

# AGENDA



## CABINET

**MONDAY, 7 SEPTEMBER 2009**

**11.00 AM**

**COUNCIL CHAMBER, COUNCIL OFFICES, ST PETERS HILL,  
GRANTHAM**

Beverly Agass, Chief Executive

**MEMBERS:** Councillor Mrs. Linda Neal (Leader/ Portfolio: Strategic Partnerships), Councillor Ray Auger (Portfolio: Access & Engagement), Councillor Paul Carpenter (Deputy Leader & Portfolio: Corporate Governance & Housing), Councillor Mrs Frances Cartwright (Portfolio: Economic Development), Councillor John Smith (Portfolio: Healthy Environment) and Councillor Mike Taylor (Portfolio: Resources and Assets)

**Committee Support Officer:** David Lambley tel: 01476 40 62 97 e-mail: [d.lambley@southkesteven.gov.uk](mailto:d.lambley@southkesteven.gov.uk)

**Members of the public are entitled to attend the meeting of the Cabinet at which key decisions will be taken on the issues listed on the following pages. Key decisions are marked \*.**

**1. APOLOGIES**

**2. MINUTES**

To confirm the minutes of the last meeting held on 3 August 2009.

**(Enclosure)**

<b>3. DECLARATIONS OF INTEREST (IF ANY)</b>
<b>4. *PROPOSALS FOR USE OF HOUSING AND PLANNING DELIVERY GRANT RESERVES</b> Report number CHSC0017 by the Economic Portfolio Holder. <b>(Enclosure)</b>
<b>5. *SUSTAINABILITY APPRAISAL SCOPING REPORT FOR GRANTHAM AREA ACTION PLAN AND SITE SPECIFIC ALLOCATIONS AND POLICIES DEVELOPMENT PLAN DOCUMENT</b> Report number PLA781 by the Economic Development Portfolio Holder. <b>(Enclosure)</b>
<b>6. *APPROVAL FOR CONSULTATION: ADOPTION OF STATION APPROACH, GRANTHAM DEVELOPMENT BRIEF</b> Report number PLA780 by the Economic Portfolio Holder. <b>(Enclosure)</b>
<b>EXCLUSION OF THE PUBLIC</b> It is anticipated that, in accordance with Section 100(A) of the Local Government Act 1972 (as amended), the public may be excluded from the meeting during consideration of the following item of business because of the likelihood that otherwise exempt information, as described in paragraph 3 of Schedule 12A of the Act, would be disclosed to the public.
<b>7. LEISURE MANAGEMENT</b> Report by the Healthy Environment Portfolio Holder. <b>(Exempt enclosure) TO FOLLOW</b>
<b>8. MATTERS REFERRED TO CABINET BY THE COUNCIL, SCRUTINY COMMITTEE OR THE POLICY DEVELOPMENT GROUPS</b>
<b>9. ITEMS RAISED BY CABINET MEMBERS INCLUDING REPORTS ON KEY AND NON KEY DECISIONS TAKEN UNDER DELEGATED POWERS.</b>
<b>10. REPRESENTATIONS RECEIVED FROM MEMBERS OF THE PUBLIC ON MATTERS WITHIN THE FORWARD PLAN (IF ANY)</b>
<b>11. REPRESENTATIONS RECEIVED FROM NON CABINET MEMBERS</b>
<b>12. ANY OTHER BUSINESS WHICH THE CHAIRMAN, BY REASON OF SPECIAL CIRCUMSTANCES, DECIDES IS URGENT</b>

# Agenda Item 2



## MEETING OF THE CABINET 3 AUGUST 2009 - 11.00 AM – 12.14 PM

### **PRESENT:**

**Councillor Ray Auger**  
**Councillor Paul Carpenter**  
**Councillor Mrs Frances Cartwright**  
**Councillor John Smith**  
**Councillor Mike Taylor**

**Councillor Mrs. Linda Neal - Chairman**

**Strategic Director (Ian Yates)**  
**Interim Strategic Director (Tracey Blackwell)**  
**Director Tenancy Services (Tony Campbell)**  
**Service Manager Tenancy & Neighbourhood (Jane Booth)**  
**Corporate Head Resources & Organisational Development (Paul Stokes)**  
**Partnerships and Projects Officer (Ivan Fuller)**  
**Corporate Head Finance and Customer Services (Richard Wyles)**  
**Trainee Accountant (Claire Morgan)**  
**Service Manager Performance and Engagement (Sharon Yates)**  
**Performance Management Officer (Sam Selby)**  
**Deputy Monitoring Officer (John Armstrong)**  
**Cabinet Support Officer (Lucy Bonshor)**

**Non-Cabinet Members :**

**Councillor Reg Lovelock**  
**Councillor Peter Martin-Mayhew**

### **CO24. MINUTES**

The minutes of the meeting held on 6 July 2009 were approved as a correct record.

*"Listening Learning Delivering"*

## **CO25. DECLARATIONS OF INTEREST**

Councillor Smith declared a prejudicial interest with regard to item 5 on the agenda – Approval of Bourne Core Area site Acquisition Strategy and Priority Purchase of Sites – as he was a member of a club that met within the Bourne Core Area.

## **CO26. \*ANTI-SOCIAL BEHAVIOUR STRATEGY**

**DECISION: To adopt the draft Tenancy Services anti social behaviour strategy.**

Considerations/Reasons for decision:

- (1) The existing housing anti social behaviour policy written in 2005 is due for revision to take account of legislative changes, the introduction of the RESPECT Standard, best practice, and changes to officers' working practices;
- (2) The revised strategy is central to the Council's approach to maintaining and enhancing the quality of life for tenants and residents living in council properties. This accords with the council's "Quality Living" priority theme;
- (3) The Audit Commission inspection undertaken in April 2008 recommended a strategy specific to the landlord service;
- (4) The revised strategy links in with the work carried out by the Council's Community Safety team and reflects the importance of partnership working with many different agencies;
- (5) Noting the outcome of consultation with staff, other agencies, tenants, and key stakeholders. The draft strategy was approved by the Housing Consultative Group (a sub group of the Resources PDG) on 8 June 2009.

Other options considered and rejected: Not updating the existing strategy is not an option as it is no longer fit for purpose.

## **CO27. \*APPROVAL OF BOURNE CORE AREA SITE ACQUISITION STRATEGY AND PRIORITY PURCHASE OF SITES (SUBJECT TO INDIVIDUAL NON KEY DECISIONS)**

**DECISION: To approve the proposed specific Bourne Core Area Site Acquisition Strategy.**

Considerations/Reasons for decision:

- (1) Report number AFM0098 which explains that a site acquisition strategy for this key priority project is necessary in order to enable

further sites within the development to be acquired whilst the business case is being revised and updated. It is recognised that various sites may become available in the meantime and the Council would need to be in a position to proceed with purchase if the site is strategic to the overall success of the project;

- (2) Acquiring sites and conducting preliminary investigation of the site area has been recommended by developer and consultant contacts as the best way of securing a favourable and viable development;
- (3) The strategy reduces the uncertainties and consequent financial variables that would otherwise be imposed by any developer as a condition of development and facilitates the ultimate development cost to be refined ensuring a better return on investment. It also highlights areas which best consolidate the scheme and protect previous public sector investment;
- (4) The strategy identifies a number of criteria measures that will need to be considered as part of any land acquisition proposals.

Other options considered and rejected:

Sporadic site acquisition based upon properties for sale

This could create a fragmented site and prevent phased development. This would cause significant harm to the financial viability and full deliverability of any proposed scheme. This could potentially leave ransom sites within the development.

No site acquisition

Developers will not engage seriously in a local authority led project where no significant site ownership is evident and no site acquisition strategy has been developed, without significant financial detriment to the project as a whole.

Developer led site acquisition

This is not possible as the site is complex, under multiple ownerships and likely to require compulsory purchase orders. These can only be agreed through the involvement of the local authority.

CO28. \*MEDIUM TERM FINANCIAL PLAN 2009/10 - 2012/13

**DECISION:**

- (1) **The Cabinet recommends to Council the approval of the Medium Term Financial Plan for the period 2009/10 to 2012/13 as appended to report number CHFCS53;**
- (2) **The Cabinet requests the development of a resources and efficiency plan that identifies the actions needed to ensure a balanced and sustainable budget for 2011/12 and beyond.**
- (3) **That Members' who represent the Council on Internal Drainage Boards make representations to keep the levy below 5%.**

Considerations/Reasons for decision:

- (1) The Medium Term Financial Plan (MTFP) is a key strategic document that brings together the council's financial position to show how the revenue and capital financial resources are organised in order to deliver the Council's priority themes. The MTFP needs to be reviewed each year to take account of the final outturn position for the year and to take into consideration emerging financial issues from both a national and local perspective;
- (2) The MTFP span four years, the first two of which are based on the anticipated government grant settlement. The latter two years are difficult to predict as there is great uncertainty over the level of government grant that may be made available to Councils. The MTFP therefore reflects this uncertainty and includes a number of potential scenarios which the council could face and the likely impact on its finances;
- (3) Noting the risk analysis included within the MTFP;
- (4) Noting that consultation is currently being carried out with council tenants on a range of options for identifying alternative ways of delivering the repair service. An alternative approach to the current policy of undertaking all categories of repair work is necessary in order to ensure the Housing Revenue Account remains financially sound in the medium term.
- (5) Noting the recommendations made by the Resources PDG at its meeting on 23<sup>rd</sup> July 2009.

Other options considered and rejected: It is not an option to not review the MTFP; as part of sound financial management it must be reviewed in the light of changing circumstances to ensure it remains fit for purpose.

#### CO29. NI79 VALUE FOR MONEY AND EFFICIENCY 2008/09 OUTTURN

**DECISION: To note the actual savings achieved under the revised Value for Money targets and efficiency programme compared with the target for 2008/09.**

Considerations/Reasons for decision:

- (1) Report number CHFCS56 which explained that as part of the government's revised Value for Money targets and efficiency programme, an annual 3% per annum cashable efficiency target was set for the public sector for a three year period starting in 2008/09;
- (2) This target is one of the Local Area Agreement (LAA) targets and each Lincolnshire authority has agreed to contribute towards this. Local targets have been agreed over the three year period and for South Kesteven this equated to efficiency savings of £826,000. The Council successfully achieved its target in the first year;
- (3) Noting the range of initiatives across the council which had delivered

efficiencies for 2008/09 and that action plans are being developed to ensure resources are utilised efficiently and effectively;

(4) Noting that not all savings achieved in 2008/09 can be guaranteed for subsequent years (£820,000 for 2009/10 and £846,000 for 2010/11).

#### **CO30. COUNCIL PERFORMANCE INDICATORS 2008/09 END OF YEAR REPORT**

##### **DECISION:**

**(1) To note the Council's year end performance for 2008/09 and the actions being taken to improve performance;**

**(2) To refer the report to Scrutiny Committee for its consideration.**

Considerations/Reasons for decision:

(1) Report number POI37 explaining that a list of indicators was drawn up both from national indicators set by central government and local ones set by service managers. These measures helped the Council's Management team to monitor and manage performance and many were used to measure progress against the Council's priority themes;

(2) Noting the main findings from the year end performance data broken down into positive performance, improvement but missed targets, and under performing against targets;

(3) Noting advice from the Monitoring Officer that the Local Government and Public Involvement in Health Act 2007 introduced the requirement to collect certain National Indicators and that the performance they reveal will be open to scrutiny and evaluation under the new Corporate Area Assessment performance regime.

#### **CO31. MATTER REFERRED TO CABINET BY THE RESOURCES POLICY DEVELOPMENT GROUP**

##### **a) Agenda Distribution R09/10-1**

##### **DECISION:**

**(1) Agendas for full Council meetings continue to be sent out to all Members;**

**(2) Hard copies of agendas for all other Committees and Policy Development Groups to be sent only to the Members on that particular Committee or Policy Development Group, except where a Member specifically requests a hard copy of the agenda;**

**(3) All Members to be sent an electronic copy of all agendas and reports.**

Considerations/Reasons for decision:

- (1) Recommendation from the Resources PDG dated 23 July 2009 that, in order to reduce printing and postage costs, the cabinet give consideration to introducing a policy whereby hard copies of agendas are only made available to members who sit on a committee or who specifically request to be sent a hard copy;
- (2) Having regard to the annual efficiency saving target for 2009/10.

**b) Consultants R09/10-2**

**DECISION:**

- (1) Not to support the recommendation (R09/10-2) from the Resources PDG on 23<sup>rd</sup> July concerning consultants.**

Considerations/Reason for decision:

- (1) Recommendation from the Resources PDG dated 23<sup>rd</sup> July 2009 following concerns from Members regarding the costs of employing consultants.
- (2) The opportunity for a new approach to issues following the appointment of the new Chief Executive.
- (3) That service delivery could be compromised if the need for a consultant had to be established through the Resources PDG.

**DATE DECISIONS ARE EFFECTIVE:**

Decisions CO26, CO27, CO29, CO30, and CO31 as made on 3 August 2009 can be implemented on 12 August unless subject to call-in by the Scrutiny Committee Chairman or any five members of the council from any political groups.

Decision CO28 is a policy framework proposal and stands referred as a Cabinet recommendation to the full Council meeting on 3 September 2009.

**South Kesteven District Council, Council Offices, St. Peter's Hill, Grantham, Lincolnshire NG31 6PZ**

**Contact: Cabinet Support Officer: Lucy Bonshor - Tel: 01476 40 61 20  
e-mail: [l.bonshor@southkesteven.gov.uk](mailto:l.bonshor@southkesteven.gov.uk)**

## REPORT TO CABINET

**REPORT OF:** Economic Development Portfolio Holder

**REPORT NO:** CHSC0017

**DATE:** 7<sup>th</sup> September 2009

<b>TITLE:</b>	Proposals for use of Housing and Planning Delivery Grant Reserves	
<b>KEY DECISION OR POLICY FRAMEWORK PROPOSAL:</b>	Key Decision	
<b>PORTFOLIO HOLDER: NAME AND DESIGNATION:</b>	Councillor Frances Cartwright: Economic Development Portfolio Holder	
<b>CONTACT OFFICER:</b>	Teena Twelves, Corporate Head, Sustainable Communities	
<b>INITIAL IMPACT ASSESSMENT:</b>	Carried out and Referred to in paragraph (7) below:	Full impact assessment Required:
<b>Equality and Diversity</b>		
<b>FREEDOM OF INFORMATION ACT:</b>	This report is publicly available via the Local Democracy link on the Council's website: <a href="http://www.southkesteven.gov.uk">www.southkesteven.gov.uk</a>	
<b>BACKGROUND PAPERS</b>	PLA491 PLA420 PLA556 PLA612 Report CHSC003 to Cabinet Report CHFCS15 to Cabinet on 9 <sup>th</sup> February Report CHFCS25 to Council on 2 <sup>nd</sup> March 2009	

### 1. RECOMMENDATIONS

**The report recommends:**

- **That the Cabinet approves the expenditure outlined in this report**

### 2. PURPOSE OF THE REPORT/DECISION REQUIRED

This report sets out revised proposals for expenditure of available Housing and Planning Delivery Grant (HPDG – formerly known as Planning Delivery Grant or PDG) reserves and proposes the use of the reserves to:

- support delivery of the Local Development Framework (LDF) - the delivery of the LDF is a key area of work within the Good For Business priority, as well as supporting the other objectives within that priority plan

- support improved Development Control service – this will contribute to the Quality Organisation priority
- support for site acquisition in Grantham – this is a key area within the Good for Business priority

This report follows on from previous reports to Cabinet on the use of HPDG, which is awarded to local authorities by the Department for Communities and Local Government (CLG) to reward authorities' performance in housing delivery, plan making (LDF) and e-planning. HPDG is not ring-fenced but is targeted at enabling the authority to continue to improve its performance in these areas. The grant is split 32.5% capital, 67.5% revenue: previously PDG was split 25% capital and 75% revenue.

### **3. DETAILS OF REPORT (SUMMARY – USE APPENDICES FOR DETAILED INFORMATION)**

Report CHSC003 summarised previous reports regarding HPDG, and gave details of what funding has been used, which projects had not materialised, and what funding remained to be spent. It put forward proposals for the use of the remaining revenue and capital reserve, which were approved by Cabinet.

The current position in relation to the revised expenditure plan for HPDG as presented in that report is that there are underspends as a result of projects being financed through other sources, or where funding remained unallocated (particularly for the capital element of the budget).

As at 31<sup>st</sup> March 2009, therefore, the Council had a total of ££330,562 in uncommitted Housing Planning Delivery Grant reserves, split across £126,264 in revenue and ££204,298 in capital.

The use of the latest Housing and Planning Delivery Grant funding allocation of £403,412 received in 2008/9 was considered by Cabinet in report number CHFCS15 dealing with the 2009/10 budget and it was agreed that the funding would be used to support the LDF (£272,303 revenue) and Project Pretty (£50,000 capital).

However, this report did not address the use of the accumulated reserves funding and this report therefore seeks to bring these proposals forward for consideration.

#### **Revenue Reserve**

It is proposed that this funding should be used for the following projects:

- (a) in line with the use of the 2008/9 funding, to support the delivery of the LDF through funding of two policy officer posts to deliver Grantham Area Action Plan and Supplementary Planning Documents for the two Grantham urban extensions. These documents will provide the planning framework for the Grantham Growth agenda
- (b) to procure Development Control software for permitted development enquiries and monitoring of pre-application cases. The former software will provide a 'self-service' facility for those making enquiries regarding the need for planning permission, thereby releasing officer time which would otherwise be spent

responding to enquiries. The pre-application software will provide a more efficient administrative system and also lead to savings in officer time.

### Capital Reserve

It is proposed that this funding should be used for the following project:

(a) Contribution to capital programme to support strategic land acquisition in Grantham

Whilst some funding has been secured to acquire Grantham Growth sites, there remains a gap and a Council contribution to the project may assist in promoting a bid to secure further funding from external agencies.

## **4. OTHER OPTIONS CONSIDERED**

A number of alternative proposals were considered for the use of HPDG, which could contribute to further improvements in the Council's performance around development control, such as increasing e-consultation with non-statutory consultees.

Having regard to the Council's priorities, the requirements in relation to the delivery of the LDF have been considered as most urgent and the proposals within this report mirror that already agreed for inclusion within the HPDG expenditure plan through report CHFCS15.

Other related expenditure around commissioning development briefs for Grantham Growth sites have been considered, however these can be funded through the available LABGI funding.

## **5. RESOURCE IMPLICATIONS**

The resource implications for these proposals are as follows:

Available non-committed funding	Revenue	Capital
	£126,624	£204,298
<b>Proposed projects:</b>		
Senior Planning Policy Officer post (one year extension)	£42,000	£0
Planning Policy Officer (2 years fixed term)	£70,000	£0
Purchase of DC software to monitor pre-application cases	£0	£10,000
Purchase of DC software module for permitted development	£5,000	£0
Purchase of Scanner/Printer	£8,000	£0
Contribution to site acquisition in Grantham	£0	£154,000
<b>Total</b>	<b>£125,000</b>	<b>£164,000</b>
<b>Remaining reserves:</b>	<b>£1,624</b>	<b>£40,298</b>

These can be fully met within the available HPDG budget.

## **6. RISK AND MITIGATION (INCLUDING HEALTH AND SAFETY AND DATA QUALITY)**

There are no significant risks arising from the proposed expenditure.

## **7. ISSUES ARISING FROM EQUALITY IMPACT ASSESSMENT**

There are no equality or diversity issues arising from this report.

## **8. CRIME AND DISORDER IMPLICATIONS**

There are no crime and disorder implications arising from this report.

## **9. COMMENTS OF SECTION 151 OFFICER**

I have been consulted regarding this report and can confirm the figures are valid and appropriately presented. Full regard has been taken in respect of the revenue and capital split in accordance with the grant conditions. A system is established to ensure spend is undertaken in accordance with the report recommendations.

## **10. COMMENTS OF MONITORING OFFICER**

The purpose of the housing and planning delivery grant is to allow local authorities to improve planning systems and deliver sustainable communities. The planning delivery grant has been reformed to better support areas which are delivering high numbers of new homes by giving an incentive to local authorities to respond more effectively to local housing pressures and become more actively involved in the delivery of additional housing to meet local demands. Strategic land acquisition should be made in accordance with that purpose.

## **11. COMMENTS OF OTHER RELEVANT SERVICE MANAGER**

N/A

## REPORT TO CABINET

**REPORT OF:** Economic Development Portfolio Holder

**REPORT NO:** PLA781

**DATE:** 7<sup>th</sup> September 2009

<b>TITLE:</b>	<b>Sustainability Appraisal Report for Grantham Area Action Plan and Site Specific Allocations and Policies Development Plan Document</b>	
<b>KEY DECISION OR POLICY FRAMEWORK PROPOSAL:</b>	Key Decision	
<b>PORTFOLIO HOLDER: NAME AND DESIGNATION:</b>	Councillor Frances Cartwright, Economic Development Portfolio Holder	
<b>CONTACT OFFICER:</b>	Penny Mould, Senior Planning Officer ext 6566	
<b>INITIAL IMPACT ASSESSMENT:</b>	Carried out and Referred to in paragraph (7) below:	Full impact assessment Required:
<b>Equality and Diversity</b>		
<b>FREEDOM OF INFORMATION ACT:</b>	This report is publicly available via the Local Democracy link on the Council's website: <a href="http://www.southkesteven.gov.uk">www.southkesteven.gov.uk</a>	
<b>BACKGROUND PAPERS</b>	None	

### 1. RECOMMENDATIONS

It is recommended that Cabinet:

approves the statutory consultation necessary for the Sustainability Appraisal Scoping Report for: Grantham Area Action Plan and Site Specific Allocations and Policies Development Plan Document

### 2. PURPOSE OF THE REPORT/DECISION REQUIRED

The Sustainability Appraisal Scoping Report for the Grantham Area Action Plan and Site Specific Allocations and Policies Development Plan Document (DPD) is a joint Sustainability Appraisal (SA) Scoping Report. The joint report has been prepared in such a way as each DPD has developed its individual SA objectives which are then tested against the SA framework established for the Core Strategy. The joint report concludes with a series of jointly presented appendixes.

The purpose of sustainability appraisal is to promote sustainable development through better integration of sustainability considerations into the preparation of a plan. It can be used to highlight problem areas where a plan may not contribute to sustainable

development. By identifying these problems at an early stage as part of preparation of the plan, it can be changed to make it as sustainable as possible. The Scoping Report sets the context, and establishes the baseline sustainability objectives of the proposed plan. It provides a basis for consultation, describing the methodology and scope of future appraisal work and begins the process of collating baseline information, and for considering relevant plans and programmes.

### 3. DETAILS OF REPORT

Sustainability Appraisal (SA) is a process required under the Planning and Compulsory Purchase Act 2004 to be applied in the development of Local Development Frameworks. It incorporates the process of "Strategic Environmental Assessment" which is legally required under European Law under "EC Directive 2001/42 on the assessment of the effects of certain plans and programmes on the environment."

