 14 of the National Planning Policy Framework (December 2024) explains that "Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere".

7.35 This goes on to state, within Paragraph 172, that all plans "should apply a sequential, risk-based approach to the location of development - taking into account all sources of flood risk and the current and future impacts of climate change - so as to avoid, where possible, flood risk to people and property. They should do this, and manage any residual risk, by: a) applying the sequential test and then, if necessary, the exception test as set out below".

7.36 It is important to note that whilst minor developments such as this must meet the requirements for site-specific flood risk assessments, they should not be subject to the sequential test, nor the exception test, as outlined in Paragraph 176 and to be read in conjunction with footnote 62.

7.37 The site lies within Flood Zone 2 of the Environment Agency's Flood Maps. These have been created as a tool to raise awareness of flood risk with the public and partner organisations, such as Local Authorities, Emergency Services and Drainage Authorities. The Maps do not take into account any flood defences.

7.38 The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides an overview of how flood risk has been considered in shaping the proposals of the Local Plan; including the spatial strategy and the assessment of housing and employment sites. Policy 4 of the South East Lincolnshire Local Plan (2019) is clear in that "Development proposed within an area at risk of flooding (Flood Zones 2 and 3 of the Environment Agency's flood map or at risk during a breach or overtopping scenario as shown on the flood hazard and depths maps in the Strategic Flood Risk Assessment) will be permitted" in instances where specific criteria is met.

7.39 It is worth noting that large parts of the district of South Holland lie within Flood Zone 3. It is therefore necessary to use the refined flood risk information (Hazard and Depth maps) within the South East Lincolnshire Strategic Flood Risk Assessment (2017) as a basis to apply the sequential test.

7.40 Despite the property being within Flood Zone 2, it is within an area of no hazard with the SFRA. The overall level of hardstanding is minimal, with grass being retained within the front garden allowing for drainage on site. There would not be any adverse impact upon the surface water drainage arrangements, with adequate permeable space being retained. There would not therefore be any significant harm raised in this regard, and it is not considered that the proposal would materially increase the flood risk for the site and surrounding area.

7.41 Overall, when considering the development on balance, it is considered that the proposal accords with Policies 2, 3 and 4 of the South East Lincolnshire Local Plan (2019) and the intentions of the National Planning Policy Framework (December 2024) in this regard.

7.42 Highway Safety and Parking

7.43 Section 9 of the National Planning Policy Framework (December 2024) specifically relates to 'Promoting sustainable transport'. Paragraph 116 of the National Planning Policy Framework (December 2024) 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, following mitigation, would be severe, taking into account all reasonable future scenarios".

7.44 In respect of highway matters, Policy 2 details that proposals requiring planning permission for development will be permitted provided that sustainable development considerations are met, specifically in relation to access and vehicle generation. Policy 3 details that development proposals will demonstrate how accessibility by a choice of travel modes including the provision of public transport, public rights of way and cycle ways will be secured, where they are relevant to the proposal.

7.45 Further, Policy 36, to be read in conjunction with Appendix 6, of the South East Lincolnshire Local Plan (2019), sets out minimum vehicle parking standards and requires at least two spaces for dwellings of up to three bedrooms and three spaces for dwellings with four or more bedrooms.

7.46 There is no existing vehicular access to the site, nor any parking arrangements within the site itself. As such, in this regard, the proposal would provide an increase in parking provision on site, accommodating for the use of vehicles by the residents of the property. This would also increase the likelihood of off street parking for the residents.

7.47 The proposal would result in alterations to the access to the site, given the nature of the proposal. However, this is commonplace within the wider area and is not considered to give rise to an unacceptable or severe highway safety impact. Lincolnshire County Council, as Local Highway Authority, have raised no objections to the proposal stating that *'The proposal would not have an adverse effect on the public highway'*.

7.48 It should be noted that the Local Highway Authority have also requested that a condition be applied to any subsequent decision notice, that requires further details relating to the vehicle access be submitted to the Local Planning Authority, before the construction of the access takes place; however, to avoid unnecessary delays, given the reason for the proposal, it is considered it would be appropriate to attach a condition which requires the access to carried out to Lincolnshire County Council Specification in any case.