The application of Sustainability Appraisal helps to ensure the planning policies developed for the LDF are sound, and derived through a systematic consideration of their potential effects (positive and negative) on the local authority area and on policy objectives already established in other relevant plans and programmes.

#### Scoping Report Structure

The SA Scoping Report identifies the economic, social and environmental issues which need to be considered in the promotion of sustainable development and sets out associated objectives against which policy options for the LDF will be tested in order to select and refine the final policies.

The Scoping Report itself presents a summary of the full scoping exercise and does not attempt to go into a great deal of detail about any particular aspect. Four appendices have been produced to present the full results of the scoping exercise and references. These comprise:

- Appendix 1 – Review of other plans and programmes objectives
- Appendix 2 – Baseline data summary of the District
- Appendix 3 – Baseline data spreadsheet
- Appendix 4 – Objective testing

The first section of the Scoping Report summarises the review of other relevant plans, policies and programmes at all levels from international to local. The purpose of this is to ensure that relevant economic, social and environmental protection objectives already established are taken into account.

The report then covers a review of the review of baseline information. This is used to highlight the main social, environmental and economic issues and problems that should be addressed in the LDF documents. The broadness of the scope of the Sustainability Appraisal means that an overall picture of the District/town and its key issues are presented, without going into fine detail into any individual area.

All of the work in the previous sections of the Scoping Report is then used to identify the Sustainability Objectives which will be used to test and refine the policies within each of the DPDs.

The final requirement of the Scoping Report under the European Directive requires consultation with stakeholders with an interest in the development of the LDF. The Scoping Report must therefore be made

available for consultation with the three statutory consultation bodies (Natural England, English Heritage and the Environment Agency). It is also intended to make the report more widely available for comment via the Council's web-site.

#### **4. OTHER OPTIONS CONSIDERED**

Consultation on the Sustainability Appraisal Scoping Report for: Grantham Area Action Plan and Site Specific Allocations and Policies DPD is a regulatory requirement of the planning making process, not consulting on the report is not an option, as doing so would not only hold progress on the two development plans covered but also limit progress on the South Kesteven District Council Local Development Scheme. Therefore, supporting consultation on the scoping report will ensure that preparation of each DPD continues as timetabled.

#### **5. RESOURCE IMPLICATIONS**

The costs associated with the publication of the statutory document and postage costs can be accommodated within the existing Planning Policy budgets.

#### **6. RISK AND MITIGATION (INCLUDING HEALTH AND SAFETY AND DATA QUALITY)**

There are no identifiable risks associated with this report.

#### **7. ISSUES ARISING FROM EQUALITY IMPACT ASSESSMENT**

Not applicable.

#### **8. CRIME AND DISORDER IMPLICATIONS**

None in relation to this report.

#### **9. COMMENTS OF SECTION 151 OFFICER**

The Council has a statutory obligation to undertake this work which forms part of the planning policies for the LDF. I can confirm that the costs associated with the publication of this consultation document can be met from within existing budgets.

#### **10. COMMENTS OF MONITORING OFFICER**

The Council are required by law, as detailed in the report, to consult on the Scoping Report. That consultation must include all those who may have an interest in the matter. The consultation with the Environment Agency, Natural England and English Heritage are prescribed environmental consultees. The consultation with these bodies must be for a period of 5 weeks.

The results of the consultation will be reported to Cabinet as part of the report on the

**11. APPENDICES:**

**Sustainability Appraisal Report for Grantham Area Action Plan and Site Specific Allocations and Policies Development Plan Document**



# Local Development Framework for South Kesteven

**Sustainability Appraisal  
Scoping Report for:-  
Grantham Area Action Plan DPD  
and  
Site Specific Allocations and  
Policies DPD**

**July 2009**



**South Kesteven District Council**  
STAMFORD • GRANTHAM • BOURNE • THE DEEPINGS

**Sustainability Appraisal  
Scoping Report for:-  
Grantham Area Action Plan DPD**

# **Contents**

<b>Chapter 1 Introduction to SA/SEA requirements</b>	<b>2</b>
<b>Chapter 2 Setting the context and objectives</b>	<b>8</b>
<b>Chapter 3 Deciding the scope</b>	<b>11</b>
<b>Chapter 4 SA objectives</b>	<b>13</b>
<b>Chapter 5 Development Plan Document Objectives</b>	<b>15</b>
<b>Chapter 6 Testing Objectives</b>	<b>18</b>
<b>Chapter 8 Structure of Final Report</b>	<b>21</b>

## **Appendices:**

- Appendix 1 Plans and Programmes
- Appendix 2 Baseline Data Summary
- Appendix 3 Baseline Data Spreadsheet
- Appendix 4 Testing the Objectives

## **Chapter 1: Introduction**

Grantham Area Action Plan DPD is the second DPD to be prepared by South Kesteven District Council, together with the Core Strategy and the Site Allocations DPD it will form part of the South Kesteven Local Development Framework (LDF). The LDF is a folder of documents which set out the planning policies for the District.

The Grantham Area Action Plan will cover Grantham, together with the two urban extensions that are identified in the Submission Core Strategy. This document will provide the site allocation and policy details for the town of Grantham. The policies and proposals included within the plan will enhance the role of the town as the focus for the commercial, civic and cultural life of the District and as a Sub – Regional Centre.

This DPD is being prepared in accordance with the overarching policy framework provided by the East Midlands Regional Plan and the South Kesteven Core Strategy. The Core Strategy provides the vision and objectives, and the spatial strategy to guide the broad location and distribution of development across the District for the plan period 2001 – 20026. The Core Strategy is expected to be submitted to the Secretary of State in July 2009 and to be adopted by summer 2010. The policies contained within the DPD must be consistent with the broad framework established by the Core Strategy.

The Grantham Area Action Plan DPD is being prepared along side the Site Allocations DPD. In addition to these documents the Council also proposes to prepare four Supplementary Planning Documents (SPDs), which will give additional detailed guidance on the implementation of specific Core Strategy policies. The timetable for the preparation of each of these documents is set out in the Council's approved Local Development Scheme (LDS).

## Timetable for producing the DPD

<b>Stage in preparation</b>	<b>Consultation</b>	<b>SA Stage</b>	<b>Dates</b>
Pre-Production		SA Scoping Report	September - October 2009 (5 weeks)
	Issues and Options		Building on early consultation in 2005 and 2006 informal community engagement on site options will take place throughout – summer 2009
Production	Preferred Options	SA Report And Appropriate Assessment	Spring 2010
	Submission representations	SA Final Report and Appropriate Assessment	Winter 2010
Submit to Secretary of State			July 2010 December 2010
Examination			June 2011
Adoption			Dec 2011

## **Sustainability Appraisal and Strategic Environmental Assessment**

The purpose of sustainability appraisal is to promote sustainable development through better integration of sustainability considerations into the preparation of a plan. It can be used to highlight problem areas where a plan may not contribute to sustainable development. By identifying these problems at an early stage as part of preparation of the plan, it can be changed to make it as sustainable as possible.

### **Background**

The Planning & Compulsory Purchase Act 2004 introduced major changes to the way the planning policy system operates, replacing the old Local Plans and Supplementary Planning Guidance with a new system of Local Development Documents (LDDs) making up a Local Development Framework (LDF).

One of the additional requirements of the Act is the assessment of all policies and proposals, and the options considered, in LDD's against their impacts on environmental, social and economic aspects of sustainability.

It is mandatory to complete a Sustainability Appraisal (SA) as an integral part of the development of each LDD. Where an LDD is likely to have a significant effect on the environment, the SA must also meet the legal requirement of the European Directive on Strategic Environmental Assessment (SEA). The SA process is prescribed in guidance, issued by the Office of the Deputy Prime Minister (OPDM) *Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks*, 2005. According to the SA Guidance, the SA process consists of Stages A to E.

Stage A	Setting the context, establishing the baseline and defining SA Objectives (Scoping)
Stage B	Predicting and assessing the impacts of each Local Development Document
Stage C	Documenting the findings of the Appraisal in the Sustainability Appraisal Report
Stage D	Consulting on the draft Local Development Document and the Sustainability Appraisal Report
Stage E	Monitoring implementation of the Local Development Document

Figure: 1 Five-stage approach to SA

## Strategic Environmental Appraisal Directive Requirements

European Directive 2001/42/EC '*on the assessment of the effects of certain plans and programmes on the environment*' (known as the SEA Directive) became part of UK law in July 2004. The Directive applies to a variety of plans and programmes including those for town and country planning and land use and thus applies to documents making up the South Kesteven LDF.

The objective of the SEA Directive is:

*'to provide for a high level of protection of the environment and contribute to the integration of environmental considerations into the preparation and adoption of development plans... with a view to promoting sustainable development'*  
 EU Directive 2001/42/EC (Article 1)

The approach adopted by South Kesteven is in accordance with the requirements of the SEA Directive and will determine:

*'the likely significant effects on the environment including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.'*  
 EU Directive 2001/42/EC (Annex 1)

## **Sustainability Appraisal of Local Development Frameworks**

In addition to the SEA Directive, SA is a requirement for DPDs under Clause 18 (5) of the Planning and Compulsory Purchase Act 2004, which requires local development documents to be subject to sustainability appraisal. PPS 1- Delivering Sustainable Development, states in paragraph 24 that:

*'Planning authorities should ensure that sustainable development is treated in an integrated way in their development plans. In particular, they should carefully consider the interrelationship between social inclusion, protecting and enhancing the environment, the prudent use of natural resources and economic development - for example, by recognising that economic development, if properly planned for, can have positive social and environment benefits, rather than negative impacts, and that environmental protection and enhancement can in turn provide economic and social benefit.'*

Each DPD which forms part of the LDF will require a Sustainability Appraisal.

### **Purpose of the Scoping Report**

A Scoping Report is required to document the tasks identified in Stage A of the process. It provides a basis for consultation, describing the methodology and scope of future appraisal work and begins the process of collating baseline information, and for considering relevant plans and programmes.

### **South Kesteven Local Development Framework (LDF)**

South Kesteven District Council began the process of replacing its existing Local Plan (adopted in 1995) with a new LDF in 2004 with the collection of information for the baseline data and the assessment of relevant Plans and Programmes. This work enabled the Council to identify key issues for consideration in the LDF and to consider the scope of the sustainability appraisal.

In August 2005 the Council published its SEA/SA Scoping Report. This report covered both the Core Principles of Development (which became the Core Strategy) and the Housing and Economic Development Plan Document (which will become the Site Specific Allocations DPD). Since 2006 the Council has concentrated upon preparing the Core Strategy which is expected to be submitted to the Secretary of State in July 2009. As a result work on the site

allocations DPD was put on hold for two years, and is being revisited with a refreshed SA/SEA scoping report in advance of revisiting alternative options for the DPD.

The Grantham Area Action Plan DPD is a document that builds on work undertaken in 2007 relating to an Issues and Options Plan for the regeneration of the Grantham Town Centre and the allocation of development sites within the town, therein the SA/SEA scoping report considers the options for the DPD.

## **Consultation**

In August 2005 the District Council published the "SEA/SA Scoping Report for the Core Principles of Development and the Housing and Economic Development Plan Documents". This scoping exercise sought to identify objectives and indicators which would help to define sustainable development in South Kesteven. As such it included within it a set of 11 draft objectives which would be used throughout the development of the DPD to test the sustainability of objectives, policies and proposal.

To ensure that the SA/SEA process was comprehensive and robust consultation on the Scoping Report was undertaken with the four statutory SEA consultation bodies (Environment Agency; Countryside Agency (now incorporated into Natural England); English Heritage and English Nature (also incorporated into Natural England), as well as a longer list of specific consultation bodies (see appendix 1). As a result of this consultation the SA objectives were refined and comments used to inform subsequent stages of the SA process for the Core Strategy.

These refined SA objectives contained within the Core Strategy form spatial strategic objectives for the whole district, whereas the objectives that are being refined in relation to the Grantham Area Action Plan are specific to sustainable development within Grantham.

In accordance with the SEA Regulations this Scoping Report will be published for five weeks consultation with the three Statutory SEA consultation bodies, together with those other bodies considered appropriate.

## **Chapter 2: The Scoping Report (Stage A)**

Stage A of the SA process, the Scoping Report, requires the context for the DPD and the SA process to be established. This can be done by identifying the existing policy constraints, requirements and gaps presented by other plans and programmes together with the identification of key issues and indicators about the state of the local environment, economy and social well being. It establishes a baseline data against which trends can be tested and defines the SA objectives which will be used to test emerging policies and proposals.

### **Other Plans, Programmes and policies**

The DPD is being prepared within the context of a large number of other plans and programmes prepared by a wide variety of statutory bodies and other organisations. Many of these plans and programmes will have implications for the District and for the policies and proposals included within the DPD. These implications need to be identified to ensure that the DPD is either consistent with existing policies or allows an opportunity to influence future change of other plans a programmes.

By considering other plans, programmes and policies it is possible to identify relationships and understand potential synergies which may be exploited. Inconsistencies can also be identified and allowing constraints to be addressed.

### **Key Issues arising from the consideration of other Plans and Programmes**

- Locate development to reduce need to travel
- Protect and create areas for wildlife
- Protect recognised wildlife sites and water quality
- Ensure sufficient land identified for employment, residential and commercial development
- Ensure identified development sites are deliverable and available
- Review existing allocations and consider re-use of urban land prior to greenfield urban extensions sites
- Promote vital and viable town centre
- Ensure 15 year housing land supply from adoption of plan
- Locate new development away from existing polluting and noisy uses
- Avoid development within Flood Zone 3
- Deliver affordable housing
- Conserve and enhance biodiversity

- Ensure adequate supply of housing sites of a mix of size and type to meet all needs
- Open, sport and recreation space issues are addressed appropriately

**Appendix 1** provides the full assessment of relevant plans and programmes.

### **Baseline evidence**

The collation of relevant baseline information enables an overview of the current state of the District's environment, economy and social well-being. It allows the identification of things which are good and should be protected as well as the identification of issues which may need to be addressed through planning policy.

Information has been collated about the District over a number of years, this information is reviewed and updated at each stage in the LDF and SA process. This constant updating allows for the identification of trends and significant changes in the state of the environment, economy or social structure. This information can be used to predict and monitor the effects of policies.

Baseline data relating to biodiversity; flora; fauna; land; water; air; climate change; cultural heritage; landscape; population; health; recreation; the economy; employment and; transport, have been collated and are used as the generic baseline of information on the state of the district.

**Appendices 2 and 3** summarise the baseline data collated.

### **Key issues arising from the baseline data which are relevant to the Grantham Area Action Plan DPD**

- Need to protect wildlife and biodiversity
- Should consider sites identified in NLUD; urban capacity study and Strategic Housing Land Availability Assessment (SHLAA)
- Check potential sites for contamination issues
- Maintain and improve water quality
- Avoid development in areas of high risk from flooding
- Consider suitability of sites for Sustainable Urban Drainage (SUDs)
- Protect against detrimental impact on historic assets
- Need for affordable housing
- Need for open space arising from new developments
- Consider means of improving existing open space through development opportunities
- Promote the town centre by defining it as the focus for new

retail, leisure, and service uses.

- Higher than average life expectancy of South Kesteven residents
- Better educated population, but less of those with tertiary education staying in the district
- Lower than average unemployment rate
- Higher than average number of employees work from home
- Lower than average level of bus/train travel to work
- Level of deprivation within Earlesfield ward

## Chapter 3: Deciding the Scope

The information provided by the baseline data and the assessment of other plans, programmes and policies indicates a number of key issues, problems and opportunities which need to be considered and addressed through the LDF. The identification of these sustainability issues provides the opportunity to identify key issues for the LDF.

The key issues identified through this process have been incorporated into the Core Strategy. In addition the identification of sustainability issues forms the basis of the sustainability objectives used in the SA process.

The Core Strategy provides the overarching framework for the District and as such addresses many of the more strategic issues arising. A number of issues remain however which should be addressed through the Grantham Area Action Plan DPD. In addition it should be recognised that the DPD will provide more detailed implementation policies for a number of the more strategic policies included within the Core Strategy.

Key issues which are considered relevant to the Grantham Area Action Plan are:

- Need to identify sufficient deliverable development land to meet the housing and employment needs of the town 2001-2026
- Ensure new development is directed to locations within the town? which meet the spatial strategy established by the Core Strategy
- Ensure the protection of identified wildlife sites; protected species; and important habitats
- Ensure development protects or contributes to improving water quality; wildlife and biodiversity; historic assets; archaeological interest; landscape character; climate change; objectives of the Lincolnshire BAP
- Meet RSS and Core strategy housing requirements by identifying a range of sites to meet all housing needs including the delivery of appropriate levels of affordable housing
- Identify sites for employment development which are suitable; available; accessible and well located, reconsidering the suitability of existing allocations.
- Consider new open space requirements for development as well as ensuring existing open space is protected and where possible enhanced by development
- Consider the specific implications of potential allocations for reducing carbon emissions; reducing energy consumption;

reducing use of resources; making the most of existing infrastructure and services.

- Identify the town centre as the focus for new retail, leisure and service development to promote its vitality and viability
- Identify spare retail need/capacity and seek to address this through policy or site allocation
- Consider potential benefits arising from development sites in terms of roads, public transport, healthcare facilities; utility and service provision
- Consider need for additional sports facilities
- Consider proximity of potential allocations to existing sources of noise, contamination and hazard

These issues will be used to determine the DPD objectives.

## Chapter 4: Sustainability Appraisal Objectives

Sustainability Objectives are used to test the objectives of the LDF. The Sustainability Objectives identified and used in the SA/SEA of the Core Strategy were derived initially from the East Midlands Regional Assembly document, the Integrated Regional Strategy (IRS).

These objectives have been refined and adapted, using the issues arising from the base line data and assessment of other plans and programmes, as well as consultation responses made throughout the SA process for the Core Strategy. The SA objectives suggested by this scoping report for use in the SA of the Grantham Area Action Plan DPD are the same as those used for the Core Strategy and are considered to reflect prevailing circumstances in South Kesteven.

These objectives provide the SA framework and will be used to consider the sustainability of options for allocations and policies throughout the preparation of the SSAP DPD.

<b>Sustainability objective</b>		<b>SEA Theme</b>
<b>A</b>	To protect/enhance the District's Natural Assets and Biodiversity	Biodiversity
<b>B</b>	To protect and enhance the District's Flora	Biodiversity
<b>C</b>	To protect and enhance the District's Fauna	Biodiversity
<b>D</b>	To ensure that development is located on the most sustainable sites in relation to the development sequence	Soil
<b>E</b>	Conserve soil resources and quality	Soil
<b>F</b>	Conserve water resources and quality	Water
<b>G</b>	To maintain air quality within the District	Air
<b>H</b>	To manage prudently the natural resources of the district to reduce vulnerability to flooding	Climatic Factors
<b>I</b>	To minimise energy usage through sustainable design and development	Climatic Factors
<b>J</b>	To minimise waste and encourage recycling and reuse of waste	Material assets
<b>K</b>	To protect and enhance the District's cultural, built and archaeological heritage	Cultural Heritage
<b>L</b>	To enhance and conserve the environment of the District through sustainable design and development	Cultural Heritage
<b>M</b>	To maintain/enhance the quality of the Landscape Character Areas	Landscape
<b>N</b>	To ensure the needs of all sections of the population of the District are met	Fair and Healthy

		communities
<b>O</b>	To ensure that the housing needs of the community are met, in particular the affordable housing requirements	Fair and Healthy communities
<b>P</b>	Contribute to community safety by encouraging good design	Fair and Healthy communities
<b>Q</b>	To facilitate the provision of recreational facilities for all	Fair and Healthy communities
<b>R</b>	To facilitate improved health provision where appropriate	Fair and Healthy communities
<b>S</b>	To encourage employment opportunities for all	Economy
<b>T</b>	To facilitate the development of new technology to support a modern economic infrastructure	Economy
<b>U</b>	To improve the social and environmental performance of the economy	Economy
<b>V</b>	To improve accessibility to jobs and services by increasing the use of public transport, walking and cycling	Economy

## Chapter 5: Development Plan Document Objectives

The Core Strategy establishes the overarching policy framework for the LDF. It incorporates the Vision and Objectives for the LDF.

### Vision

*South Kesteven will become by 2026*

*"A successful rural district supported by excellent social and transport infrastructure. Grantham will have developed as a key economic centre not only in Lincolnshire but also sub regionally. Stamford, Bourne and The Deepings will have equally developed their distinctive market town roles. Rural communities will have remained viable by achieving development that supports their needs. All of this will have been achieved in ways which ensures a good quality of life, health and well being for everyone as well as celebrating the distinctiveness of the districts countryside and heritage."*

*This will be achieved by:*

- *Creating the right balance of jobs, housing and infrastructure;*
- *Ensuring that development is sustainable in terms of location, use and form;*
- *Balancing the development needs of the District with the protection and enhancement of the natural and built environment;*
- *Addressing and mitigating any negative effects of development on the built and natural environment.*
- *Working with partners and residents to develop a place where people really matter.*

This vision seeks to reflect both the vision of the Local Strategic Partnership, as set out in the Community Plan for South Kesteven, and that of the Council's Corporate Plan. It is supported in the Core Strategy by fourteen broad objectives as the means of delivering the LDF vision.

The Grantham Area Action Plan DPD will provide more detailed policies and specific site allocations to enable the Core Strategy vision and objectives and policies to be implemented.

To ensure the policies and allocations of the DPD are in conformity with the Core Strategy and are developed in a consistent and robust manner a number of sub-objectives have been identified to guide the preparation of the DPD.

	<b>DPD Objective</b>	<b>Reason</b>
	<b>Housing</b>	
1	To provide for 8,500 new dwellings within Grantham up to 2026 of sufficient variety in terms of sites, sizes, types, tenures and affordability to meet the needs of the population.	Other Plans and Programmes. Core strategy objective 5
	<b>Employment/Commercial</b>	
2	To promote and strengthen the role of Grantham as a Sub-Regional Centre, and properly plan and deliver the additional housing growth expected by the Grantham Growth Point and the Regional Spatial Strategy.	Other Plans and Programmes. Core strategy objective 6
3	To provide for the development of employment land on a variety of sites to support a diversity of employment opportunities and attract high quality investment and skilled jobs.	Other Plans and Programmes. Core strategy objective 8
4	To promote the vitality and viability of the Grantham town centre, exploiting the benefit of enhanced growth of the town whilst retaining the best and most valued aspects of its existing character.	Other Plans and Programmes. Core strategy objective 9
5	To ensure that Grantham town centre is a convenient and accessible place that is easy to get to and get around	Other Plans and Programmes and Baseline data issue. Core strategy objective 4
6	To seek a major increase in retail provision, bringing enhanced quality and choice, whilst keeping the centre compact	Other Plans and Programmes and Baseline data issue. Core strategy objective 9
	<b>General</b>	
7	To locate development within Grantham where	Other Plans

	it will provide the opportunity for people to satisfy their day-to-day needs for employment, shopping, education and other services locally or in locations which minimise the need to travel and where there are modes of transport available in addition to the motor car.	and Programmes and Baseline data issue. Core strategy objective 1& 4
	<b>Sustainable Communities</b>	
8	To ensure that the new growth brings opportunities to enhance existing services, facilities and infrastructure for the benefit of existing and new communities.	Other Plans and Programmes and Baseline data issue. Core strategy objectives 1 & 10
	<b>Cultural Heritage</b>	
9	To conserve and enhance Grantham's heritage, respecting historic buildings, links and views	Base line data issue. Core strategy objective 11
	<b>Biodiversity</b>	
10	To provide a network of multifunctional greenspace which secures a net gain in biodiversity, provides for the sporting and recreational needs of the population, promotes healthy lifestyles and enhances the quality of the natural and built environment.	Baseline data issue. Core strategy objective 10 & 12
	<b>Water</b>	
11	To reduce the risk of flooding by ensuring the appropriate location and design of new development, having regard to the likely impact of climate change.	Baseline data issue. Core strategy objective 14

## **Chapter 6: Testing the Objectives**

The Guidance requires that the objectives for the LDF be tested for their compatibility with sustainability. This process helps to refine any of the objectives and assist in the development of options as required by the SA process. Similarly the testing of the compatibility will identify areas of conflicts between objectives and any potential cumulative impacts of conflicts.

The Core Strategy objectives were tested against the SA objectives as part of the initial Scoping Report prepared in August 2005. This scoping report therefore only considers the draft DPD sub-objectives outlined above.

These objectives have been assessed against the sustainability objectives. A table for each objective is included as **appendix 4**. A summary table is shown below. The following symbols have been used within the table:

## Objective Testing Summary table – Grantham AAP

(Showing Traffic Light colour coding)

### Key

✓	<b>Compatible</b>
?	<b>uncertainty</b>
✗	<b>Possible conflict</b>
-	<b>No relationship / neutral</b>

Sustainability Appraisal Objectives	Plan Objectives										
	1	2	3	4	5	6	7	8	9	10	11
A	?	?	-	-	-	-	-	-	✓	✓	✓
B	?	?	-	-	-	-	-	-	✓	✓	✓
C	?	?	-	-	-	-	-	-	✓	✓	✓
D	✗	✗	-	-	-	-	-	-	-	✓	✓
E	✗	✗	-	-	-	-	-	-	-	✓	✓
F	✗	-	-	-	-	-	-	-	-	✓	✓
G	-	-	-	?	?	?	✓	-	-	✓	-
H	✗	-	-	-	-	-	-	-	-	✓	✓
I	-	-	-	✓	✓	-	✓	-	-	-	-
J	✗	-	-	-	-	-	-	-	-	-	✓
K	-	-	-	✓	✓	-	-	-	✓	✓	✓
L	-	-	-	✓	✓	-	✓	-	✓	✓	-
M	?	?	-	-	-	-	-	-	✓	✓	✓
N	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
O	-	✓	-	-	-	-	-	-	-	-	-
P	-	-	-	✓	✓	✓	-	-	-	-	-
Q	-	-	-	-	-	-	✓	-	-	✓	-
R	✓	-	-	-	-	-	✓	✓	✓	✓	✓
S	-	-	✓	✓	✓	✓	✓	✓	-	-	-
T	-	-	-	-	-	-	✓	-	-	-	-
U	✓	-	-	✓	✓	✓	-	✓	✓	✓	✓
V	-	-	-	-	-	-	✓	-	-	✓	-

Overall the emerging plan objectives are considered to be broadly compatible with the sustainability objectives. The areas where there is potential for conflict relates to those plan objectives which specify development. Development will inevitably result in resource use. The areas where there is uncertainty relate to those objectives where the impact will depend on the implementation of the plan. For example a development can have a significant negative impact on biodiversity if it is built on an SSSI, but could have a significant positive impact if it is built on arable agricultural land and include new habitat creation areas which are well maintained and managed. The mitigation measures chosen at the site specific stage will therefore be critical in determining the impact of the plan.

All areas of the sustainability objectives are covered by the plan objectives which suggest that the objectives are sufficiently widespread. The objective which has the most opportunity for positive impact is Objective 10, which relates to enhancing the existing environment.

## **Chapter 7: Structure of the Final Report**

The Council will appraise the options using the SA framework and present these in a Sustainability Appraisal to accompany the preferred options document. The appraisal will be conducted by the planning policy team and other officers from different disciplines across the authority, where possible. It is considered that these people will be able to:

- Consider and respond to local circumstances
- Take a balanced and objective view
- Understand the issues
- Draw on good practice elsewhere
- Evaluate the full range of sustainability issues.

The results of the appraisal of the options will be presented in the Sustainability Appraisal (SA) report. The SA will focus on the significant sustainability effects of the plan and consider reasonable alternatives that take into account the objectives and scope of the plan (as required by the SEA Directives) Issues determined by the Regional Spatial Strategy (e.g. housing numbers) and the Core Spatial Strategy (e.g. location of urban extensions) may be reappraised in light of the documents examination.

**Sustainability Appraisal  
Scoping Report for:-  
Site Specific Allocations and  
Policies DPD**

# Contents

<b>Chapter 1 Introduction to SA/SEA requirements</b>	<b>2</b>
<b>Chapter 2 Setting the context and objectives</b>	<b>8</b>
<b>Chapter 3 Deciding the scope</b>	<b>11</b>
<b>Chapter 4 SA objectives</b>	<b>13</b>
<b>Chapter 5 Development Plan Document Objectives</b>	<b>15</b>
<b>Chapter 6 Testing Objectives</b>	<b>18</b>
<b>Chapter 8 Structure of Final Report</b>	<b>21</b>

## Appendices:

Appendix 1 Plans and Programmes
Appendix 2 Baseline Data Summary
Appendix 3 Baseline Data Spreadsheet
Appendix 4 Testing the Objectives

## **Chapter 1: Introduction**

The Site Specific Allocations and Policies Development Plan Document (SSAP DPD) is the second DPD to be prepared by South Kesteven District Council, together with the Core Strategy and Area Action Plans it will form the South Kesteven Local Development Framework (LDF). The LDF is a folder of documents which set out the planning policies for the District. This DPD will cover all parts of the district except for the town of Grantham which will be covered by a separate Grantham Area Action Plan.

The DPD will allocate specific sites for housing, employment and commercial development and, where necessary, sites for community facilities and infrastructure. The plan will also include policies which relate to the delivery of these allocations and policies which ensure that any new development has a positive impact upon the physical and social well being of the district.

This DPD is being prepared in accordance with the overarching policy framework provided by the East Midlands Regional Plan and the South Kesteven Core Strategy. The Core Strategy provides the vision and objectives, and the spatial strategy to guide the broad location and distribution of development across the District for the plan period 2001 – 20026. The Core Strategy is expected to be submitted to the Secretary of State in July 2009 and to be adopted by summer 2010. The allocations and policies contained within the SSAP DPD must be consistent with the broad framework established by the Core Strategy.

The Grantham Area Action Plan (GAAP) is being prepared in tandem with the SSAP DPD. This document will provide the site allocation and policy details for the town of Grantham. In addition to these documents the Council also proposes to prepare four Supplementary Planning Documents (SPDs), which will give additional detailed guidance on the implementation of specific Core Strategy policies. The timetable for the preparation of each of these documents is set out in the Council's approved Local Development Scheme (LDS).

## Timetable for producing the DPD

<b>Stage in preparation</b>	<b>Consultation</b>	<b>SA Stage</b>	<b>Dates</b>
Pre-Production		SA Scoping Report	September - October 2009 (5 weeks)
	Issues and Options		Building on early consultation in 2005 and 2006 informal community engagement on site options will take place throughout – summer 2009
Production	Preferred Options	SA Report And Appropriate Assessment	Spring 2010
	Submission representations	SA Final Report and Appropriate Assessment	Winter 2010
Submit to Secretary of State			July 2010 December 2010
Examination			June 2011
Adoption			Dec 2011

## **Sustainability Appraisal and Strategic Environmental Assessment**

The purpose of sustainability appraisal is to promote sustainable development through better integration of sustainability considerations into the preparation of a plan. It can be used to highlight problem areas where a plan may not contribute to sustainable development. By identifying these problems at an early stage as part of preparation of the plan, it can be changed to make it as sustainable as possible.

### **Background**

The Planning & Compulsory Purchase Act 2004 introduced major changes to the way the planning policy system operates, replacing the old Local Plans and Supplementary Planning Guidance with a new system of Local Development Documents (LDDs) making up a Local Development Framework (LDF).

One of the additional requirements of the Act is the assessment of all policies and proposals, and the options considered, in LDD's against their impacts on environmental, social and economic aspects of sustainability.

It is mandatory to complete a Sustainability Appraisal (SA) as an integral part of the development of each LDD. Where an LDD is likely to have a significant effect on the environment, the SA must also meet the legal requirement of the European Directive on Strategic Environmental Assessment (SEA). The SA process is prescribed in guidance, issued by the Office of the Deputy Prime Minister (OPDM) *Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks*, 2005. According to the SA Guidance, the SA process consists of Stages A to E.

Stage A	Setting the context, establishing the baseline and defining SA Objectives (Scoping)
Stage B	Predicting and assessing the impacts of each Local Development Document
Stage C	Documenting the findings of the Appraisal in the Sustainability Appraisal Report
Stage D	Consulting on the draft Local Development Document and the Sustainability Appraisal Report
Stage E	Monitoring implementation of the Local Development Document

Figure: 1 Five-stage approach to SA

## Strategic Environmental Appraisal Directive Requirements

European Directive 2001/42/EC '*on the assessment of the effects of certain plans and programmes on the environment*' (known as the SEA Directive) became part of UK law in July 2004. The Directive applies to a variety of plans and programmes including those for town and country planning and land use and thus applies to documents making up the South Kesteven LDF.

The objective of the SEA Directive is:

*'to provide for a high level of protection of the environment and contribute to the integration of environmental considerations into the preparation and adoption of development plans... with a view to promoting sustainable development'*  
EU Directive 2001/42/EC (Article 1)

The approach adopted by South Kesteven is in accordance with the requirements of the SEA Directive and will determine:

*'the likely significant effects on the environment including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.'*  
EU Directive 2001/42/EC (Annex 1)

## **Sustainability Appraisal of Local Development Frameworks**

In addition to the SEA Directive, SA is a requirement for DPDs under Clause 18 (5) of the Planning and Compulsory Purchase Act 2004, which requires local development documents to be subject to sustainability appraisal. PPS 1- Delivering Sustainable Development, states in paragraph 24 that:

*'Planning authorities should ensure that sustainable development is treated in an integrated way in their development plans. In particular, they should carefully consider the interrelationship between social inclusion, protecting and enhancing the environment, the prudent use of natural resources and economic development - for example, by recognising that economic development, if properly planned for, can have positive social and environment benefits, rather than negative impacts, and that environmental protection and enhancement can in turn provide economic and social benefit.'*

Each DPD which forms part of the LDF will require a Sustainability Appraisal.

### **Purpose of the Scoping Report**

A Scoping Report is required to document the tasks identified in Stage A of the process. It provides a basis for consultation, describing the methodology and scope of future appraisal work and begins the process of collating baseline information, and for considering relevant plans and programmes.

### **South Kesteven Local Development Framework (LDF)**

South Kesteven District Council began the process of replacing its existing Local Plan (adopted in 1995) with a new LDF in 2004 with the collection of information for the baseline data and the assessment of relevant Plans and Programmes. This work enabled the Council to identify key issues for consideration in the LDF and to consider the scope of the sustainability appraisal.

In August 2005 the Council published its SEA/SA Scoping Report. This report covered both the Core Principles of Development (which became the Core Strategy) and the Housing and Economic Development Plan Document (which will become the Site Specific Allocations DPD). Since 2006 the Council has concentrated upon preparing the Core Strategy which is expected to be submitted to the Secretary of State in July 2009. As a result, work on the site

allocations DPD was put on hold for two years. Now that work on the DPD is recommencing it seems prudent to refresh the SA/SEA scoping report in advance of revisiting alternative options for the DPD.

## **Consultation**

In August 2005 the District Council published the "SEA/SA Scoping Report for the Core Principles of Development and the Housing and Economic Development Plan Documents". This scoping exercise sought to identify objectives and indicators which would help to define sustainable development in South Kesteven. As such it included within it a set of 11 draft objectives which would be used throughout the development of the DPD to test the sustainability of objectives, policies and proposal.

To ensure that the SA/SEA process was comprehensive and robust consultation on the Scoping Report was undertaken with the four statutory SEA consultation bodies (Environment Agency; Countryside Agency (now incorporated into Natural England); English Heritage and English Nature (also incorporated into Natural England), as well as a longer list of specific consultation bodies (see appendix 1). As a result of this consultation the SA objectives were refined and comments used to inform subsequent stages of the SA process for the Core Strategy.

These refined SA objectives are still considered to be appropriate in the context of the Site Specific Allocations DPD and as such have not been changed as part of this Scoping report refresh.

In accordance with the SEA Regulations this Scoping Report refresh will be published for five weeks consultation with the three Statutory SEA consultation bodies, together with those other bodies considered appropriate.

## **Chapter 2: The Scoping Report (Stage A)**

Stage A of the SA process, the Scoping Report, requires the context for the DPD and the SA process to be established. This can be done by identifying the existing policy constraints, requirements and gaps presented by other plans and programmes together with the identification of key issues and indicators about the state of the local environment, economy and social well being. It establishes a baseline data against which trends can be tested and defines the SA objectives which will be used to test emerging policies and proposals.

### **Other Plans, Programmes and policies**

The DPD is being prepared within the context of a large number of other plans and programmes prepared by a wide variety of statutory bodies and other organisations. Many of these plans and programmes will have implications for the District and for the policies and proposals included within the DPD. These implications need to be identified to ensure that the DPD is either consistent with existing policies or allows an opportunity to influence future change of other plans a programmes.

By considering other plans, programmes and policies it is possible to identify relationships and understand potential synergies which may be exploited. Inconsistencies can also be identified and allowing constraints to be addressed.

### **Key Issues arising from the consideration of other Plans and Programmes**

- Locate development to reduce need to travel
- Protect and create areas for wildlife
- Protect recognised wildlife sites and water quality
- Ensure sufficient land identified for employment, residential and commercial development
- Ensure identified development sites are deliverable and available
- Review existing allocations and consider re-use of urban land prior to greenfield urban extensions sites
- Promote vital and viable town and local centres
- Ensure 15 year housing land supply from adoption of plan
- Raise quality of life in rural areas through sustainable patterns of development which meets the needs of rural community
- Locate new development away from existing polluting and noisy uses
- Avoid development within Flood Zone 3

- Deliver affordable housing
- Support Bourne Core Area
- Conserve and enhance biodiversity
- Ensure adequate supply of housing sites of a mix of size and type to meet all needs
- Ensure open space, sport and recreation issues are addressed appropriately

**Appendix 1** provides the full assessment of relevant plans and programmes.

### **Baseline evidence**

The collation of relevant baseline information enables an overview of the current state of the District's environment, economy and social well-being. It allows the identification of things which are good and should be protected as well as the identification of issues which may need to be addressed through planning policy.

Information has been collated about the District over a number of years, this information is reviewed and updated at each stage in the LDF and SA process. This constant updating allows for the identification of trends and significant changes in the state of the environment, economy or social structure. This information can be used to predict and monitor the effects of policies.

Baseline data relating to biodiversity; flora; fauna; land; water; air; climate change; cultural heritage; landscape; population; health; recreation; the economy; employment and transport, have been collated and are used as the generic baseline of information on the state of the District.

**Appendices 2 and 3** summarise the baseline data collated.

### **Key issues arising from the baseline data which are relevant to the SSAP DPD**

- Need to protect wildlife and biodiversity
- Should consider sites identified in NLUD; urban capacity study and Strategic Housing Land Availability Assessment (SHLAA)
- Check potential sites for contamination issues
- Maintain and improve water quality
- Consider implications of over abstraction of water from East and West Glen and the lower Welland.
- Avoid development in areas of high risk from flooding
- Consider suitability of sites for Sustainable Urban Drainage (SUDs)

- Protect against detrimental impact on historic assets
- Need for affordable housing
- Need for open space arising from new developments
- Consider means of improving existing open space through development opportunities
- Promote town and local centres by defining them as the focus for new retail, leisure, and service uses.
- Consider the implications on villages of closure of GPs, Schools, post offices and other village services
- Implications of improved bus services to some villages
- Higher than average life expectancy of South Kesteven residents
- Better educated population, but less of those with tertiary education staying in the District
- Lower than average unemployment rate
- Higher than average number of employees work from home
- Lower than average level of bus/train travel to work

## Chapter 3: Deciding the Scope

The information provided by the baseline data and the assessment of other plans, programmes and policies indicates a number of key issues, problems and opportunities which need to be considered and addressed through the LDF. The identification of these sustainability issues provides the opportunity to identify key issues for the LDF.

The key issues identified through this process have been incorporated into the Core Strategy. In addition the identification of sustainability issues forms the basis of the sustainability objectives used in the SA process.

The Core Strategy provides the overarching framework for the District and as such addresses many of the more strategic issues arising. A number of issues remain however which should be addressed through the Sites Allocations DPD. In addition it should be recognised that the DPD will provide more detailed implementation policies for a number of the more strategic policies included within the Core Strategy.

Key issues which are considered relevant to the SSAP DPD are:

- Need to identify sufficient deliverable development land to meet the housing and employment needs of the District 2001-2026
- Ensure new development is directed to locations which meet the spatial strategy established by the Core Strategy
- Ensure the protection of identified wildlife sites; protected species; and important habitats
- Ensure development protects or contributes to improving water quality; wildlife and biodiversity; historic assets; archaeological interest; landscape character; climate change; objectives of the Lincolnshire BAP
- Meet RSS and Core strategy housing requirements by identifying a range of sites to meet all housing needs including the delivery of appropriate levels of affordable housing
- Identify sites for employment development which are suitable; available; accessible and well located, reconsidering the suitability of existing allocations.
- Consider new open space requirements for development as well as ensuring existing open space is protected and where possible enhanced by development
- Consider the specific implications of potential allocations for reducing carbon emissions; reducing energy consumption; reducing use of resources; making the most of existing infrastructure and services.

- Identify town and local centres as the focus for new retail, leisure and service development to promote the vitality and viability
- Identify spare retail need/capacity and seek to address this through policy or site allocation
- Promote rural diversification and development of local employment to assist the rural economy
- Consider potential benefits arising from development sites in terms of roads, public transport, healthcare facilities; utility and service provision
- Consider needs for additional sports facilities
- Consider cross boundary issues for all potential sites in close proximity to District boundary
- Consider proximity of potential allocations to existing sources of noise, contamination and hazard

These issues will be used to determine the DPD objectives.

## Chapter 4: Sustainability Appraisal Objectives

Sustainability Objectives are used to test the objectives of the LDF. The Sustainability Objectives identified and used in the SA/SEA of the Core Strategy were derived initially from the East Midlands Regional Assembly document, the Integrated Regional Strategy (IRS).

These objectives have been refined and adapted, using the issues arising from the base line data and assessment of other plans and programmes, as well as consultation responses made throughout the SA process for the Core Strategy. The SA objectives suggested by this scoping report for use in the SA of the SSAP DPD are the same as those used for the Core Strategy and are considered to reflect prevailing circumstances in South Kesteven.

These objectives provide the SA framework and will be used to consider the sustainability of options for allocations and policies throughout the preparation of the SSAP DPD.

<b>Sustainability objective</b>		<b>SEA Theme</b>
<b>A</b>	To protect/enhance the District's Natural Assets and Biodiversity	Biodiversity
<b>B</b>	To protect and enhance the District's Flora	Biodiversity
<b>C</b>	To protect and enhance the District's Fauna	Biodiversity
<b>D</b>	To ensure that development is located on the most sustainable sites in relation to the development sequence	Soil
<b>E</b>	Conserve soil resources and quality	Soil
<b>F</b>	Conserve water resources and quality	Water
<b>G</b>	To maintain air quality within the District	Air
<b>H</b>	To manage prudently the natural resources of the district to reduce vulnerability to flooding	Climatic Factors
<b>I</b>	To minimise energy usage through sustainable design and development	Climatic Factors
<b>J</b>	To minimise waste and encourage recycling and reuse of waste	Material assets
<b>K</b>	To protect and enhance the District's cultural, built and archaeological heritage	Cultural Heritage
<b>L</b>	To enhance and conserve the environment of the District through sustainable design and development	Cultural Heritage
<b>M</b>	To maintain/enhance the quality of the Landscape Character Areas	Landscape
<b>N</b>	To ensure the needs of all sections of the population of the District are met	Fair and Healthy

		communities
<b>O</b>	To ensure that the housing needs of the community are met, in particular the affordable housing requirements	Fair and Healthy communities
<b>P</b>	Contribute to community safety by encouraging good design	Fair and Healthy communities
<b>Q</b>	To facilitate the provision of recreational facilities for all	Fair and Healthy communities
<b>R</b>	To facilitate improved health provision where appropriate	Fair and Healthy communities
<b>S</b>	To encourage employment opportunities for all	Economy
<b>T</b>	To facilitate the development of new technology to support a modern economic infrastructure	Economy
<b>U</b>	To improve the social and environmental performance of the economy	Economy
<b>V</b>	To improve accessibility to jobs and services by increasing the use of public transport, walking and cycling	Economy

## Chapter 5: Development Plan Document Objectives

The Core Strategy establishes the overarching policy framework for the LDF. It incorporates the Vision and Objectives for the LDF.

### **Vision**

*South Kesteven will become by 2026*

*"A successful rural district supported by excellent social and transport infrastructure. Grantham will have developed as a key economic centre not only in Lincolnshire but also sub regionally. Stamford, Bourne and The Deepings will have equally developed their distinctive market town roles. Rural communities will have remained viable by achieving development that supports their needs. All of this will have been achieved in ways which ensures a good quality of life, health and well being for everyone as well as celebrating the distinctiveness of the districts countryside and heritage."*

*This will be achieved by:*

- *Creating the right balance of jobs, housing and infrastructure;*
- *Ensuring that development is sustainable in terms of location, use and form;*
- *Balancing the development needs of the District with the protection and enhancement of the natural and built environment;*
- *Addressing and mitigating any negative effects of development on the built and natural environment.*
- *Working with partners and residents to develop a place where people really matter.*

This vision seeks to reflect both the vision of the Local Strategic Partnership, as set out in the Community Plan for South Kesteven, and that of the Council's Corporate Plan. It is supported in the Core Strategy by fourteen broad objectives as the means of delivering the LDF vision.

The SSAP DPD will provide more detailed policies and specific site allocations to enable the Core Strategy vision and objectives and policies to be implemented.