7.49 The proposal would therefore be acceptable and would not have an unacceptable adverse impact on highway safety in accordance with Policies 2, 3, 33 and 36 of the South East Lincolnshire Local Plan (2019), and Section 9 of the National Planning Policy Framework (December 2024).

7.50 Biodiversity Net Gain

7.51 Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021) requires developers to deliver a minimum of 10% Biodiversity Net Gain using standardized biodiversity units measured by statutory biodiversity metrics. This is often referred to as the mandatory requirements for Biodiversity Net Gain.

7.52 "Under the statutory framework for biodiversity net gain, subject to some exceptions, every grant of planning permission is deemed to have been granted subject to the condition that the biodiversity gain objective is met ("the biodiversity gain condition"). This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat. This increase can be achieved through onsite biodiversity gains, registered offsite biodiversity gains or statutory biodiversity credits".

7.53 As such, unless comprising development that is exempt from this mandatory Biodiversity Net Gain (10%), a condition would be required, as mandatorily set. When taking the above into account, the development in this instance is exempt from the statutory 10% Biodiversity Net Gain requirements. The proposal would impact less than 25sqm of habitat and as such is de minimis in this regard.

7.54 **Planning Balance**

7.55 As detailed above, Section 38 (6) of the Planning and Compulsory Purchase Act 2004, as amended, requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise.

7.56 The proposal represents appropriate development and is considered acceptable in principle. The development hereby proposed does not materially harm the character or appearance of the locality, or amenity of nearby residents. The proposal would provide a new access onto the site whilst also providing off street parking for residents; which is not considered to give rise to a severe highway safety impact. Furthermore, the proposal would not lead to an increase in flood risk elsewhere.

7.57 Overall, the proposal conforms with the South East Lincolnshire Local Plan (2019) and the provisions of the National Planning Policy Framework (December 2024) when viewed as a whole.

7.58 In this instance, there are no material considerations that weigh against the proposal and as such, the planning balance is in favour of the development.

7.59 **Additional Considerations**

7.60 Public Sector Equality Duty

7.61 In making this decision the Authority must have regard to the public sector equality duty (PSED) under s.149 of the Equalities Act. This means that the Council must have due regard to the need (in discharging its functions) to:
A. Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
B. Advance equality of opportunity between people who share a protected characteristic and those who do not. This may include removing or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; taking steps to meet the special needs of those with a protected characteristic; encouraging participation in public life (or other areas where they are underrepresented) of people with a protected characteristic(s).
C. Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.

7.62 The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

7.63 The PSED must be considered as a relevant factor in making this decision but does not impose a duty to achieve the outcomes in s.149. It is only one factor that needs to be considered, and may be balanced against other relevant factors.

7.64 It is not considered that the recommendation in this case will have a disproportionately adverse impact on a protected characteristic.

7.65 Human Rights

7.66 In making a decision, the Authority should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as South Holland District Council to act in a manner that is incompatible with the European Convention on Human Rights. The Authority is referred specifically to Article 8 (right to respect for private and family life) and Article 1 of the First Protocol (protection of property).

7.67 It is not considered that the recommendation in this case interferes with local residents' right to respect for their private and family life, home and correspondence, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of the applicant). The Council is also permitted to control the use of property in accordance with the general

public interest and the recommendation is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

7.68 **Conclusion**

7.69 Taking the above considerations into account, the proposal is considered to be in accordance with Policies 1, 2, 3, 4, 28 and 36 (including Appendix 6) of the South East Lincolnshire Local Plan (2019), along with the identified sections contained within the National Planning Policy Framework (NPPF) (December 2024). There are no significant factors in this case that indicate against the proposal and outweigh the consideration in favour of the proposal and the policies referred to above.

8.0 RECOMMENDATIONS

8.1 Based on the assessment detailed above, it is recommended that the proposal should be approved, subject to those conditions listed at Section 9.0 of this report.