To ensure the policies and allocations of the DPD are in conformity with the Core Strategy and are developed in a consistent and robust manner a number of sub-objectives have been identified to guide the preparation of the DPD.

	<b>DPD Objective</b>	<b>Reason</b>
	<b>Housing</b>	
1	Make provision for at least 8250 new homes across the district (excluding Grantham) up to 2026. Ensuring a rolling five year supply of housing development which varies in terms of sites, size, type and tenure and affordability.	Other Plans and Programmes. Core strategy objective 5
2	Identify suitable and deliverable sites for affordable housing schemes to meet local needs within rural villages, and ensure the provision of an appropriate amount of affordable housing on qualifying development sites	Baseline data issue. Core strategy objective 7
	<b>Employment / Commercial</b>	
3	Identify a range of suitable and available sites to support a diversity of new and existing employers (including commercial, retail, leisure and other business sectors) to promote a thriving local economy	Other Plans and Programmes. Core strategy objective 8
4	Restrict the loss of existing viable and well located employment land to other non-employment generating uses.	Baseline data issue
5	Identify opportunities to support and encourage appropriate rural employment and diversification schemes in sustainable and accessible locations throughout the District	Other Plans and Programmes and Baseline data issue. Core strategy objective 8
6	Promote and enhance the vitality and viability of the principal retail areas within the District (excluding Grantham) by concentrating new retail, leisure and service developments within identified town centres and ensuring that such schemes meet an identified retail need and capacity. Identify local centres as the focus for local retail and service needs	Other Plans and Programmes and Baseline data issue. Core strategy objective 9
	<b>Supporting Rural Communities</b>	
7	Promote sustainable patterns of development through: the identification of appropriate housing allocations including rural affordable housing sites; promoting sustainable rural employment opportunities; improving access	Other Plans and Programmes and Baseline data issue.

	and public transport: and by seeking to retain and improve existing facilities.	Core strategy objectives 1, 7 & 8
	<b>General</b>	
8	Ensure all allocated sites are located in accordance with the spatial strategy and policies of the Core Strategy. In particular that they: <ul style="list-style-type: none"> <li>▪ maximise the use of existing public transport, cycling and pedestrian routes</li> <li>▪ have access to appropriate services and infrastructure</li> <li>▪ protect and enhance wildlife sites, protected species; biodiversity; historic assets; archaeology; water quality; landscape character and open space.</li> </ul>	Other Plans and Programmes. Baseline data Core strategy objectives 1 -14
9	Minimise the impact of new development on the environment from construction through to occupation, by reducing the use of resources (including land); reducing carbon emissions and promoting a reduction in energy use	Baseline data issue. Core strategy objective 13 & 14
10	Reduce the risk of flooding by ensuring that new development is appropriately located and designed, and that consideration is given to the use of SUDs on allocated sites.	Baseline data issue. Core strategy objective 13
	<b>Green spaces</b>	
11	To ensure that the District has a network of multifunctional greenspace which increases biodiversity, provides for the sporting and recreational needs of the population , promotes healthy lifestyles and enhances the quality of the natural and built environment.	Baseline data issue. Core strategy objective 10

## **Chapter 6: Testing the Objectives**

The Guidance requires that the objectives for the LDF be tested for their compatibility with sustainability. This process helps to refine any of the objectives and assist in the development of options as required by the SA process. Similarly the testing of the compatibility will identify areas of conflicts between objectives and any potential cumulative impacts of conflicts.

The Core Strategy objectives were tested against the SA objectives as part of the initial Scoping Report prepared in August 2005. This scoping report therefore only considers the draft DPD sub-objectives outlined above.

These objectives have been assessed against the sustainability objectives. A table for each DPD objective is included at **Appendix 4.**

The tables show compatibility or incompatibility of objectives with the SA objectives using used. The following symbols have been used within the tables:

## Objective Testing Summary table – Site Allocations DPD (Showing Traffic Light colour coding)

### Key

✓	Compatible
?	uncertainty
✗	Possible conflict
-	No relationship / neutral

Sustainability Appraisal Objectives	Plan Objectives										
	1	2	3	4	5	6	7	8	9	10	11
A	?	?	?	?	?	-	?	✓	✓	✓	✓
B	?	?	?	?	?	-	?	✓	✓	✓	✓
C	?	?	?	?	?	-	?	✓	✓	✓	✓
D	✗	✗	✗	?	?	✓	✓	✓	✓	-	✓
E	✗	✗	✗	✓	?	?	?	-	✓	✓	✓
F	✗	✗	✗	-	?	-	✗	✓	✓	✓	✓
G	-	-	?	-	?	✓	-	-	✓	-	✓
H	✗	✗	✗	-	?	-	-	-	✓	✓	✓
I	-	-	✗	-	-	-	-	-	✓	-	-
J	✗	✗	✗	✓	-	-	✗	-	✓	✓	-
K	-	-	?	-	-	-	-	✓	-	✓	✓
L	?	?	?	-	?	-	✓	✓	-	✓	✓
M	?	?	?	-	?	-	?	✓	-	✓	✓
N	✓	✓	✓	✓	✓	✓	✓	-	-	-	✓
O	✓	✓	-	-	-	-	✓	-	-	-	-
P	-	-	-	-	-	-	-	-	-	-	-
Q	-	-	-	-	-	-	-	✓	-	-	✓
R	-	✓	✓	✓	-	-	-	-	-	✓	✓
S	-	-	✓	✓	✓	✓	✓	-	-	-	-
T	-	-	✓	?	✓	-	-	-	-	-	-
U	✓	✓	✓	✓	-	-	-	-	-	✓	✓
V	-	-	✓	✓	✓	-	✓	✓	-	-	✓

Overall the emerging plan objectives are considered to be broadly compatible with the sustainability objectives. The areas where there is potential for conflict relate to those plan objectives which specify development. Development will inevitably result in resource use. The areas where there is uncertainty relate to those objectives where the impact will depend on the implementation of the plan. For example a development can have a significant negative impact on biodiversity if it is built on an SSSI, but could have a significant positive impact if it is built on arable agricultural land and include new habitat creation areas which are well maintained and managed. The mitigation measures chosen at the site specific stage will therefore be critical in determining the impact of the plan.

All areas of the sustainability objectives are covered by the plan objectives which suggest that the objectives are sufficiently widespread. The objective which has the most opportunity for positive impact is Objective 11, which relates to enhancing the existing environment.

## **Chapter 7: Structure of the Final Report**

The Council will appraise the options using the SA framework and present these in a Sustainability Appraisal to accompany the preferred options document. The appraisal will be conducted by the planning policy team and other officers from different disciplines across the authority, where possible. It is considered that these people will be able to:

- Consider and respond to local circumstances
- Take a balanced and objective view
- Understand the issues
- Draw on good practice elsewhere
- Evaluate the full range of sustainability issues.

The results of the appraisal of the options will be presented in the Sustainability Appraisal (SA) report. The SA will focus on the significant sustainability effects of the plan and consider reasonable alternatives that take into account the objectives and scope of the plan (as required by the SEA Directives) Issues determined by the Regional Spatial Strategy (e.g. housing numbers) and the Core Spatial Strategy (e.g. location of urban extensions) may be reappraised in light of the documents examination.

## Alternative formats

South Kesteven has a rich and diverse culture - a community made up of people from different cultures, with differing backgrounds, beliefs and experiences. This diversity is one of the things that make South Kesteven such a great place to live and work.

To ensure all residents of South Kesteven have access to our information material, our information is available in a range of different languages and formats, including large print, Braille, audio tape and computer disc.

To request a document in a specific language or format, you can ring us or email us:

 01476 406127



[communications@southkesteven.gov.uk](mailto:communications@southkesteven.gov.uk)

## Large print, Braille, audio tape or computer disc

This information can be made available in large print, Braille, on audio tape or computer disc. If you, or someone you know, might benefit from this service, please contact us.

### 繁體中文

本資料有繁體中文版，若你本人或你認識的甚麼人會受益於此版本，敬請聯絡我們。

### Česky

Tato informace může být dostupná i v češtině. Pokud byste Vy, a nebo někdo koho znáte, mohl využít tohoto servisu, obraťte se prosím na nás.

### Magyar

Ezeket az információkat magyar nyelven is tudjuk biztosítani. Ha Ön, vagy valaki, akit Ön ismer igényt tart erre a szolgáltatásra, kérem, keressen fel minket.

### Latvian

Šo informāciju var iegūt arī latviešu valodā. Ja Jums vai kādai no Jūsu paziņai šādi pakalpojumi nāktu par labu, lūdzu kontaktējet mūs.

### Lietuviškai

Šią informaciją galite gauti lietuvių kalba. Prašome kreiptis į mus, jei jums arba jūsų pažintamiems ši paslauga galėtų būti naudinga.

### Polski / Polish

Informacja ta może być dostępna w języku polskim. Jeżeli Państwo albo ktoś kogo Państwo znają, może z tej usługi skorzystać, proszę nas kontaktować.

### Portuguese

Esta informação pode ser disponibilizada em português. Se você, ou alguém que conhecer, beneficiar com este serviço, por favor contacte-nos.

### Русский

Данная информация может быть предоставлена на русском языке. Если Вы или Ваши знакомые посчитаете такую услугу необходимой, пожалуйста, свяжитесь с нами.

### Türkçe

Bu bilgiler Türkçe dilinde mevcuttur. Siz veya bir tanıdığınızın bu hizmetden faydalanağını düşünüyorsanız lütfen bizi arayınız.

Key objectives relevant to the LDF and SA	Key targets and indicators relevant to the LDF and SA	Implications for the DPDs and AAPs	Relevant SA Objective)
<b>International</b>			
<b>Kyoto Protocol</b>			
<ul style="list-style-type: none"> <li>Limit emissions of 6 greenhouse gases: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, sulphur hexafluoride.</li> </ul>	<ul style="list-style-type: none"> <li>Reduce greenhouse gas emissions by 5% of 1990 levels by 2008-12.</li> <li>UK agreement to reduce emissions to 12.5% below 1990 levels by 2008/12</li> <li>National goal of 20% reduction in CO<sub>2</sub> emissions below 1990 levels by 2010.</li> </ul>	<ul style="list-style-type: none"> <li>Develop plan policies to support overall objectives and requirements</li> <li>Identify locations for development where they provide an opportunity to reduce the need to travel</li> <li>Consider multi trip destinations</li> </ul>	SA Objective D
<b>EU Directive 2001/42/EC [the SEA Directive]</b>			
<ul style="list-style-type: none"> <li>To provide for a high level of protection of the environment</li> <li>To promote sustainable development by:</li> <li>The integration of environmental considerations into the preparation and adoption of plans and programmes</li> <li>UK government extended SEA to encompass economic and social concerns</li> </ul>	<ul style="list-style-type: none"> <li>All Development Plan Documents, Supplementary Planning Documents must have a Sustainability Appraisal.</li> </ul>	<ul style="list-style-type: none"> <li>All Development Plan Documents, Supplementary Planning Documents must have a Sustainability Appraisal.</li> </ul>	
<b>European Directive 92/43/EEC [the Habitats and Species Directive]</b>			
<ul style="list-style-type: none"> <li>To conserve flora and fauna and natural habitats of EU importance.</li> <li>To safeguard species needing strict protection.</li> </ul>	<ul style="list-style-type: none"> <li>To establish a network of protected areas to maintain both the distribution and abundance of threatened species and habitats.</li> </ul>	<ul style="list-style-type: none"> <li>Ensure protection of wildlife-designated areas</li> </ul>	SA Objectives A, B & C
<b>European Directive 79/409/EEC [the Wild Birds Directive]</b>			
<ul style="list-style-type: none"> <li>To protect all naturally occurring wild bird species and their habitats, with particular protection of rare species</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>Ensure protection of wildlife-designated areas</li> </ul>	SA Objectives A, B & C
<b>Water Framework (2000)</b>			
<ul style="list-style-type: none"> <li>To secure a safe future water supply.</li> <li>To improve, and control, the quality of water by identifying, and ultimately eliminating, hazardous substances.</li> </ul>	<ul style="list-style-type: none"> <li>All inland and coastal waters to reach good ecological status by 2015.</li> </ul>	<ul style="list-style-type: none"> <li>Develop plan policies to support overall objectives and requirements</li> <li>Protect and improve water quality</li> </ul>	SA Objective F
<b>National</b>			
<b>PPG4 Industrial, commercial development and small firms</b>			
<ul style="list-style-type: none"> <li>Ensure that there is sufficient land available which is capable of development and is well served by infrastructure</li> <li>Ensure that there is a variety of sites available to meet differing needs</li> <li>Encourage the re-use of urban land</li> </ul>	<ul style="list-style-type: none"> <li>No targets</li> </ul>	<ul style="list-style-type: none"> <li>Allocate suitable, available sites in locations which reflect the spatial strategy</li> <li>Policies should have regard to the Employment Land Review</li> <li>Review existing allocations and consider re-use of urban land</li> </ul>	SA Objectives N, S, T & U

**Appendix: 1 Requirements of Relevant Plans and Programmes**

<b>Key objectives relevant to the LDF and SA</b>	<b>Key targets and indicators relevant to the LDF and SA</b>	<b>Implications for the DPDs and AAPs</b>	<b>Relevant SA Objective)</b>
<b>PPG8 Telecommunications</b>			
• Overall objective is to facilitate the growth of new communications systems in order to provide a wider choice, while protecting human health and keeping environmental impact to a minimum	• No targets	• Develop plan policies in line with national planning guidance on telecommunications	SA Objective T
<b>PPG13 Transport</b>			
• Promote more sustainable choice for people and freight • Promote accessibility to jobs, shopping, leisure facilities and services by public transport, cycling and walking • Reduce the need to travel, especially by car • Locate new development in places which can be served by public transport	• No targets	• In identifying sites for allocation promote development which can be served by public transport and existing infrastructure • ensure the availability of alternative means of transport to the private car • Reduction in private car use and accessibility to jobs, shopping, leisure and other facilities to be balanced	SA Objectives D, N & V
<b>PPG15 Planning and the Historic Environment</b>			
• Protect the historic environment, listed buildings, conservation areas, parks and gardens and the wider historic environment • Plans should set out broad criteria for designation of new conservation areas and for the review of existing conservation area boundaries	• No targets	• Develop plan policies in line with national planning guidance on the historic environment. • Site allocations should avoid historic assets and seek to protect, enhance and preserve the wider historic environment	SA Objective K
<b>PPG16 Archaeology and Planning</b>			
• Development plans should reconcile the need for development with interests of conservation, including archaeology. Policies should include those for protection, enhancement and preservation of sites of archaeological interest and of their settings	• No targets	• In identifying sites for allocation should protect, enhance and preserve sites of archaeological interest and their settings • Identify key areas/sites for protection	SA Objectives K
<b>PPG17 Planning for Open Space, Sport and Recreation</b>			
• Supporting an urban renaissance • Supporting a rural renewal • Promotion of social inclusion and community cohesion • Health and well-being • Promoting more sustainable development	• No targets	• Develop plan policies in line with national planning guidance on open spaces, sport and recreation • Consider the PPG17 open space assessment for the quantity and quality of open space and range of types of open space in the District • include relevant policy and standards to ensure open spaces are provided as part of a development where needed and that these are attractive and accessible to all	SA Objectives N, M, R, & Q
<b>PPG24 Planning and Noise</b>			
• Local planning authorities should consider whether it is practicable to control or reduce noise levels, or to mitigate the impact of noise through the use of contributions or planning obligations	• No targets	• Plan policies should protect noise-sensitive land uses, eg SSSIs, from noisy development	

Key objectives relevant to the LDF and SA	Key targets and indicators relevant to the LDF and SA	Implications for the DPDs and AAPs	Relevant SA Objective)
<ul style="list-style-type: none"> <li>New development involving noisy activities should, if possible, be sited away from noise-sensitive land uses</li> </ul>			
<b>PPS1 Creating Sustainable Communities</b>			
<ul style="list-style-type: none"> <li>Social progress which recognises the needs of everyone</li> <li>Effective protection of the environment</li> <li>The prudent use of natural resources</li> <li>The maintenance of high and stable levels of economic growth and employment</li> </ul>	<ul style="list-style-type: none"> <li>No targets</li> </ul>	<ul style="list-style-type: none"> <li>Identify sustainable sites for development which meets identified needs.</li> </ul>	SA Objectives A, B, C, D, E, F, G, H, I, J, L, N, S & T
<b>PPS1 supplement: Planning and Climate Change</b>			
<ul style="list-style-type: none"> <li>Ensure climate change considerations are integrated into all spatial planning concerns</li> <li>Promote and encourage renewable and low-carbon energy generation</li> </ul>	<ul style="list-style-type: none"> <li>Targets for % energy in new developments from renewable or low-carbon sources to be set locally</li> </ul>	<ul style="list-style-type: none"> <li>Core Strategy policies provide strategic policy coverage.</li> <li>Consider site specific implications</li> </ul>	SA Objectives G, H, I, J & L
<b>PPS3 Housing</b>			
<ul style="list-style-type: none"> <li>Prioritise the re-use of previously-developed land (including vacant and derelict sites) within urban areas, in preference to greenfield sites</li> <li>Make more efficient use of land by reviewing planning policies and standards</li> <li>Mix of housing, to include range of tenures, prices and types and in all locations, both rural and urban</li> <li>Plan to meet the housing requirements of the whole community, including those in need of affordable and special needs housing</li> </ul>	<ul style="list-style-type: none"> <li>60% of additional housing to be provided on previously developed land or through conversions</li> <li>Identify locations/specific sites to enable continuous delivery of housing for at least 15 years from adoption</li> <li>Identify further supply of specific sites for 6-10 years, + if possible 11-15years, OR</li> <li>where above not possible, identify broad locations for future growth</li> <li>Minimum Affordable Housing threshold is 15 dwellings</li> </ul>	<ul style="list-style-type: none"> <li>Compare plan target for delivery of housing on previously developed land with national target (CURRENTLY 60%)</li> <li>Identify Sites which promote redevelopment of brownfield sites over greenfield, but not to compromise employment and opens space needs.</li> <li>provide for a mix of housing types to meet the needs of ALL the local population</li> <li>Set overall target for provision of affordable housing, especially in rural areas</li> <li>Have regard to Strategic Housing Market Areas Assessment when determining allocations</li> </ul>	SA Objectives D, N, O
<b>Emerging PPS4 Planning for Sustainable Economic Development</b>			
<ul style="list-style-type: none"> <li>Ensure that there is sufficient land available which is capable of development and is well served by infrastructure</li> <li>Ensure that there is a variety of sites available to meet differing needs</li> <li>Encourage the re-use of urban land</li> </ul>	<ul style="list-style-type: none"> <li>No targets</li> </ul>	<ul style="list-style-type: none"> <li>Develop plan policies in line with national planning guidance</li> <li>Site allocations should reflect the spatial strategy of the Core Strategy</li> <li>Land allocations should have regard to the Employment Land Study and update</li> </ul>	SA Objectives S, T & U
<b>PPS6 Town Centres</b>			
Key national objective is to promote vital and viable city, town and other centres by: <ul style="list-style-type: none"> <li>Planning for growth of existing centres,</li> <li>Promoting and enhancing existing centres by focusing development,</li> <li>Enhancing consumer choice by making provision</li> </ul>	<ul style="list-style-type: none"> <li>No targets</li> </ul>	<ul style="list-style-type: none"> <li>identify town and other local centres to enable development to be focused to continue to support the vitality and viability of existing town centres, improve accessibility and enhance choice of shopping, leisure and services</li> </ul>	SA Objectives D, N, V

**Appendix: 1 Requirements of Relevant Plans and Programmes**

<b>Key objectives relevant to the LDF and SA</b>	<b>Key targets and indicators relevant to the LDF and SA</b>	<b>Implications for the DPDs and AAPs</b>	<b>Relevant SA Objective)</b>
for a range of shopping, leisure and local services to meet the needs of the entire community		<ul style="list-style-type: none"> <li>• Use retail capacity study to identify need for additional retail/leisure development</li> <li>• Work with Town Centre Management Partnerships in preparing Action Area Plans for the towns of Grantham, Stamford and Bourne</li> </ul>	
<b>PPS7 Sustainable Development in Rural Areas</b>			
<ul style="list-style-type: none"> <li>• To raise the quality of life and the environment in rural areas</li> <li>• To promote more sustainable patterns of development by focusing most development in, or next to, existing towns and villages</li> <li>• To promote the development of the English regions by improving their economic performance so that all are able to reach their full potential</li> <li>• To promote sustainable, diverse and adaptable agriculture sectors</li> </ul>	<ul style="list-style-type: none"> <li>• No targets</li> </ul>	<ul style="list-style-type: none"> <li>• Identify suitable sites for housing development</li> <li>• Identify service centres where new retail, leisure and services should locate</li> <li>• Promote rural diversification and local employment opportunities to assist the rural economy.</li> </ul>	SA Objectives D, N, O, S, T, U & V
<b>PPS9 Biodiversity and Geological Conservation</b>			
<ul style="list-style-type: none"> <li>• To promote sustainable development</li> <li>• To conserve, enhance and restore the diversity of England's wildlife and geology</li> <li>• To contribute to an urban renaissance</li> <li>• To contribute to rural renewal</li> </ul>	<ul style="list-style-type: none"> <li>• No targets</li> </ul>	<ul style="list-style-type: none"> <li>• In identifying sites seek to protect and enhance biodiversity and important wildlife and geological sites.</li> </ul>	SA Objectives A, B, C, D, E, F, G, H & M
<b>PPS22 Renewable Energy</b>			
<ul style="list-style-type: none"> <li>• To put the UK on a path to cut its carbon dioxide emissions by some 60% by 2050</li> <li>• To ensure real progress towards target by 2020</li> <li>• To maintain reliable and competitive energy supplies</li> </ul>	<ul style="list-style-type: none"> <li>• National target to generate 10% of UK electricity from renewable energy sources by 2010</li> <li>• Government aspiration to double that figure to 20% by 2020</li> <li>• Targets will be set at regional level</li> </ul>	<ul style="list-style-type: none"> <li>• Core strategy policies provide the strategic policy consider detailed guidance for specific sites</li> </ul>	SA Objectives G, H, I, J, & L
<b>PPS 23 Planning and Pollution Control</b>			
<ul style="list-style-type: none"> <li>• To deal with the risks to human health and environment posed by contaminated land</li> <li>• Ensure controls under planning and pollution control regimes complement, rather than duplicate, each other</li> <li>• To prevent harmful development and mitigate the impact of potentially polluting development</li> <li>• Minimise conflict between necessary, but potentially polluting development and other land uses</li> <li>• Ensure that land, after development, is not capable of being determined as contaminated</li> <li>• Make suitable provision for the drainage of surface water</li> <li>• Prioritise the re-use of previously-developed land</li> </ul>	<ul style="list-style-type: none"> <li>• No targets</li> </ul>	<ul style="list-style-type: none"> <li>• Site identification should consider the location of polluting developments and keep them apart from pollution sensitive developments such as housing</li> <li>• promote the re-use of contaminated land</li> <li>• Consider the potential for the remediation of contamination, and for dealing with the implications of contamination</li> </ul>	SA Objectives E, F, G, J