9.0 CONDITIONS

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.

   Reason: As required by Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans and/or documents:

   - 0553-25-01A - Site Location Plan, Proposed Block Plan, Dropped Kerb Detail, Block Paving Detail
   - Flood Risk Assessment
   - BNG Exemption Statement

   Reason: For the avoidance of doubt and in the interests of proper planning.

3. Prior to the vehicular access hereby permitted being first brought into use, the access to the site shall be constructed in accordance with Lincolnshire County Council Specification.

   Reason: In the interests of safety of the users of the public highway and the safety of the users of the site.
   This Condition is imposed in accordance with Policies 2, 3 and 36 of the South East Lincolnshire Local Plan, 2019.

4. The Local Planning Authority has acted positively and proactively in determining this application by assessing it against all material considerations, including national guidance, planning policies and representations that have been received during the public consultation exercise, and by identifying matters of concern within the application and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal.

   This decision notice, the relevant accompanying report and the determined plans can be viewed online at http://planning.sholland.gov.uk/OcellaWeb/planningSearch

5. **Biodiversity Net Gain**

The applicant's attention is drawn to the following Biodiversity Net Gain requirement.

The effect of Paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990 is that planning permission is deemed to have been granted subject to the "biodiversity gain condition". The effect of this "biodiversity gain condition" is that development granted by this notice must not begin unless:

(a) a Biodiversity Gain Plan has been submitted to the planning authority, and

(b) the planning authority has approved the plan, or

(c) the development is exempt from the biodiversity gain condition.

For guidance on the contents, in respect of the details that must be submitted and agreed by the Local Planning Authority, prior to the commencement of the consented development, please see the GOV.uk website and Planning Practice Guidance.

Statutory exemptions and transitional arrangements

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These can be found at Paragraph: 003 Reference ID: 74-003-20240214 of the Planning Practice Guidance, which can be found at https://www.gov.uk/guidance/biodiversity-net-gain.

Based on the information available and submitted in support of this application, the Local Planning Authority considers that the development hereby permitted is exempt and therefore will not require the approval of a biodiversity gain plan, prior to the commencement of development; with the development comprising a statutory exemption as listed below: -

The proposal would impact less than 25sqm of habitat and as such is de minimis.

As such, the development hereby permitted will not be subject to the biodiversity gain condition.

Irreplaceable habitat

If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans.

For clarity the LPA do not consider that irreplaceable habitats are present at this site.

The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

Effect of Section 73(2D) of the 1990 Act

Under Section 73(2D) of the Town and Country Planning Act 1990 (as amended) where

(a) a biodiversity gain plan was approved in relation to the previous planning permission ("the earlier biodiversity gain plan"), and

(b) the conditions subject to which the planning permission is granted:

(i) do not affect the post-development value of the onsite habitat as specified in the earlier biodiversity gain plan, and

(ii) in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat within the meaning of regulations made under paragraph 18 of Schedule 7A, do not change the effect of the development on the biodiversity of that onsite

habitat (including any arrangements made to compensate for any such effect) as specified in the earlier biodiversity gain plan.

- the earlier biodiversity gain plan is regarded as approved for the purposes of paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990 (as amended) in relation to the planning permission.

6. The permitted development requires the formation of a new/amended vehicular access. These works will require approval from the Highway Authority in accordance with Section 184 of the Highways Act. The works should be constructed in accordance with the Authority's specification that is current at the time of construction. Relocation of existing apparatus, underground services or street furniture will be the responsibility of the applicant, prior to application.

For application guidance, approval and specification details, please visit: https://www.lincolnshire.gov.uk/licences-permits/apply-dropped-kerb or contact vehiclecrossings@lincolnshire.gov.uk

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Background papers:- Planning Application Working File

Lead Contact Officer

Name and Post:	Nick Atkinson , Lead Development Management Planner (Interim) - BBC & SHDC
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Appendices attached to this report:

Appendix A Plan A

MapThat Scale Print Title



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MAP SCALE 1:1250
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