**Appendix: 1 Requirements of Relevant Plans and Programmes**

<b>Key objectives relevant to the LDF and SA</b>	<b>Key targets and indicators relevant to the LDF and SA</b>	<b>Implications for the DPDs and AAPs</b>	<b>Relevant SA Objective)</b>
in preference to greenfield sites			
<b>PPS25 Development and Flood Risk</b>			
• Government policy is to reduce the risks to people and the developed and natural environment from flooding	• No targets	• Site selection should avoid Floodzones 3 • liaise with EA or IDBs for potential sites. • Plans should protect floodplains, washlands and important wildlife sites from inappropriate development	SA Objectives H & F
<b>A Better Quality of Life: A Strategy for Sustainable Development in the UK</b>			
• Social progress which recognises the needs of everyone • effective protection of the environment • prudent use of natural resources • maintenance of high and stable levels of economic growth and employment	• The strategy includes a range of baseline information and indicators	• DPDs should look to implement core strategy and RSS policies	SA Objectives: All
<b>Delivering Affordable Housing</b>			
• Provision of high quality homes in mixed communities for those in need • Widen opportunities for home ownership • Offer greater quality, flexibility and choice to renters	• Targets set by reference to Strategic Housing Market Assessment	• Joint approach with Housing • Core Strategy policy for affordable housing • Identify target for affordable housing on each potential allocations • Identify rural exceptions sites • Consider other methods of widening housing options	SA Objectives O
<b>Regional</b>			
<b>East Midlands Integrated Regional Strategy: Our Sustainable Development Framework</b>			
• Reduce inequalities in the region • Conserve and enhance the natural environment • Create sustainable and healthy communities throughout the region • Improve economic performance and competitiveness • More efficient use of natural resources	• Range of targets covering main topics	• Core Strategy policies provide overarching framework • Site allocations should deliver to these objectives	SA Objectives: All
<b>Regional Spatial Strategy for the East Midlands (RSS8)</b>			
Five main topic based priorities: • Housing • Economy and regeneration • Natural and cultural resources • Regional Transport Strategy • Monitoring and Review	• Range of targets covering main topics	• Core Strategy policies provide overarching framework • Site allocations should deliver to these objectives	SA Objectives: All
<b>Regional Economic Strategy for the East Midlands 2003-2010</b>			
• To provide the physical conditions for a modern economic structure, including infrastructure to support the use of new technologies	• By 2010 the East Midlands will be one of Europe's top 20 regions • Range of additional regional	• Identify sustainable deliverable and variety of employment allocations to enable delivery of targets	SA Objectives: R, S, T, U & V

**Appendix: 1 Requirements of Relevant Plans and Programmes**

<b>Key objectives relevant to the LDF and SA</b>	<b>Key targets and indicators relevant to the LDF and SA</b>	<b>Implications for the DPDs and AAPs</b>	<b>Relevant SA Objective)</b>
<ul style="list-style-type: none"> <li>To develop a strong culture of enterprise and innovation, creating a climate within which entrepreneurs and world-class businesses can flourish</li> <li>To create high-quality employment opportunities and to bring about excellence in learning and skills, giving the region a competitive edge in how we acquire and exploit knowledge</li> </ul>	targets covering main topics	<ul style="list-style-type: none"> <li>Identify town and local centres to provide focus for retail, service and leisure developments across the district</li> </ul>	
<b>Regional Environment Strategy for the East Midlands</b>			
Overall objective: <ul style="list-style-type: none"> <li>to integrate considerations of the environment in all decision-making as part of a move towards a sustainable region</li> </ul>		<ul style="list-style-type: none"> <li>Ensure site allocations avoid identified, protected species and habitats and promotes the inclusion of wildlife enhancement/ creation opportunities on specific sites.</li> </ul>	SA Objectives: A - H
<b>East Midlands Regional Plan</b>			
Five main topic based priorities: <ul style="list-style-type: none"> <li>Housing</li> <li>Economy and regeneration</li> <li>Natural and cultural resources</li> <li>Regional Transport Strategy</li> <li>Implementation, Monitoring and Review</li> </ul>	<ul style="list-style-type: none"> <li>Range of targets covering main topics</li> </ul>	<ul style="list-style-type: none"> <li>Consider implications of the Eastern Area Spatial Strategy for housing, employment and other development land allocations</li> </ul>	SA Objectives: All
<b>Local</b>			
<b>Lincolnshire Structure Plan (to be replaced when emerging RSS8 is adopted)</b>			
Overall aim: <ul style="list-style-type: none"> <li>To sustain and improve the quality of life for present and future generations</li> </ul>	<ul style="list-style-type: none"> <li>Range of targets covering main policies</li> </ul>	<ul style="list-style-type: none"> <li>Consider policies in the plan that are in line with the structure plan objectives, targets and policies</li> </ul>	SA Objectives: All
<b>Local Transport Plan</b>			
Overall vision: <ul style="list-style-type: none"> <li>a well managed and safe road network</li> <li>good inter and intra-regional access to support a growing economy</li> <li>our streets and built-up areas constitute a pleasant environment</li> <li>sensitive rural areas are managed in ways that retain, and where possible enhance, the value of the natural environment</li> <li>good access by a choice of modes to services, jobs and for leisure</li> </ul>	Feasibility studies to address:  Grantham town centre congestion  Stamford town centre congestion	<ul style="list-style-type: none"> <li>The LDF will be prepared in the context of liaison with the County Council on strategic transport issues, including the review of the Local Transport Plan</li> <li>Consider how the plan can contribute to the objectives of the Local Transport Plan</li> <li>Consider allocation sites which may deliver LTP objectives.</li> </ul>	SA Objectives: D & V
<b>Lincolnshire Waste Local Plan</b>			
<ul style="list-style-type: none"> <li>Promote waste minimisation and recycling and reuse</li> <li>Ensure the provision of an adequate range of waste management and disposal facilities to meet identified needs</li> </ul>	<ul style="list-style-type: none"> <li>Includes a range of national targets</li> </ul>	<ul style="list-style-type: none"> <li>Safeguard identified sites for construction of Household waste recycling centres</li> <li>Consider the suitability of allocated sites for the promotion of waste recycling and reduction schemes</li> </ul>	SA Objectives: J

**Appendix: 1 Requirements of Relevant Plans and Programmes**

<b>Key objectives relevant to the LDF and SA</b>	<b>Key targets and indicators relevant to the LDF and SA</b>	<b>Implications for the DPDs and AAPs</b>	<b>Relevant SA Objective)</b>
<ul style="list-style-type: none"> <li>• Ensure the siting of waste management facilities does not result in an unacceptable risk to the environment, human health or the amenity of the area</li> <li>• Promote the proximity principle for the recovery and treatment of waste and, where possible, self-sufficiency in Lincolnshire in dealing with waste</li> </ul>			
<b>South Kesteven Community Strategy/ Action Plan 2006-2011</b>			
<ul style="list-style-type: none"> <li>• Delivery of Rural affordable housing on exception sites</li> <li>• Promote Grantham Canal Basin</li> </ul>	<ul style="list-style-type: none"> <li>• No targets</li> </ul>	<ul style="list-style-type: none"> <li>• Policy to make provision for affordable housing</li> <li>• Policy allocations to ensure delivery of identified projects</li> </ul>	SA Objectives: O & N
<b>Emerging South Kesteven Sustainable Community Strategy</b>			
<ul style="list-style-type: none"> <li>• Vibrant communities where people enjoy life</li> <li>• Opportunities for good health</li> <li>• One of the healthiest and most sustainable economies in Europe</li> <li>• Good connections between people, services, communities and places</li> <li>• Rich diverse environments, heritage and cultures that residents and visitors enjoy</li> </ul>		<ul style="list-style-type: none"> <li>• Identify potential sites for allocation which help to support these objectives</li> </ul>	SA Objectives: All
<b>Lincolnshire Biodiversity Action Plan</b>			
<ul style="list-style-type: none"> <li>• Conserve and enhance biodiversity in Lincolnshire</li> </ul>	<ul style="list-style-type: none"> <li>• Includes a range of targets for species and habitat action plans</li> </ul>	<ul style="list-style-type: none"> <li>• In identifying sites for allocation ensure they contribute to the objectives and targets of the Biodiversity Action Plan</li> </ul>	SA Objectives: A - H
<b>South Kesteven District Council Housing Needs Survey</b>			
<ul style="list-style-type: none"> <li>• Assessment of the future requirements for both affordable and market housing</li> </ul>		<ul style="list-style-type: none"> <li>• Identify sites to deliver the required housing</li> <li>• Ensure sites provide for a mix of housing types, sizes and locations, including affordable housing needs of the local population</li> <li>• Identify affordable housing target for each allocated site</li> </ul>	SA Objectives: N & O
<b>Peterborough Sub-Regional Strategic Housing Market Assessment</b>			
<ul style="list-style-type: none"> <li>• Assessment of housing requirements of all sections of the market</li> </ul>		<ul style="list-style-type: none"> <li>• Provides evidence base (including need, size and type ) to inform sites choice.</li> <li>• </li> </ul>	SA Objectives: N & O
<b>South Kesteven District Council Housing Strategy</b>			
<p>The Key Priorities are:</p> <ul style="list-style-type: none"> <li>• to achieve a more balanced housing market</li> <li>• to provide choice in accommodation type and</li> </ul>		<ul style="list-style-type: none"> <li>• Identify sites to deliver the required housing</li> <li>• Ensure sites provide for a mix of</li> </ul>	SA Objectives: N & O

**Appendix: 1 Requirements of Relevant Plans and Programmes**

<b>Key objectives relevant to the LDF and SA</b>	<b>Key targets and indicators relevant to the LDF and SA</b>	<b>Implications for the DPDs and AAPs</b>	<b>Relevant SA Objective)</b>
<ul style="list-style-type: none"> <li>location</li> <li>• to ensure high standards of both public and private housing</li> </ul>		<ul style="list-style-type: none"> <li>housing types, sizes and locations, including affordable housing needs of the local population</li> <li>• Identify affordable housing target for each allocated site</li> </ul>	
<b>South Kesteven District Council District Sports Facilities Assessment</b>			
Identifies shortfalls in the provision of specific sports facilities such as sports hall and pitches		<ul style="list-style-type: none"> <li>• Consider whether site allocations for appropriate sports facilities where there is an identified need</li> <li>• Consider the relationship of need with the provision of development sites.</li> </ul>	SA Objectives: Q & R
<b>South Kesteven District Council Anti-Social Behaviour and Enforcement Policy</b>			
Community Safety obligations under Section 17 of Crime & Disorder Act 1998		<ul style="list-style-type: none"> <li>• Consider issues for site allocations and policies</li> </ul>	SA Objectives: P
<b>South Kesteven District Council Landscape Character Assessment</b>			
<ul style="list-style-type: none"> <li>Identifies distinctive Landscape Character Areas within the district</li> </ul>	<ul style="list-style-type: none"> <li>• Provides guidance to ensure successful integration of future development within the environment</li> </ul>	<ul style="list-style-type: none"> <li>• Consider policy guidance to reflect the character and local distinctiveness of the landscape</li> </ul>	SA Objectives: M
<b>South Kesteven District Council Urban Capacity Study</b>			
<ul style="list-style-type: none"> <li>Identifies amount of previously developed land which may be expected to come forward for development</li> <li>Estimates of number of new dwellings within the urban area</li> </ul>		<ul style="list-style-type: none"> <li>• Sites identified should be considered as part of the allocation process</li> </ul>	SA Objectives: D, O, S, T, U & V
<b>South Kesteven District Council Employment Land Review</b>			
<ul style="list-style-type: none"> <li>Identifies level of need for employment land</li> <li>Identifies suitable sites for employment development</li> </ul>		<ul style="list-style-type: none"> <li>• Ensure sufficient deliverable and developable land is identified to meet need of economy for plan period.</li> <li>• Consider protecting existing employment sites where they are well located.</li> </ul>	SA Objectives: D, S, T, U, & V
<b>Local Plans of neighbouring authorities</b>			
<ul style="list-style-type: none"> <li>Peterborough Local plan</li> <li>Newark and Sherwood Local Plan</li> <li>South Holland Local Plan</li> <li>Rutland Local Plan</li> </ul>		<ul style="list-style-type: none"> <li>• Consider the implications of neighbouring authorities' plans on specific site allocations</li> <li>• Include issues such as : wildlife / biodiversity; landscape character; accessibility / transport implications; social infrastructure; flood risk</li> </ul>	SA Objectives: All
<b>Strategic Housing Land Availability (SKDC, SHDC, RCC)</b>			
<ul style="list-style-type: none"> <li>Assesses all sites suggested to the council for housing development against a standard set of criterion</li> </ul>		<ul style="list-style-type: none"> <li>• Sites assessed as suitable for development should be considered as part of the allocation process</li> </ul>	SA Objectives: D, O, S, T, U & V
<b>Strategic Flood Risk Assessment</b>			
<ul style="list-style-type: none"> <li>Considers the level of risk of flooding across the district, from all potential known sources.</li> </ul>		<ul style="list-style-type: none"> <li>• Ensure potential allocations are not located in areas at risk of flooding</li> </ul>	SA Objectives: D, F ,H & I

**Appendix: 1 Requirements of Relevant Plans and Programmes**

<b>Key objectives relevant to the LDF and SA</b>	<b>Key targets and indicators relevant to the LDF and SA</b>	<b>Implications for the DPDs and AAPs</b>	<b>Relevant SA Objective)</b>
<ul style="list-style-type: none"> <li>Identifies areas within the district suitable for sustainable drainage systems</li> </ul>		<ul style="list-style-type: none"> <li>Ensure that allocated sites contribute positively to reducing the impact of surface water runoff</li> <li>Consider suitability of potential allocations for SUDs</li> </ul>	
<b>PPG17 Open Space Assessment</b>			
<ul style="list-style-type: none"> <li>Assesses the quantity and quality of open space, recreation and sports facilities in the district</li> <li>Provides local standard for new provision</li> <li>Provides technical advise on existing provision</li> </ul>		<ul style="list-style-type: none"> <li>Incorporate the local standard into policy to ensure new provision</li> <li>Identify appropriate open space provision as part of site allocation</li> </ul>	SA Objectives: N, Q & R
<b>Green Infrastructure Strategy</b>			
<ul style="list-style-type: none"> <li>Maps existing green infrastructure</li> <li>Highlights shortfalls in provision and suggests means to rectify shortfalls</li> </ul>		<ul style="list-style-type: none"> <li>Seek to protect, improve and increase green infrastructure provision as part of new development-</li> </ul>	SA Objectives: A, B, C, M, N, Q & R
<b>Grantham Growth Point Programme of Delivery (POD)</b>			
<ul style="list-style-type: none"> <li>Sets out the delivery mechanisms for the proposed increase of about 8500 new homes in Grantham, including the timetable for the delivery of homes on an annual basis.</li> <li>Sets out associated, highway improvement, employment and town centre regeneration schemes</li> </ul>		<ul style="list-style-type: none"> <li>Ensure site allocations are made to support the objectives of the growth point including housing development and employment allocations, site protection and relocation packages</li> <li>Ensure the infrastructure and essential linkages are planned of rto enable the town to fulfil its role as a sub-regional centre.</li> </ul>	SA Objectives: N, O, S,U & V

## **APPENDIX 2: BASELINE**

Baseline data about the District's environmental, social and economic condition:

- helps to identify key issues and problems that the LDF should deal with
- suggests trends which may affect the implementation of the LDF
- helps to determine how significant the LDF's impacts will be
- sets a baseline against which the LDF's impacts can be monitored.

\* \* \* \* \*

### **Portrait of the District**

The District of South Kesteven is located in the southwest of Lincolnshire. It comprises the market towns of Grantham, Stamford, Bourne and The Deepings, as well as over 100 villages and hamlets. The main town and administration centre, Grantham, has an estimated population of 45,000 and a travel-to-work population of over 60,000. A significant proportion of the residents also commute to work outside the district, especially to Peterborough, Nottingham, Newark and London. Grantham and Stamford are adjacent to the A1, and have, therefore, easy access to both London and the north of England. The other major roads in the district (A52, A607, A15 and A16) provide links with the major industrial cities of the East Midlands and costal parts of Lincolnshire and East Anglia.

South Kesteven is served from Grantham by the East Coast Mainline railway, which provides a fast link to London. East Midlands Airport is 35 miles from Grantham, and the ports of Boston, Hull, Harwich and Felixstowe are all accessible from the district.

South Kesteven contains a large number of Scheduled Monuments and Listed Buildings. In addition, all the towns, and many of the villages within the district, contain Conservation Areas. These have been designated because of their special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. The market town of Stamford, described as "the finest stone town in England", has the distinction of being the UK's first Conservation Area.

The District of South Kesteven is predominantly rural, with areas of open farmland and small towns and villages, encompassing both the fens to the east and the gently undulating landscape to the centre and west. Seven distinct Landscape Character Areas have been identified which reflect the changing nature of the district and its topography.

## POPULATION

The 2001 Census shows a total population in South Kesteven of 125,000. The table below shows the breakdown by age and gender:

Total Population	<b>125,000</b>
- Male	62,000
- Female	63,000
Aged 0 to 15	20%
Aged 16 to 74	71.6%
Aged 75 and over	7.9%
Total population % change 1991-2001	+14.6%
Average age	39.5 years

source: National Statistics

According to the mid-2006 population estimates, the population of South Kesteven had risen to 130,100, of whom 19.1 per cent were children under 15 and 20 per cent were of retirement age (65 and over for males or 60 and over for females). The equivalent figures for England and Wales overall were 19 per cent under 15 and 18.75 per cent of retirement age.

In the twenty years between 1981 and 2001 the population of South Kesteven grew by 27 per cent, compared with an increase of 10 per cent for the East Midlands region as a whole. Despite the higher than regional average population growth, the District remains largely rural. The population density of South Kesteven in 2005 averaged 136 people per square kilometre, compared with an average of 270, for the region and 380 people per square kilometre for England overall.

### Likely future conditions

In the UK as a whole the population is projected to increase from 60.5 million (mid-2006) to 71 million by 2031 (Source: National Statistics population projections). South Kesteven is expected to increase in population to a projected 140,600 by 2021 (Source: ONS). This represents an increase of 7.5% over the mid-2006 population.

The mid-2006 population estimates indicate that since 2001, the district's population of retirement age has increased, both in numbers and as a percentage of the population. It is anticipated that this trend will continue, and the working age population is expected to fall in size as the 'baby boomers' move into retirement and are replaced by the relatively smaller generations of people who have been born since the mid-1970s.

## ECONOMY / EMPLOYMENT

Lincolnshire is among England's foremost agricultural counties, with some 87% of the land being given over to agriculture. [Eurostat - Office for National Statistics] However, the county's agriculture and horticulture is highly efficient,

with a high degree of mechanisation, which means that the industry provides little direct employment: data from the ONS for 2001 shows that only 3% of the workforce of the district is employed in the agricultural industries.

The major industries of the district are the traditional ones, such as manufacturing and construction. These, together with the distribution and hospitality sectors, employ approximately half of the district's workforce. This more traditional employment is, however, synonymous with a lower skilled workforce, and this is reflected in the under-representation in "higher knowledge" industries within the District, such as finance (which as a sub-category rates at 3% of the workforce). Accordingly, the supply of higher level skills is low in comparison to other areas.

The majority of local employment-generating development is located in the four towns. Grantham has a long association with the engineering industry, and the manufacturing base continues to expand and diversify. Stamford has a thriving economy based on tourism. The District as a whole has seen recent growth with companies based on new technology.

Workforce by employment sector (percentage of total) (2001)

Sector	Workforce		
	South Kesteven	East Midlands	England & Wales
Agriculture & Fishing	3%	2%	1.5%
Manufacturing	19%	20%	15%
Electricity, Gas & Water supply	0.6%	0.8%	0.7%
Construction	6.7%	6.8%	6.7%
Wholesale & Retail	19%	18%	17%
Hotels & Catering	4.5%	4.5	4.7%
Transport, Storage & Communications	6.22%	6.25%	7%
Banking, Financial Services & Business	13%	13.5%	18%
Public Administration, Education & Health	23.3%	23.3%	24%
Other Services	4.5%	4.2%	5.2%

source: National Statistics (Neighbourhood Stats, ONS) (figs rounded)

Data from the 2001 Census reveals that, at 66.3%, a higher percentage of the district's population is employed than is the case nationally (60.6%), regionally (61.3%) and in Lincolnshire generally (60.7%). The overall level of unemployment in the district, 1.9% pa (as at July 2008), is among the lowest in Lincolnshire: only North Kesteven has a lower rate, while in most districts it is around 2%. Overall unemployment in South Kesteven is also lower than both the national and regional rates of 2.3% and 2.2% respectively (as at July 2008). Youth unemployment in South Kesteven is slightly less than the national and regional rate. South Kesteven has a significantly lower level of long-term unemployment than its neighbours: 6% of the workforce has been

unemployed for over a year, compared with the national rate of 12% and 10% for the East Midlands region.

The percentage of pupils gaining more than 5 GCSE passes at Grades A\* to C in the District is consistently higher than the regional and national averages. The percentage of residents having GCSEs is higher than the regional and national figures. The percentage of residents with A Levels is considerably above the regional average, although it is slightly above the national average. Fewer residents have degrees in South Kesteven than either regionally or nationally. However, this may be because there are relatively few higher knowledge industries in the District and students who go to university do not always return to find employment in Lincolnshire.

Much of the employment within the district is in the lower knowledge sector, and is consequently low paid. The average income of South Kesteven residents, irrespective of place of employment, is the highest of all the Lincolnshire districts. However, the average income of people working in South Kesteven is among the lowest in the county, and is below the national and regional average. It is clear, therefore, that average incomes in South Kesteven are distorted by very high incomes of those commuting out of the district.

The majority of businesses in South Kesteven are small: of the 4805 businesses registered for VAT at March 2007, 3740 employ fewer than 10 employees. At 84.8%, this is higher than the national figure for small businesses of 82% and the regional figure of 81%.

South Kesteven has several large businesses, employing in excess of 100 personnel, but few employing over 500. One of the largest, Bourne Salads plc is part of the extensive food preparation industry in south Lincolnshire.

#### **Likely future conditions**

It is likely that agriculture, agricultural services and related manufacturing will continue to form a significant part of the local economy, although agriculture itself will probably form an ever-smaller source of employment if the trend towards increasing mechanisation continues. Migrant workers are likely to form an important part of the workforce in the fenland area of the district.

Services (tourism, hotels and catering) will also continue to be important to the South Kesteven economy, especially as a source of employment.

It is likely that the low-skilled workforce will remain unchanged, unless the Council adopts a proactive role and encourages inward investment and development suited to "higher knowledge" industries, and supports training and education functions.

## HOUSING

The population of South Kesteven has grown steadily in recent decades, and this trend is expected to continue. Much of this population growth results from people moving into the District, attracted by the pleasant surroundings, relatively low house prices and good transport links to London, Peterborough and Nottingham.

The stock of Council-owned homes has been steadily declining, while, at the same time the average (mean) price of a house is rising. Research in 2006 showed that in South Kesteven:

- 76.5% of households are owner-occupiers
- 13.7% are socially rented
- 92.2% of all households live in houses
- Approximately a quarter of all households contain a pensioner
- Another quarter contain a child

[Housing Needs Study, 2006]

This study also found a significant shortfall of all sizes of affordable housing, especially two- and three-bedroom homes. It also revealed a surplus in the private rented sector. The owner-occupier sector is better served, although there is a large shortfall of two bedroom homes.

The tables below demonstrate the decline in the Council's housing stock, rise in average (mean) price of houses and shortfall of dwellings.

Table 1: South Kesteven Housing Stock (1995-2005)

1995	1997	1999	2001	2003	2005
7,954	7,778	7,412	7,182	6,793	6,483

Source: ODPM

Table 2: Housing market - mean house prices in South Kesteven

1996	1997	1998	1999	2000	2001	2002	2003	2004
59,848	64,799	68,838	75,711	84,533	95,811	117,900	140,267	162,700

Source: ODPM (based on Land Registry data)

Note: refers to the average of all houses, regardless of type or number of bedrooms

Table 3: South Kesteven shortfall of dwellings in each tenure group

Tenure	1 bedroom	2 bedrooms	3 bedrooms	4+bedrooms	Total
Owner-occupation	76	335	44	134	588
Affordable housing	94	347	178	22	640
Private rented	-160	-134	-141	-14	-396
Total	<b>64</b>	<b>547</b>	<b>80</b>	<b>142</b>	<b>833</b>

Source: Housing Needs Study Report February 2006

Research has shown that 17.9% of the households in the district have one or more members who are in an identified special needs group, which is above the national average of 11-13%. Overcrowding does not appear to be a problem in the district: only 1.6% of households were identified as being in

need of larger accommodation, while 44.2% were found to be under-occupied. [The Housing Needs Study, 2006] Research has found that 19.7% of dwellings in the private sector also fail the Decent Homes Standard. This compares favourably with the national figure of 32%. An estimated 7.5% of the social housing in the district fails the Government's Decent Homes Standard. The council is on target to meet the Decent Homes Standard for all council housing stock by 2010. [Housing Strategy, 2005-2009]

#### **Likely future conditions**

House prices have demonstrated a long-term rising trend. It is likely that this will continue in the future, although peaks and troughs in the housing market are to be expected. Affordability is likely to remain a problem.

Of the 17.9% of the District's households containing special needs members referred to above, the largest category had physical disabilities. The research also found that these households were disproportionately made up of older persons only. This situation is likely to continue as the number of older residents increases. The research also found that 44% of dwellings in South Kesteven can be regarded as under-occupied: a situation which is likely to continue as the number of older residents increases.

### **HUMAN HEALTH / CRIME & SAFETY**

In general, public health in South Kesteven is somewhat better than the national and regional averages. The life expectancy at birth of South Kesteven's residents is a year longer than the national or regional averages, for both males and females [ONS, 2002]. Surveys also indicate that, on average, residents consider themselves to be healthier than the national or regional average: over 70% in South Kesteven, compared with 68% nationally and 67% regionally [ONS, 2001]. It is, however, estimated that 17.9% of households in South Kesteven have one or more members who are in an identified special needs group; above the national average of 11-13% [The Housing Needs Study, 2006].

South Kesteven is among the more deprived areas, being ranked 256 out of 354 local authorities in England in the Indices of Deprivation 2004.

Crime audits show that the incidence of reported crime in the District is lower than that of the rest of Lincolnshire, and considerably lower than the national rate.

#### **Likely future conditions**

The higher than average number of households containing persons with identified special needs is likely to present concerns in terms of both housing and healthcare provision.

Crime is perceived to be an issue in the district, particularly anti-social behaviour, although this is not evidenced by the crime audits. The Council is

working hard to combat this issue, therefore perceptions may change to reflect the statistics.

## ENVIRONMENTAL

**Air:** The major threat to clean air is now posed by traffic emissions. Petrol and diesel engine motor vehicles emit a wide variety of pollutants, principally carbon monoxide (CO), oxides of nitrogen (NOx), volatile organic compounds (VOCs) and particulates (PM10), which have an increasing impact on urban air quality. Once released into the atmosphere, NOx and VOC pollutants undergo photochemical reactions resulting from the action of sunlight. This leads to the formation of ozone, which affects rural areas, often far from the original source of pollution.

As part of the Government's National Air Quality Strategy (NAQS), the District Council has undertaken a local air quality review for the control of air quality. The Council continually monitors some sixty sites where it is thought that ambient air quality might exceed the statutory air quality objectives. Air quality monitoring has revealed only one area of concern within the District, and an air Quality Management Area has been declared at this site, which is in the centre of Grantham.

**Soil:** To the north of the district, in the Trent and Belvoir Vale, and on the Southern Lincolnshire Limestone Edge, the land is mainly Grade 2 and 3: providing high quality agricultural land. The central part of the district, within the Kesteven Uplands, is mostly Grade 3 agricultural land. The Fens, to the east, comprise virtually all Grade 2 land, reflecting the highly productive soils. There are small pockets of Grade 1 agricultural land around the western edge of Grantham, in the Vale of Belvoir.

Throughout the district 1036 sites are being monitored as required by the 1995 Environmental Protection Act as possible areas of contamination. However, only 150 sites have been identified as having "high risk" contamination (using site content and proximity to people and water as criteria), and these are being surveyed by the local authority to establish the full extent and nature of any contamination.

**Water:** Approximately 10 % of the district, mainly the fen areas and the land around Bourne and the Deepings, has been classified as Flood Zone 3, which means it is at significant risk of flooding. The majority of the land affected is the fen area east of the A15, which is largely agricultural.

Although the water companies supplying the major growth areas in south east England are concerned that demand will outstrip supply in the coming decades, the situation in other areas, including South Kesteven, is less acute. Chemical analysis by the Environment Agency in 2003 found that over 90% the rivers in South Kesteven were rated as good/fair, while over 97% of rivers were rated as good/fair by Biological analysis. Although much of South

Kesteven has been classified as a Nitrate Vulnerable Zone, reflecting its agricultural nature, samples taken from the River Witham and the River Glen are usually far below critical thresholds.

### **Likely future conditions**

**Air:** Air pollution is likely to increase as more of us depend upon car usage. Patterns of development may be useful in reducing this impact, however, a fundamental change in attitude is necessary to achieve a reduction in air pollution.

**Soil:** If present trends continue, there is unlikely to be any significant change in the extent and quality of agricultural land. However, the presence of so much high quality agricultural land around the towns of the district may present restrictions on future land supply for development. The presence of mostly high-grade agricultural land across the district means that, if additional greenfield land needs to be identified, some Grade 3a or 3b land may be lost.

A shortage of land for development, together with a target of 60% of housing development to take place on brownfield land, is making the use of derelict and contaminated land much more common. It is, therefore, likely that many of the remaining contaminated sites in the District will be cleaned-up and made safe in the future as they are redeveloped.

**Water:** In flood risk areas defence mechanisms can be put in place to control floods, but these are costly and frequently merely transfer the problem to another location. Wetter winters, expected to result from climate change, would mean more frequent and increasingly severe flooding, which would need to be addressed by directing new development away from flood plains and by defending existing 'at risk' areas.

Another effect of climate change is expected to be hotter, drier summers, and it would, therefore, be unwise to assume that water will always be as readily available as it is now. The Environment Agency reports that the "water resource availability status" for the District is "over-abstacted" [Welland Catchment Abstraction Management Strategy (CAMS)], and "over licenses" [Witham Catchment Abstraction Management Strategy (CAMS)].

### **BIODIVERSITY & LANDSCAPE**

The District can be divided into seven Landscape Areas, each with its own distinctive characteristics. The Kesteven Uplands, the largest and central part of the District, contains a high proportion of ancient woodlands, both semi-natural and replanted. The agricultural classification of the land is mainly Grade 3, with swathes of Grade 2 along the Lincoln Edge. The Fen area of South Kesteven is also Grade 2 high quality agricultural land. Within the Fens, ecological interest is concentrated around the drainage ditches which

can support a range of wetland species. A significant area of reedbed exists east of the Deepings.

Although there are no Areas of Outstanding Natural Beauty or National Parks in the District, South Kesteven has 10 nature reserves, mostly grassland, woodland and wetland. There are 12 Regionally Important Geological/Geomorphological Sites (RIGS), 21 Protected Road Verges and 236 listed Sites of Nature Conservation Importance (SNCIs). The district also contains 535ha of designated SSSIs on 27 sites, the majority of which are considered to be in "favourable" condition. These areas provide habitat to a variety of species of fauna and flora including typical limestone plants, scrubs, butterflies, and birds such as the whitethroat, tree sparrow and nightingale. The wooded areas are also home to several species of bats, birds and moths. There are two Natura 2000, Special Area of Conservation (SAC), sites in the district: Baston Fen and Grimsthorpe Park. An "Appropriate Assessment" of these sites is also a requirement of the European Directive. There are in excess of 300 Tree Preservation Orders throughout the district.

#### **Likely future conditions**

It is expected that the condition of the designated sites will be maintained. New sites may be created as a result of more sensitive development proposals. The requirements of the EU Directive should ensure the protection of designated sites. More Tree Preservation Orders will be created if they are required.

### **TRANSPORT**

South Kesteven is somewhat more accessible by road than other Districts in Lincolnshire and since the A1 passes through the western side of the District, the proportion of dual carriageway is relatively high. The District is also more accessible by rail than other parts of the county: the East Coast Mainline passes through the district and Grantham is a major rail station, serving a wider area. Indeed many South Kesteven residents commute to London either directly from Grantham or via Peterborough to work. There are also regular services to the coastal area and to the towns and cities of the midlands.

Most people in South Kesteven travel to work by car, either as driver or passenger: this mode of transport accounts for nearly 80% of all employment-related travel. South Kesteven has a significantly higher proportion of people travelling to work by car or van than in England as a whole. This reflects the relative scarcity of public transport routes throughout the District. Public transport accounts for less than 5% of travel to work journeys and 10% of the workforce walk to work.

#### **Likely future conditions**

It is inevitable that the projected population growth will result in increased demand for travel. In particular, given the rural nature of the District, there are

likely to be more car owners and drivers. It is also likely that an aging population will result in a growing number of elderly people seeking to access services. This is likely to mean a need for transport suitable for older people who may not be able to drive and who would rely on public transport to get around.

Encouraging mixed-use development may result in reducing the distances that people travel to work. However, given the rural nature of the district and the lack of public transport, travel by private car is unavoidable in many locations.

Lincolnshire County Council is taking positive steps to provide effective rural transport links between villages within the District. Whilst this will help to make these communities more accessible, a fundamental change in attitudes will be required to reduce car dependency. The presence of the A1 and mainline rail route will continue to influence people's live/work choices within the District.

## **CLIMATE**

In response to increasing concerns about climate change, the UN Framework Convention on Climate Change was agreed at the Earth Summit in Rio de Janeiro in 1992. The UK pledged to return its greenhouse gas emissions to 1990 levels by 2000, and achieved this target. In 1997 the UK signed up to the Kyoto Protocol, which built on these targets. The international agreement was to reduce each of the country's overall emissions of six greenhouse gases (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulphur hexafluoride) by 5.2% below 1990 levels over the period 2008-2012.

In addition to mitigating against the effects of climate change, steps can be taken to reduce the amounts of greenhouse gases emitted. Initially, this should be by reducing the amount or increasing the efficiency of the energy used. Additionally, the proportion of energy generated by fossil fuels which give off greenhouse gases (such as gas, oil and coal) can be decreased, and that from renewable energy sources (such as solar, wind or biomass) increased.

By building energy-efficient housing, the amount of greenhouse gases emitted can be significantly reduced. The energy rating of dwellings is measured by the Standard Assessment Procedure (SAP), which is a calculation of a building's energy efficiency. SAP ratings are scored on a scale from 1 to 120 where 1 is the worst and 120 the best. Building Regulations in 2002 require new houses to be built to a SAP rating of 100, whereas a typical 1960's built house has a rating of 30.

### **Likely future conditions**

Climate change is expected to lead to hotter, drier summers and warmer, wetter winters. Sea levels are expected to rise and, together with an

increase in rainfall, lead to more frequent flooding of rivers and the coastline. Extreme weather events such as storms or heatwaves would be more frequent. In addition to an increased likelihood of flooding, more frequent storms could result in damage to buildings and infrastructure. There could also be changes to the economy; agriculture, in particular, could be forced to adapt to the new climate, with new crops replacing traditional varieties.

Small-scale local initiatives to improve the energy efficiency of new buildings, while relatively insignificant individually, should be cumulatively beneficial.

## **CULTURAL HERITAGE**

Preserving the cultural and historic environment benefits communities in more than one way: it provides an essential educational resource for the understanding of the past and its legacy; it contributes to the national and local economy as it promotes tourism and provides jobs; it provides people with a sense of belonging to a unique and special place – a sense of identity.

The historic environment should, however, be seen as more than designations. Development decisions should also be based upon an understanding of the wider historic environment and its impact on the character and distinctiveness of areas.

The design and layout of new developments can influence its surroundings. Good urban design is rarely brought about by prescribing physical solutions, or by setting rigid design standards but by approaches which emphasise design objectives or principles. Larger developments can be informed by design guidance and masterplans, so the degree to which this happens could be monitored in the future.

There are around 2,500 Listed Buildings and 100 Scheduled Monuments throughout the District.

### **Likely future conditions**

Information regarding the archaeological resource is constantly evolving. New information comes to light through sites recorded by the public, through schemes like the Portable Antiquities Scheme, and through development. As at January 2007, c4000 archaeological records exist for the District. This figure will increase year-on-year, as members of the public report finds, as well as through new development.

## **MATERIAL ASSETS**

We live in a 'throwaway society', using up the earth's most precious resources and producing massive amounts of rubbish and pollution as a result. The vast majority of the District's household waste ends up buried in landfill, which leads to environmental problems because the rubbish takes up valuable space, can cause pollution of the air, land and water, and the rotting waste can give off greenhouse gases contributing to climate change.

South Kesteven District Council uses a twin-bin system for the collection of household waste to help reduce the amount of waste going into landfill sites, and to increase the amount of refuse which is recycled. The distribution of the 110,000 new bins began in August 2006 and the process was completed by July 2007.

District-wide, the amount of refuse recycled increased from 7.4% in 2002/03 to around 26% by March 2006, and where wheelie bins were used the amount recycled had increased to 44%. Since the introduction of the twin-bin system was completed, there has been a marked increase in amount of household waste which has been recycled, and a marked decrease in the amount of household waste which has been sent to landfill sites.

#### **Likely future conditions**

As the twin-bin system becomes established throughout the district, it is expected that the amount of household waste collected and disposed of in landfill sites will decrease, and the amount of household waste which is recycled will increase. The council has set a target of recycling and/or composting 50% of all household waste by 2008, and to divert 70% of waste from landfill sites by 2010. The recycling target has been met.

### APPENDIX 3: SOUTH KESTEVEN BASELINE DATA

ENVIRONMENTAL FACTORS							
BIODIVERSITY							
Objective: To protect and enhance the District's Natural Assets and Biodiversity							
Objective: To protect and enhance the District's Flora							
Objective: to protect and enhance the District's Fauna							
Indicator	Quantified Data for South Kesteven (year)	Comparators & Targets (year)	Trend: South Kesteven	Assessment / Issues Identified	Data Sources	Action/Issues for DPD /AAP	
		East Midlands UK					
Area of land designated as SSSI (Ha)	535 Ha (2005) + 2 Natura 2000 sites [27 SSSIs 10 LWT nature reserves 21 Protected Road Verges 12 RIGS 236 SNIs]	less than 4% of total land area	2,427,000 Ha	no trend	protect existing	Lincolnshire Wildlife Trust English Nature SKDC GIS mapping <a href="http://www.english-nature.org.uk/special/sssi/search_results">www.english-nature.org.uk/special/sssi/search_results</a> <a href="http://www.jncc.gov.uk/protectedsites">www.jncc.gov.uk/protectedsites</a> Audit Commission Area Profile (2005)	Ensure that proposed allocations do not encroach upon or have a detrimental impact on designated sites.
% SSSI in favourable condition	60% (2005)	44.55% (2008)	54.61% (2008)	no trend	no issue	Lincolnshire Wildlife Trust English Nature <a href="http://www.english-nature.org.uk/special/sssi/report">www.english-nature.org.uk/special/sssi/report</a> Audit Commission Area Profile (2005)	
Sites designated as Local/National Nature Reserve	none designated	14 (2008)	1321 (2008)		no issue	Natural England	Ensure that proposed allocations do not encroach upon or have a detrimental impact on designated sites.
Area of land designated as County Wildlife Sites (ha)	5,182 Ha (app)	location of data unknown	location of data unknown	no trend	protect existing and encourage enhancements	Lincolnshire Wildlife Trust English Nature <a href="http://www.lincstrust.org.uk">www.lincstrust.org.uk</a>	Ensure that proposed allocations do not encroach upon or have a detrimental impact on designated sites.
BROWNFIELD / GREENFIELD							
Objective: To ensure that development is located on the most appropriate sites in relation to the development sequence							
Indicator	Quantified Data for South Kesteven (year)	Comparators & Targets (year)	Trend: South Kesteven	Assessment / Issues Identified	Data Sources	Action/Issues for DPD /AAP	
		East Midlands UK					
Area of previously developed land which is vacant or derelict (hectares)	vacant land 33 vacant buildings (2006) 22	920 (2006) 560 (England)	14,610 (2006) 4,550 (England)	3 0 (2004) 0 22 (2005)	proactive reclamation of sites	NLUD (databases)	Consider NLUD sites for allocation
Amount of land identified in Urban Capacity Study (December 2005)	sites considered 159 sites discounted 109 sites retained 50 (area = 99 ha) capacity 2577 dwellings				proactive reclamation of sites	SKDC Urban Capacity Study (2005)	Consider urban capacity sites for possible allocation.
Amount of land identified in SHLAA (2008)	sites considered 266 sites suitable 112 possible capacity 16,459 (inc some UCS sites)				proactive	SKDC Planning Policy: combined SHLAA study with South Holland and Rutland	Consider SHLAA sites for possible allocation.
% new housing on previously-developed land	2007/2008 62.5%			63% (2002/2003) 54% (2003/2004) 50% (2004/2005)	maintain or increase percentage	Local Monitoring (SKDC KPIs) DCLG Publications	

				52.7% (2005/2006) 59.5% (2006/2007) 62.5% (2007/2008)				
<b>SOIL</b>								
Objective: Conserve soil resources and quality								
Indicator	Quantified Data for South Kesteven (year)	Comparators & Targets (year)		Trend: South Kesteven	Assessment / Issues Identified	Data Sources	Action/Issues for DPD /AAP	
		East Midlands	UK					
Area of contaminated land (hectares)	1036 sites (2006/2007)	Data being monitored under Part II of the Environmental Protection Act 1995	Data being monitored under Part II of the Environmental Protection Act 1995	no trend	Approx 150 sites identified as High Risk (using content, proximity to people/water). Surveys to be completed by 2006 & high risk by 2005	Environmental Health Contaminated Land Strategy (Sites being monitored under Part II of the Environmental Protection Act 1995) SKDC KPIs	Check with Environmental Health before allocation of sites for possible contamination impact	
Agricultural Land	789 agricultural holdings 74,164 Ha (June 2007)	17,650 holdings 1,225,257 Ha (2003)	18,268,000 Ha (2002)	646 holdings 78,571.6 Ha (2003)		defra agricultural census (2007) defra agricultural census (2003)		
<b>WATER</b>								
Objective: Conserve water resource and quality								
Indicator	Quantified Data for South Kesteven (year)	Comparators & Targets (year)		Trend: South Kesteven	Assessment / Issues Identified	Data Sources	Action/Issues for DPD /AAP	
		East Midlands	UK					
% major rivers rated as good/fair quality: Chemical	97.1% 2006	95% (2003)	94% (2003)	Static (2001 – 2006)	maintain	Audit Commission Area Profile	pollution implications In Core Strategy policy	
% of rivers rated good/fair quality: Biological	100% (2006)			Static (2001 – 2006)	maintain	Audit Commission Area Profile	Consider pollution implications of possible allocations	
Water abstraction – Indicator to be developed	East & West Glen and Lower Welland Rivers 'over-abstracted'				Issue for high water user/developments	Environment Agency	abstraction rate implications to influence site location	
Developments incorporation SuDS	SFRA identifies areas suitable for types of SUDs			no trend	Use SFRA	not currently monitored	Use SFRA to determine suitability of possible sites for SUDs	
Extant planning permission for new dwellings in High Risk Flood Areas	Total commitment 16 (data as at July 2008)			no trend	avoid development in high risk areas	local monitoring	Core Strategy policy to avoid development in FZ3. Possible allocations should accord.	
% of District at high risk of flooding	approximately 10%				avoid development in high risk areas	Environment Agency	Core Strategy policy to avoid development in FZ3	
<b>AIR</b>								
Objective: To maintain air quality within the district								
Indicator	Quantified Data for South Kesteven (year)	Comparators & Targets (year)		Trend: South Kesteven	Assessment / Issues Identified	Data Sources	Action/Issues for DPD /AAP	
		East Midlands	UK					
Air quality	All air quality statutory requirements met. Wharf Road, Grantham = only Air Quality Management Area.				no issue	Local Air Quality Management Annual Progress Report (April 2008) Bureau Veritas SKDC Environmental Health	Development proposals in this area should not worsen situation. Work at methods to reduce this problem area. Relevant to GAAP	
<b>CLIMATIC FACTORS</b>								
Objective: To manage prudently the natural resources of the district to reduce vulnerability to flooding								
Objective: To minimise energy usage through sustainable design and development								
Indicator	Quantified Data for South Kesteven (year)	Comparators & Targets (year)		Trend: South Kesteven	Assessment / Issues Identified	Data Sources	Action/Issues for DPD /AAP	

		East Midlands	UK																	
SAP target: 60-70 by 2011	Council: targets nearly met Private: 50 (estimated) (Fordham) All new dwellings must be SAP compliant	48 (est) (Fordham)	51 (est) (Fordham)			SKDC Property Services Energy Manager SKDC Building Control														
<b>MATERIAL ASSETS</b>																				
Objective: To minimise waste and encourage recycling and reuse of waste																				
Indicator	Quantified Data for South Kesteven (year)		Comparators & Targets (year)		Trend: South Kesteven	Assessment / Issues Identified	Data Sources	Action/Issues for DPD /AAP												
			East Midlands	UK																
Amount of household waste collected (Tonnes)	47,023 (02/03) 46,893 (03/04) 48,595 (04/05) 52,492 (05/06) 52816.12 (06/07) 52308.88 (07/08)					no issue	South Kesteven Waste Management													
household waste recycled	7.4% (02/03) 13.7% (03/04) 14.9% (04/05) 26.8% (05/06) 17440.90 tonnes (06/07) 26843.28 tonnes (07/08)		(2002/2003) 13.8%	(2002/2003) 14.5%	year on year increase from 04/05 includes compostable marked increase since District-wide introduction of twin-bin collections	no issue	South Kesteven Waste Management													
amount of waste to landfill (Tonnes)	40,491 (03/04) 41,346 (04/05) 38,748 (05/06) 35375.22 (06/07) 25465.61 (07/08)				marked reduction in amount of landfill waste after District-wide introduction of twin-bin collection system		South Kesteven Waste Management													
<b>CULTURAL HERITAGE</b>																				
Objective: To protect and enhance the District's cultural, built and archaeological heritage																				
Objective: To enhance and conserve the environment of the District through sustainable design and development																				
Indicator	Quantified Data for South Kesteven (year)		Comparators & Targets (year)		Trend: South Kesteven	Assessment / Issues Identified	Data Sources	Action/Issues for DPD /AAP												
			East Midlands	UK																
Listed Buildings	2154 Listings 2569 Buildings					protect and enhance existing.	English Heritage SKDC Conservation Officer	Ensure potential allocations do not have a detrimental impact on historic assets.												
Listed Buildings at risk	G1 & G11* = 8 G2 = N/K						English Heritage SKDC Conservation Officer													
Scheduled Monuments (SM)	100						English Heritage													
SMs at risk	1						English Heritage													
Conservation Areas	47						SKDC Conservation Officer													
Registered Parks & Gardens	10						English Heritage													
Number of dwellings	58,033 (2008)				53,151 (2005)		ONS Census 2001 + known housing completions 2001-2008													
<b>LANDSCAPE</b>																				
Objective: To maintain/enhance the quality and distinctiveness of the District's Landscape Character Areas																				
Indicator	Quantified Data for South Kesteven (year)		Comparators & Targets (year)		Trend: South Kesteven	Assessment / Issues Identified	Data Sources	Action/Issues for DPD /AAP												
			East Midlands	UK																
Landscape Character Areas	7						SKDC Landscape Character Area Assessment 2007	Core Strategy policy. Consider the implications of LCA for potential allocations												
Tree Preservation Orders	362					protect existing	SKDC Arboricultural Officer SKDC GIS (internal only)	Core Strategy policy												
Hedgerow Consent Notices	<table border="1"> <tr> <th>year</th><th>proposal</th><th>approved</th></tr> <tr> <td>2001</td><td>2</td><td>2</td></tr> <tr> <td>2002</td><td>3</td><td>1</td></tr> <tr> <td>2003</td><td>0</td><td>0</td></tr> </table>		year	proposal	approved	2001	2	2	2002	3	1	2003	0	0			no trend		SKDC Arboricultural Officer	
year	proposal	approved																		
2001	2	2																		
2002	3	1																		
2003	0	0																		

	2004 2005 2006 2007	1 1 1 1						
<b>SOCIAL</b>								
<b>FAIR AND HEALTHY COMMUNITIES</b>								
Objective: To ensure the needs of the population of the District are met								
Objective: To ensure that the housing needs of the community are met, in particular the affordable housing requirements								
Objective: Contribute to community safety by encouraging good design								
Objective: to facilitate the provision of recreational facilities for all								
Objective: To facilitate improved health provision where appropriate								
Indicator	Quantified Data for South Kesteven (year)		Comparators & Targets (year)		Trend: South Kesteven	Assessment / Issues Identified	Data Sources	Action/Issues for DPD /AAP
			East Midlands	UK				
% dwellings which fall below Decent Homes Standard	19.7% private sector 7.5% social sector			32% private sector		no issue	Head of Property Services: Housing Strategy to 2010 (Stock Condition survey 2005/6)	
Number of affordable homes built annually	Need identified as 460 pa Actual completed 04/05 = 50 05/06 = 112 06/07 = 133 07/08 = 155				Annual increase in affordable units provided. Target met or exceeded since 2004.	level of need assessment of new survey	Housing Strategy Manager	Core Strategy includes Affordable Housing Policy and SPD being prepared. Site allocations to include affordable target for sites and rural exception sites.
Recorded crimes per 1,000 population	(2002/2003): 90.5 (2004/2005): 79.4 (2005/2006): 78.1 (2006/2007): 43		2002/03: 119 2004/05: 106.7 2005/06: 102.1 2006/07: 63	2002/03: 113 2004/05: 105.2 2005/06: 103.1 2006/07: 47	reduction year on year. lower than regional or national stats	design out crime	Home Office Jan – Mar 2003 (NB: England and Wales only) [www.research-lincs.org.uk] www.crimestatistics.org.uk	SA Objective
Overall road accident casualty rate (per 1,000 population)	SKDC 2003 4.9 2004 4.9 2005 4.6 2006 3.96 2007 4.53	Lincs 6.4 6.2 6.0	2003 5.2 2004 5.1 2005 5.0 2006	2003 5.1 2004 4.9 2005 4.7 2006	lower than rest of county, region or country	Highway standards on new developments	Lincolnshire Road Safety Partnership [www.research-lincs.org.uk "Quality of life in Lincolnshire"]	
School Travel Plans to DES standards	52 primary schools 51 travel plans (at 31/3/07) 12 secondary schools 11 travel plans (at 31/3/07) 4 Special schools 4 travel plans (at 31/3/07)				Govt target = ALL schools to have travel plan by April 2010. Lincs should meet early	no issue	Lincs County Council Highways Dept	
% of population that can access:	<ul style="list-style-type: none"> <li>at least one 20 ha site within 2km of home;</li> <li>one 100 ha site within 5km of home;</li> <li>one site within 10 km of home;</li> </ul>					protect and enhance existing and encourage new provision	English Nature Greenspace Standards: local visitor attraction sites	Consider implications of PPG17 Assessment and develop local standard for inclusion in LDF policy and site allocations.
	100% within 10k of Accessible Natural Greenspace							Consider enhancing existing provision through new development too.
Major visitor attractions	<ul style="list-style-type: none"> <li>Belton House</li> <li>Grimsthorpe Castle</li> <li>Tallington Lakes (Out of District)</li> <li>Burghley House</li> <li>Belvoir Castle</li> <li>Rutland Water</li> </ul>					no issue		
% residents very								

satisfied or fairly satisfied with: a) entertainment & eating out recreational facilities b) sports and leisure facilities (provided by the local authority) c) culture & arts	a) 70% b) 51.6% c) 43.4%			a) 60% (06) b) 58% (06) c) 44% (06)	inform policy	Householder Survey 2007:	Identify town and Local centres and encourage new retail, leisure and service development to locate within them.
% shopping in Grantham, Stamford, Bourne & Deepings	88%				inform policy	Householder Survey 2007: SKDC Business Management Services	Identify Town Centres in LDF
% shopping out of District:	• 12%				inform policy and reduce leakage	Householder Survey 2007: SKDC Business Management Services	Improve retail choice and restrict leakage to external retail centres
Number of communities containing: a) GP b) School c) Regular bus route d) food/local shop	2008 GP 12 School 28 Regular bus 22 food/local shop 23			2006 GP 14 School 28 Regular bus 18 food/local shop 27	LCC Transport claim "60% rural households have access to hourly bus service" : Sustainability Matrix to inform policy.	Sustainability Matrix Has been a loss of two GP practices and 4 food shops from local villages between 2006 -2008. But improved bus service	Core Strategy policy and locational strategy seeks to protect existing community facilities and promote the development of new. Consider location of existing as well as potential of providing as part of new development
No GPs	80 (Jan 2007)				no issue	Lincolnshire Health Authority	
No GP Practices	21 (Jan 2007) 52% with >2doctors			av 6,000 patients /GP practice	no issue	Lincolnshire Health Authority	
Population M F	<b>2001:</b> 124,792: 61,108(M) 63,684(F) <b>1991:</b> 108,945 53,162(M) 55,783(F)				no issue	Office for National Statistics	
Population breakdown (by age and gender)	age band 2001 1991 0-15 20% 20.335% 15-74 71.65% 71.565% 75+ 7.9% 7.9%						
Pension age (%)	1991 census 18.56% mid 1996 est: 18.2% 2001 census: 18.93% mid 2004 est: 20.13%			increase in both absolute and percentage terms			ensure new development meets long-term requirements of aging population
Life expectancy at birth	a) males 78 b) females 82.4 (2007)	a) 75.7 b) 80.3 (2001)	a) 75.7 b) 80.4 (2001)	73.2 75-76.3 78.7 80 1991 2001	Higher life expectancy than regional / national average = aging population	Office for National Statistics Census 2001 Census 1991 NHS Health Profile 2007	Plan for life time homes. Consider the implications of a larger population of elderly residents
% residents with long term illness	15.9%	18.40%	17.90%		Lower number of residents with lifelong illness.	Office for National Statistics Census 2001	
% people who describe their health as good	70.60%	68%	68.20%		no issue	Office for National Statistics Census 2001	
% people who describe their health as not good	7.20%	9.10%	9%		no issue	Office for National Statistics Census 2001	

## EMPLOYMENT AND THE ECONOMY

Objective: to encourage employment opportunities for all

Objective: to facilitate the development of new technology to support a modern economic infrastructure

Objective: to improve the social and environmental performance of the economy

Indicator	Quantified Data for South Kesteven (year)	Comparators & Targets (year)		Trend: South Kesteven	Assessment / Issues Identified	Data Sources	Action/Issues for DPD /AAP
		East Midlands	UK				
Residents having 5+ GCSE (or NVQ2)	64.5% (2007)	62.6% (2007)	64.5% (2007)		SK average is same as national average	Lincs Research Observatory	Implies that the districts population achieves well in secondary education but does not retain those most highly qualified residents. Consider implications for business/employment land/policy.
Residents having 2+ 'A' Level (or NVQ3)	47.5% (2007)	44.1% (2007)	46.4% (2007)		SK average is higher than UK and regional average	Lincs Research Observatory	
Residents having degree (or NVQ4)	27.9% (2007)	25.5% (2007)	28.6% (2007)		SK is lower than national average	Lincs Research Observatory	
Pupils gaining >5 A*-C GCSE	2001/02 59.1 2002/03 64.8 2003/04 63.2 2004/05 64.6	2001/02 49.2 2002/03 50.6 2003/04 51.0 2004/05 52.6	2001/02 51.2 2002/03 52.9 2003/04 53.6 2004/05 56.0	consistently higher than regional & national		ONS - neighbourhood statistics	
Level of employment 16-74 economically active	77.4% (2007)	75.9% (2007)	74.4% (2007)	higher than regional & national			
Level of unemployment % (16-74 economically active)	(2001) 2.5% (2005) 1.5% (2006) 1.9% 2008 1.7%	(2001) 3.3% (2005) 2.1% (2006) 2.8% 7/2008 2.7	(2001) 3.4% (2005) 2.4% (2006) 2.9% 7/2008 2.7	Consistently lower than regional and national average	background for employment policy	Office for National Statistics Census 2001 Jobcentre Plus Lincs Research Observatory	
Level of long term (+1 yr) unemployment %	6% (2008)	10% (2008)	12% (2008)	lower than regional or national		Jobcentre Plus	
Level of youth unemployment	8% (2008)	11% (2008)	11 (2008)	lower than regional or national		Jobcentre Plus	
Range of employment opportunities	vacancies across all sectors					Jobcentre Plus SKDC Economic Development	
Number of businesses employing over 100	35 (2007)			40 (2005) 46 (2006)		SKDC Economic Development	
Number of business employing less than 10	3740 (Mar 2007)	115,650 (Mar 2006)	1,442,140 (Mar 2006)	4210 (Mar 2006)		SKDC Economic Development	
VAT registrations	415 (2006)	144,315 (Mar 2006)	1,758,270 (Mar 2006)			SKDC Economic Development	
VAT de-registrations	315 (2006)	9,765 (Mar 2006)	138,780 (Mar 2006)			SKDC Economic Development	
Businesses assisted (help in locating premises/land/funding)	820 (2007)			360 (2006)		SKDC Economic Development	
Mean average weekly income of those working in SKDC	2008 – £530.50			2004 - £419.90 2005 - £429.80 2006 - £460.00 2007 - £474.50	Disparity of up to £100 between the income of those working in the district and those living in the district. Implies larger salaries are from jobs outside the district.		Consider implications of out commuting for better paid jobs.
Mean average weekly income for those living in SK	2008 - £598.00			2004 - £497.10 2005 - £532.60 2006 - £543.90 2007 - £548.00			Implications on affordability of the lower paid jobs within the district.

## TRANSPORT

Objective: to improve accessibility to jobs and services by increasing the use of public transport, walking and cycling

Indicator	Quantified Data for South Kesteven (year)	Comparators & Targets (year)		Trend: South Kesteven	Assessment / Issues Identified	Data Sources	Action/Issues for DPD /AAP
		East Midlands	UK				

Means of travel to work by modal split %	work from home underground, tram etc train bus, minibus, coach motorcycle car/van passenger in car/van taxi, minicab bicycle walking other``	10.25 0.06 1.54 3.01 1.08 61.67 6.65 0.54 4.08 10.73 0.39	9.04 0.07 0.98 6.98 1.04 60.38 6.95 0.41 3.27 10.49 0.39	9.16 3.16 4.23 7.51 1.11 54.92 6.11 0.52 2.83 9.99 0.46	Higher number of residents work from home than nationally or regionally.  Higher number of residents travel to work by car than UK or EM	inform policy to seek overall reduction in need to travel by car to work. Influence public transport provision	Office for National Statistics Census 2001	Core Strategy policy to guide location of development, encourage public transport use, cycle/walking, travel plans, work from home
Length of: a) cycle paths and cycle lanes b) public rights of way	c) 39km (including 12.9km Sustrans) b) 860 km				inform policy, protect and enhance existing, encourage new provision	LCC Highways & Planning Directorate [ <a href="http://www.research-lincs.org.uk">www.research-lincs.org.uk</a> "Quality of life in Lincolnshire"]	Encourage positive approaches to new cycle and walking facilities as part of new developments	

## Appendix 4: Objective Testing - Grantham Area Action Plan DPD

<b>OBJECTIVE 1:</b> <b>To provide for 8,500 new dwellings within Grantham up to 2026 of sufficient variety in terms of sites, sizes, types, tenures and affordability to meet the needs of the population.</b>		
<b>Sustainability Appraisal Objectives</b>	<b>Consistency</b>	<b>Commentary</b>
<b>A</b>	?	Impact upon biodiversity will depend on the housing location. Provisions of housing could have a positive or negative impact. Mitigation may require enhancement of biodiversity.
<b>B</b>	?	Impact upon biodiversity will depend on the housing location. Provisions of housing could have a positive or negative impact. Mitigation may require enhancement of biodiversity.
<b>C</b>	?	Impact upon biodiversity will depend on the housing location. Provisions of housing could have a positive or negative impact. Mitigation may require enhancement of biodiversity.
<b>D</b>	x	Provision of housing will use land, it is therefore important to ensure the efficient use of land.
<b>E</b>	x	Provision of housing will use land, it is therefore important to ensure the efficient use of land.
<b>F</b>	x	Provision of housing will use more water.
<b>G</b>	—	No significant relationship
<b>H</b>	x	Provision of housing will use more water.
<b>I</b>	—	No significant relationship
<b>J</b>	x	Additional housing will increase waste
<b>K</b>	—	No significant relationship

<b>L</b>	—	No significant relationship
<b>M</b>	?	Impact on the landscape will depend upon the location of the houses. Provision of housing could have a positive or negative impact.
<b>N</b>	✓	A variety of tenure, size and type will ensure housing meets the local need
<b>O</b>	—	No significant relationship
<b>P</b>	—	No significant relationship
<b>Q</b>	—	No significant relationship
<b>R</b>	✓	Provision of adequate housing is a significant determinant of health.
<b>S</b>	—	No significant relationship
<b>T</b>	—	No significant relationship
<b>U</b>	✓	Provision of mixed housing types will assist in community cohesion
<b>V</b>	-	No significant relationship

**OBJECTIVE 2:**

**To promote and strengthen the role of Grantham as a Sub-Regional Centre, and properly plan and deliver the additional housing growth expected by the Grantham Growth Point and the Regional Spatial Strategy.**

<b>Sustainability Appraisal Objectives</b>	<b>Consistency</b>	<b>Commentary</b>
<b>A</b>	?	This may have a positive or negative impact dependant on the specific site
<b>B</b>	?	This may have a positive or negative impact dependant on the specific site
<b>C</b>	?	This may have a positive or negative impact dependant on the specific site
<b>D</b>	x	Provision of housing will use land, therefore it is important to ensure efficient use of land.
<b>E</b>	x	Provision of housing will use land, therefore it is important to ensure efficient use of land.
<b>F</b>	—	No significant relationship
<b>G</b>	—	No significant relationship

<b>H</b>	—	No significant relationship
<b>I</b>	—	No significant relationship
<b>J</b>	—	No significant relationship
<b>K</b>	—	No significant relationship
<b>L</b>	—	No significant relationship
<b>M</b>	?	Provision of housing may have a negative or positive effect
<b>N</b>	✓	Flexible supply will help community housing needs to be met.
<b>O</b>	✓	Flexible supply will help community housing needs to be met.
<b>P</b>	—	No significant relationship
<b>Q</b>	—	No significant relationship
<b>R</b>	—	No significant relationship
<b>S</b>	—	No significant relationship
<b>T</b>	—	No significant relationship
<b>U</b>	—	No significant relationship
<b>V</b>	—	No significant relationship

**OBJECTIVE 3:**

**To provide for the development of employment land on a variety of sites to support a diversity of employment opportunities and attract high quality investment and skilled jobs.**

<b>Sustainability Appraisal Objectives</b>	<b>Consistency</b>	<b>Commentary</b>
<b>A</b>	—	No significant relationship
<b>B</b>	—	No significant relationship
<b>C</b>	—	No significant relationship
<b>D</b>	—	No significant relationship
<b>E</b>	—	No significant relationship
<b>F</b>	—	No significant relationship
<b>G</b>	—	No significant relationship
<b>H</b>	—	No significant relationship
<b>I</b>	—	No significant relationship
<b>J</b>	—	No significant relationship
<b>K</b>	—	No significant relationship
<b>L</b>	—	No significant relationship
<b>M</b>	—	No significant relationship
<b>N</b>	✓	Providing a variety of employment sites will ensure a variety of jobs for the local community
<b>O</b>	—	No significant relationship
<b>P</b>	—	No significant relationship
<b>Q</b>	—	No significant relationship
<b>R</b>	—	No significant relationship
<b>S</b>	✓	Increased employment opportunities and a variety of sites will help to increase the employment offer.

<b>T</b>	—	No significant relationship
<b>U</b>	—	No significant relationship
<b>V</b>	—	No significant relationship

<b>OBJECTIVE 4:</b> <b>To promote the vitality and viability of the Grantham town centre, exploiting the benefit of enhanced growth of the town whilst retaining the best and most valued aspects of its existing character.</b>		
<b>Sustainability Appraisal Objectives</b>	<b>Consistency</b>	<b>Commentary</b>
<b>A</b>	—	No significance
<b>B</b>	—	No significance
<b>C</b>	—	No significance
<b>D</b>	—	No significance
<b>E</b>	—	No significance
<b>F</b>	—	No significance
<b>G</b>	?	Air quality within in town centre will be dependant on future traffic management, therefore the effect may be positive or negative.
<b>H</b>	—	No significance
<b>I</b>	✓	A high quality and distinctive built environment will be important in securing vitality and viability.

<b>J</b>	—	No significance
<b>K</b>	✓	A high quality and distinctive built environment will be important in securing vitality and viability.
<b>L</b>	✓	A high quality and distinctive built environment will be important in securing vitality and viability.
<b>M</b>	—	No significance
<b>N</b>	✓	A vibrant town centre will act as a focus for the community and meet their needs.
<b>O</b>	—	No significant relationship, although there may be the intention to increase housing in the town centre.
<b>P</b>	✓	A vital and viable town centre would be one where there is plenty of activity, therefore reducing the fear of crime.
<b>Q</b>	—	No significance
<b>R</b>	—	No significance
<b>S</b>	✓	A vital and viable town centre will increase employment opportunities
<b>T</b>	—	No significance
<b>U</b>	✓	A vital and viable town centre will create a pleasant town centre environment for people to work in and visit.
<b>V</b>	—	No significance

**OBJECTIVE 5:**  
**To ensure that the Town Centre is a convenient and accessible place that is easy to get to and get around.**

<b>Sustainability Appraisal Objectives</b>	<b>Consistency</b>	<b>Commentary</b>
<b>A</b>	—	No significance
<b>B</b>	—	No significance
<b>C</b>	—	No significance
<b>D</b>	—	No significance
<b>E</b>	—	No significance
<b>F</b>	—	No significance
<b>G</b>	?	Air quality within in town centre will be dependant on future traffic management, therefore the effect may be positive or negative.
<b>H</b>	—	No significance
<b>I</b>	✓	A high quality and distinctive built environment will be important in securing vitality and viability.
<b>J</b>	—	No significance
<b>K</b>	✓	A high quality and distinctive built environment will be important in securing vitality and viability.

<b>L</b>	✓	A high quality and distinctive built environment will be important in securing vitality and viability.
<b>M</b>	—	No significance
<b>N</b>	✓	A vibrant town centre will act as a focus for the community and meet their needs.
<b>O</b>	—	No significant relationship, although there may be the intention to increase housing in the town centre.
<b>P</b>	✓	A vital and viable town centre would be one where there is plenty of activity, therefore reducing the fear of crime.
<b>Q</b>	—	No significance
<b>R</b>	—	No significance
<b>S</b>	✓	A vital and viable town centre will increase employment opportunities
<b>T</b>	—	No significance
<b>U</b>	✓	A vital and viable town centre will create a pleasant town centre environment for people to work in and visit.
<b>V</b>	—	No significance

**OBJECTIVE 6:**

**To seek a major increase in retail provision, bringing enhanced quality and choice, whilst keeping the centre compact.**

<b>Sustainability Appraisal Objectives</b>	<b>Consistency</b>	<b>Commentary</b>
<b>A</b>	—	No significance
<b>B</b>	—	No significance
<b>C</b>	—	No significance
<b>D</b>	—	No significance
<b>E</b>	—	No significance
<b>F</b>	—	No significance
<b>G</b>	?	Air quality within in town centre will be dependant on future traffic management, therefore the effect may be positive or negative.
<b>H</b>	—	No significance
<b>I</b>	—	No significance
<b>J</b>	—	No significance

<b>K</b>	—	No significance
<b>L</b>	—	No significance
<b>M</b>	—	No significance
<b>N</b>	✓	A vibrant town centre will act as a focus for the community and meet their needs.
<b>O</b>	—	No significant relationship
<b>P</b>	✓	A vital and viable town centre would be one where there is plenty of activity, therefore reducing the fear of crime.
<b>Q</b>	—	No significance
<b>R</b>	—	No significance
<b>S</b>	✓	A vital and viable town centre will increase employment opportunities
<b>T</b>	—	No significance
<b>U</b>	✓	Improved retail offer will improve the environment for people to work in and visit.
<b>V</b>	—	No significance

**OBJECTIVE 7:**

**To locate development within Grantham where it will provide the opportunity for people to satisfy their day-to-day needs for employment, shopping, education and other services locally or in locations which minimise the need to travel and where there are modes of transport available in addition to the motor car.**

<b>Sustainability Appraisal Objectives</b>	<b>Consistency</b>	<b>Commentary</b>
<b>A</b>	—	No significance
<b>B</b>	—	No significance
<b>C</b>	—	No significance
<b>D</b>	—	No significance
<b>E</b>	—	No significance
<b>F</b>	—	No significance
<b>G</b>	✓	Reducing the need to travel will improve air quality
<b>H</b>	—	No significance
<b>I</b>	✓	A reduction in traffic will assist in reducing greenhouse gases
<b>J</b>	—	No significance

<b>K</b>	—	No significance
<b>L</b>	✓	Minimising the need to travel, particularly by car may help to improve the environment.
<b>M</b>	—	No significance
<b>N</b>	✓	Local services increase community cohesion
<b>O</b>	—	No significant relationship
<b>P</b>	—	No significance
<b>Q</b>	—	No significance
<b>R</b>	✓	Local service centers should help reduce disparities between areas and improve social well being
<b>S</b>	✓	Should encourage a variety of local jobs
<b>T</b>	✓	New technology may reduce the need to travel
<b>U</b>	—	No significance
<b>V</b>	✓	Provision of local services will reduce reliance on the car and encourage other more sustainable methods of transport.

**OBJECTIVE 8:**

**To ensure that the new growth brings opportunities to enhance existing services, facilities and infrastructure for the benefit of existing and new communities.**

<b>Sustainability Appraisal Objectives</b>	<b>Consistency</b>	<b>Commentary</b>
<b>A</b>	—	No significance
<b>B</b>	—	No significance
<b>C</b>	—	No significance
<b>D</b>	—	No significance
<b>E</b>	—	No significance
<b>F</b>	—	No significance
<b>G</b>	—	No significance
<b>H</b>	—	No significance
<b>I</b>	—	No significance
<b>J</b>	—	No significance
<b>K</b>	—	No significance

<b>L</b>	—	No significance
<b>M</b>	—	No significance
<b>N</b>	✓	Enhanced services, facilities and infrastructure will benefit the present and future population of Grantham.
<b>O</b>	—	No significant relationship
<b>P</b>	—	No significance
<b>Q</b>	✓	Will help supply additional recreational facilities dependant on local need.
<b>R</b>	✓	Enhanced facilities and services will improve health provision.
<b>S</b>	✓	Will encourage a variety of local jobs
<b>T</b>	—	No significance
<b>U</b>	✓	Enhanced services, facilities and infrastructure will encourage social and environment improvements within the economy.
<b>V</b>	—	No significance

**OBJECTIVE 9:**

**To conserve and enhance Grantham's heritage, respecting historic buildings, links and views**

<b>Sustainability Appraisal Objectives</b>	<b>Consistency</b>	<b>Commentary</b>
<b>A</b>	✓	Biodiversity is part of the natural heritage
<b>B</b>	✓	Biodiversity is part of the natural heritage
<b>C</b>	✓	Biodiversity is part of the natural heritage
<b>D</b>	—	No significance
<b>E</b>	—	No significance
<b>F</b>	—	No significance
<b>G</b>	—	No significance
<b>H</b>	—	No significance
<b>I</b>	—	No significance
<b>J</b>	—	No significance
<b>K</b>	✓	Protecting and enhancing heritage will assist in maintaining and improving

		the quality and distinctiveness of the environment.
<b>L</b>	✓	Protecting and enhancing heritage will assist in maintaining and improving the quality and distinctiveness of the environment.
<b>M</b>	✓	Landscape has an interrelationship with preservation of heritage.
<b>N</b>	✓	Protecting built and natural heritage helps to preserve local identify which fosters a sense of belonging to a community.
<b>O</b>	—	No significant relationship
<b>P</b>	—	No significance
<b>Q</b>	—	No significance
<b>R</b>	✓	Quality natural and built environment is linked to an increased sense of well being which is important for good health.
<b>S</b>	—	No significance
<b>T</b>	—	No significance
<b>U</b>	✓	Natural and built heritage assists in providing a pleasant environment.
<b>V</b>	—	No significance

**OBJECTIVE 10:**

**To provide a network of multifunctional greenspace which secures a net gain in biodiversity, provides for the sporting and recreational needs of the population, promotes healthy lifestyles and enhances the quality of the natural and built environment.**

<b>Sustainability Appraisal Objectives</b>	<b>Consistency</b>	<b>Commentary</b>
<b>A</b>	✓	Significant opportunity for increasing biodiversity
<b>B</b>	✓	Significant opportunity for increasing biodiversity
<b>C</b>	✓	Significant opportunity for increasing biodiversity
<b>D</b>	✓	Greenspace will protect soils from erosion
<b>E</b>	✓	Greenspace will protect soils from erosion
<b>F</b>	✓	Greenspace provide opportunities for improved water management (SDS) and assist in maintaining water quality.
<b>G</b>	✓	Greenspace can absorb air pollutants
<b>H</b>	✓	Greenspace provide opportunities for improved water management (SDS)
<b>I</b>	—	No significance
<b>J</b>	—	No significance

<b>K</b>	✓	A multifunctional network provides the opportunity to protect and enhance sites and features.
<b>L</b>	✓	A multifunctional network provides the opportunity to protect and enhance sites and features.
<b>M</b>	✓	Greenspaces may provide the opportunity to enhance the quality, character and distinctiveness of the landscape.
<b>N</b>	✓	Multifunctional spaces encourage people to socialise, thereby nurturing a sense of community.
<b>O</b>	—	No significant relationship
<b>P</b>	—	No significance
<b>Q</b>	✓	Provision of multifunctional space will increase recreational facilities.
<b>R</b>	✓	Greenspace encourages sporting and recreational activities which improve health.
<b>S</b>	—	No significance
<b>T</b>	—	No significance
<b>U</b>	✓	A high quality network of open space will provide an environment that is attractive to visitors and investors.
<b>V</b>	✓	A quality net work of open spaces will encourage cycling and walking.

**OBJECTIVE 11:**

**To reduce the risk of flooding by ensuring the appropriate location and design of new development, having regard to the likely impact of climate change.**

<b>Sustainability Appraisal Objectives</b>	<b>Consistency</b>	<b>Commentary</b>
<b>A</b>	✓	Ensuring that development avoids floodplains and that SUDs are incorporated will have opportunities for protecting and enhancing biodiversity.
<b>B</b>	✓	Ensuring that development avoids floodplains and that SUDs are incorporated will have opportunities for protecting and enhancing biodiversity.
<b>C</b>	✓	Ensuring that development avoids floodplains and that SUDs are incorporated will have opportunities for protecting and enhancing biodiversity.
<b>D</b>	✓	Reducing the risk of flooding will prevent soil erosion.
<b>E</b>	✓	Reducing the risk of flooding will prevent soil erosion.
<b>F</b>	✓	Flooding can increase the risk of water pollution, therefore managing flood risk is beneficial.
<b>G</b>	—	No significance
<b>H</b>	✓	The objective aims to protect people from the effects of climate change

<b>I</b>	—	No significance
<b>J</b>	✓	Incorporating grey water recycling methods into developments may reduce flooding
<b>K</b>	✓	Preventing flooding will protect the cultural heritage of Grantham.
<b>L</b>	—	No significance
<b>M</b>	✓	Avoiding development on floodplains will ensure that these areas contribute to the character and setting of settlements.
<b>N</b>	—	No significance
<b>O</b>	—	No significant relationship
<b>P</b>	—	No significance
<b>Q</b>	—	No significance
<b>R</b>	✓	Ensuring developments are not at risk of flooding will reduce the stress individual experience in such circumstances.
<b>S</b>	—	No significance
<b>T</b>	—	No significance

<b>U</b>	✓	An area protected from the risk of flooding will be more attractive to investors.
<b>V</b>	—	No significance

## Appendix 4: Site Specific Allocations and Policies DPD

<b>OBJECTIVE 1:</b> <b>Make provision for at least 8250 new homes across the District (excluding Grantham) up to 2026. Ensuring a rolling five year supply of housing development which varies in terms of sites, size, type and tenure and affordability.</b>		
<b>Sustainability Appraisal Objectives</b>	<b>Consistency</b>	<b>Commentary</b>
<b>A</b>	?	Impact will depend on the location of housing. Development could have a positive or negative effect depending upon location, former use of site and whether mitigation measures increase biodiversity.
<b>B</b>	?	Impact will depend on the location of housing. Development could have a positive or negative effect depending upon location, former use of site and whether mitigation measures increase biodiversity.
<b>C</b>	?	Impact will depend on the location of housing. Development could have a positive or negative effect depending upon location, former use of site and whether mitigation measures increase biodiversity.
<b>D</b>	x	New housing will take up land, the location and previous use of land will determine the extent of the impact on land as a resource.
<b>E</b>	x	New housing will take up land, the location and previous use of land will determine the extent of the impact on soil.
<b>F</b>	x	New housing will use more water.
<b>G</b>	—	No significant relationship
<b>H</b>	x	New development creates additional run-off increasing risk of flooding, unless development is designed to greenfield run-off rates.
<b>I</b>	—	No significant relationship

<b>J</b>	<b>x</b>	New development will create more waste
<b>K</b>	<b>—</b>	No significant relationship
<b>L</b>	<b>?</b>	Impact will depend upon the location and design of new homes
<b>M</b>	<b>?</b>	Impact on the landscape of the district will depend upon the location and design of housing.
<b>N</b>	<b>✓</b>	Additional homes, on different sites and of differing size, type and tenure should help meet housing needs
<b>O</b>	<b>✓</b>	Additional homes, on different sites and of differing size, type and tenure should help meet housing needs
<b>P</b>	<b>-</b>	No significant relationship
<b>Q</b>	<b>—</b>	No significant relationship
<b>R</b>	<b>—</b>	No significant relationship
<b>S</b>	<b>—</b>	No significant relationship
<b>T</b>	<b>—</b>	No significant relationship
<b>U</b>	<b>✓</b>	The construction of new homes provides employment opportunities and contribute to a thriving economy
<b>V</b>	<b>—</b>	No significant relationship

<b>OBJECTIVE 2:</b> <b>Identify suitable and deliverable sites for affordable housing schemes to meet local needs within rural villages, and ensure the provision of an appropriate amount of affordable housing on qualifying development sites</b>		
<b>Sustainability Appraisal Objectives</b>	<b>Consistency</b>	<b>Commentary</b>
<b>A</b>	?	Impact will depend on the location of housing. Development could have a positive or negative effect depending upon location, former use of site and whether mitigation measures increase biodiversity.
<b>B</b>	?	Impact will depend on the location of housing. Development could have a positive or negative effect depending upon location, former use of site and whether mitigation measures increase biodiversity.
<b>C</b>	?	Impact will depend on the location of housing. Development could have a positive or negative effect depending upon location, former use of site and whether mitigation measures increase biodiversity.
<b>D</b>	x	New housing will take up land. The location and previous use of land will determine the extent of the impact on land as a resource.
<b>E</b>	x	New housing will take up land. The location and previous use of land will determine the extent of the impact on soil.
<b>F</b>	x	New housing will use more water.
<b>G</b>	—	No significant relationship
<b>H</b>	x	New development creates additional run-off increasing risk of flooding, unless development is designed to greenfield run-off rates.
<b>I</b>	—	No significant relationship
<b>J</b>	x	New development will create more waste
<b>K</b>	—	No significant relationship

<b>L</b>	?	Impact will depend upon the location and design of new homes
<b>M</b>	?	Impact on the landscape of the district will depend upon the location and design of housing.
<b>N</b>	✓	Provision of affordable homes increases the range of size, type and tenure of homes available.
<b>O</b>	✓	Provision of affordable homes increases the range of size, type and tenure of homes available..
<b>P</b>	-	No significant relationship
<b>Q</b>	-	No significant relationship
<b>R</b>	✓	Provision of adequate housing has a significant impact on health
<b>S</b>	-	No significant relationship
<b>T</b>	-	No significant relationship
<b>U</b>	✓	The construction of new homes provides employment opportunities and contribute to a thriving economy
<b>V</b>	-	No significant relationship

**OBJECTIVE 3:**

**Identify a range of suitable and available sites to support a diversity of new and existing employers (including commercial, retail, leisure and other business sectors) to promote a thriving local economy**

<b>Sustainability Appraisal Objectives</b>	<b>Consistency</b>	<b>Commentary</b>
<b>A</b>	?	Impact will depend on the location of sites. Development could have a positive or negative effect depending upon location, former use of site and whether mitigation measures increase biodiversity.
<b>B</b>	?	Impact will depend on the location of sites. Development could have a positive or negative effect depending upon location, former use of site and whether mitigation measures increase biodiversity.
<b>C</b>	?	Impact will depend on the location of sites. Development could have a positive or negative effect depending upon location, former use of site and whether mitigation measures increase biodiversity.
<b>D</b>	x	New development will take up land. The location and previous use of land will determine the extent of the impact on land as a resource.
<b>E</b>	x	New development will take up land. The location and previous use of land will determine the extent of the impact on soil.
<b>F</b>	x	New commercial development will use more water. The actual type of employment will determine how much (eg food preparation will use much more water than offices) Greater risk of water sources becoming contaminated from industrial uses.
<b>G</b>	?	Impact will depend upon the actual use.

<b>H</b>	<b>x</b>	New development creates additional run-of increasing risk of flooding, unless development is designed to greenfield run-off rates.
<b>I</b>	<b>x</b>	New development will require more power
<b>J</b>	<b>x</b>	New development will create more waste
<b>K</b>	<b>?</b>	Impact will depend upon the location and design of new development.
<b>L</b>	<b>?</b>	Impact will depend upon the location and design of new development
<b>M</b>	<b>?</b>	Impact on the landscape of the district will depend upon the location and design of new development.
<b>N</b>	<b>✓</b>	Provision for new and expanded employment opportunities will meet social and economic needs of the community
<b>O</b>	<b>-</b>	No significant relationship
<b>P</b>	<b>-</b>	No significant relationship
<b>Q</b>	<b>-</b>	No significant relationship
<b>R</b>	<b>✓</b>	Provision of adequate employment opportunities has a significant impact on health
<b>S</b>	<b>✓</b>	Provision of employment sites and premises increases availability of employment opportunities for everyone
<b>T</b>	<b>✓</b>	Provision of employment sites and premises increases availability of employment opportunities for everyone
<b>U</b>	<b>✓</b>	New and expanded businesses contribute to a thriving economy
<b>V</b>	<b>✓</b>	New and expanded business premises and sites across the district should provide the opportunity for more people to choose to walk, cycle or use public transport to get to work.

<b>OBJECTIVE 4:</b> <b>Restrict the loss of existing viable and well located employment land to other non-employment generating uses.</b>		
<b>Sustainability Appraisal Objectives</b>	<b>Consistency</b>	<b>Commentary</b>
<b>A</b>	?	Impact will depend on the location of sites. Development could have a positive or negative effect depending upon location, former use of site and whether mitigation measures increase biodiversity.
<b>B</b>	?	Impact will depend on the location of sites. Development could have a positive or negative effect depending upon location, former use of site and whether mitigation measures increase biodiversity.
<b>C</b>	?	Impact will depend on the location of sites. Development could have a positive or negative effect depending upon location, former use of site and whether mitigation measures increase biodiversity.
<b>D</b>	?	Retaining existing employment sites may mean less "new" land needs to be built upon for employment uses, however it may increase the amount of "new" land needed for other uses
<b>E</b>	✓	Reusing existing premises and sites should reduce soil erosion
<b>F</b>	-	No significant relationship
<b>G</b>	-	No significant relationship
<b>H</b>	-	No significant relationship
<b>I</b>	-	No significant relationship
<b>J</b>	✓	Reusing existing premises and sites should reduce waste
<b>K</b>	-	No significant relationship
<b>L</b>	-	No significant relationship
<b>M</b>	-	No significant relationship

<b>N</b>	✓	Retaining existing employment opportunities will help meet the social and economic needs of the community
<b>O</b>	-	No significant relationship
<b>P</b>	-	No significant relationship
<b>Q</b>	-	No significant relationship
<b>R</b>	✓	Provision of adequate employment opportunities has a significant impact on health
<b>S</b>	✓	Retention of employment sites and premises should increase availability of employment opportunities for everyone
<b>T</b>	?	Retention of employment sites and premises may not promote modern technology and infrastructure.
<b>U</b>	✓	Existing businesses contribute to a thriving economy
<b>V</b>	✓	Retaining business premises and sites across the district should provide the opportunity for more people to choose to walk, cycle or use public transport to get to work.

**OBJECTIVE 5 :**

**Identify opportunities to support and encourage appropriate rural employment and diversification schemes in sustainable and accessible locations throughout the District**

<b>Sustainability Appraisal Objectives</b>	<b>Consistency</b>	<b>Commentary</b>
<b>A</b>	?	Impact will depend on the location of sites. Development could have a positive or negative effect depending upon location, former use of site and whether mitigation measures increase biodiversity.
<b>B</b>	?	Impact will depend on the location of sites. Development could have a positive or negative effect depending upon location, former use of site and whether mitigation measures increase biodiversity.
<b>C</b>	?	Impact will depend on the location of sites. Development could have a positive or negative effect depending upon location, former use of site and whether mitigation measures increase biodiversity.
<b>D</b>	?	Providing for some appropriate local employment in rural areas can help promote sustainable development patterns.
<b>E</b>	?	Impact will depend on the location of sites. Development could have a positive or negative effect depending upon location and former use of site
<b>F</b>	?	Impact will depend on the location of sites.
<b>G</b>	?	Impact will depend on the location of sites.
<b>H</b>	?	Impact will depend on the location of sites.
<b>I</b>	-	No significant relationship
<b>J</b>	-	No significant relationship
<b>K</b>	-	No significant relationship

<b>L</b>	?	Impact will depend on the location of sites.
<b>M</b>	?	Impact will depend on the location of sites.
<b>N</b>	✓	Providing new employment opportunities in rural communities will help meet the social and economic needs of the rural communities
<b>O</b>	-	No significant relationship
<b>P</b>	-	No significant relationship
<b>Q</b>	-	No significant relationship
<b>R</b>	-	No significant relationship
<b>S</b>	✓	Provision of employment opportunities within rural communities should increase availability of employment opportunities for everyone
<b>T</b>	✓	Provision of employment opportunities within rural communities are more likely to require the use and development of modern technology to allow them to function effectively.
<b>U</b>	-	No significant relationship
<b>V</b>	✓	Provision of employment opportunities within rural communities enables people to work and live in close proximity, and are more likely to walk or cycle to work.

**OBJECTIVE 6 :**

**Promote and enhance the vitality and viability of the principal retail areas of Stamford, Bourne and the Deepings by concentrating new retail, leisure and service developments within identified town centres and ensuring that such schemes meet an identified retail need and capacity. Identify local centre's as the focus for local retail and service needs**

<b>Sustainability Appraisal Objectives</b>	<b>Consistency</b>	<b>Commentary</b>
<b>A</b>	-	No significant relationship
<b>B</b>	-	No significant relationship
<b>C</b>	-	No significant relationship
<b>D</b>	✓	Identifying centres will ensure that this objective is met by establishing a sustainable sequence for retail development.
<b>E</b>	?	Impact will depend on the location of sites. Development could have a positive or negative effect depending upon location and former use of site
<b>F</b>	-	No significant relationship
<b>G</b>	✓	Concentrating retail development in town centres allows for combined shopping and leisure trips, as well as providing the option to use alternative means of transport as these locations are generally the destination for public transport. Reducing air pollution.
<b>H</b>	-	No significant relationship
<b>I</b>	-	No significant relationship
<b>J</b>	-	No significant relationship
<b>K</b>	-	No significant relationship
<b>L</b>	-	No significant relationship
<b>M</b>	-	No significant relationship
<b>N</b>	✓	Providing new retail within recognized and accessible retail centres ensure that a ranges of shops are available to the greatest number of people.

<b>O</b>	-	No significant relationship
<b>P</b>	-	No significant relationship
<b>Q</b>	-	No significant relationship
<b>R</b>	-	No significant relationship
<b>S</b>	✓	Retail development contributes to the range and availability of employment opportunities for everyone
<b>T</b>	-	No significant relationship
<b>U</b>	-	No significant relationship
<b>V</b>	-	No significant relationship

**OBJECTIVE 7 :**

**Promote sustainable patterns of development through: the identification of appropriate housing allocations including rural affordable housing sites; promoting sustainable rural employment opportunities; improving access and public transport: and by seeking to retain and improve existing facilities.**

<b>Sustainability Appraisal Objectives</b>	<b>Consistency</b>	<b>Commentary</b>
<b>A</b>	?	Impact will depend on the location of sites. Development could have a positive or negative effect depending upon location and use of site, and mitigation measures used.
<b>B</b>	?	Impact will depend on the location of sites. Development could have a positive or negative effect depending upon location and use of site, and mitigation measures used.
<b>C</b>	?	Impact will depend on the location of sites. Development could have a positive or negative effect depending upon location and use of site, and mitigation measures used.
<b>D</b>	✓	Objective promotes sustainable patterns of development in rural parts of district.
<b>E</b>	?	Impact will depend on the location of sites. Development could have a positive or negative effect depending upon location and former use of site
<b>F</b>	✗	New housing and employment development uses more water. Impact will depend on the location of sites and design of development.
<b>G</b>	-	No significant relationship
<b>H</b>	-	No significant relationship
<b>I</b>	-	No significant relationship
<b>J</b>	✗	New housing and employment development will generate more waste.

<b>K</b>	-	No significant relationship
<b>L</b>	✓	Objective promotes sustainable patterns of development in rural parts of district.
<b>M</b>	?	Impact of objective will depend upon the location and design of development.
<b>N</b>	✓	Objective helps to meet the needs of the rural community in a sustainable manner.
<b>O</b>	✓	Objective helps to meet the needs of the rural community in a sustainable manner.
<b>P</b>	-	No significant relationship
<b>Q</b>	-	No significant relationship
<b>R</b>	-	No significant relationship
<b>S</b>	✓	Employment development in sustainable rural locations contributes to the range and availability of employment opportunities for everyone
<b>T</b>	-	No significant relationship
<b>U</b>	-	No significant relationship
<b>V</b>	✓	Providing employment opportunities in sustainable rural locations contributes to the range and availability of employment accessible to those who live in villages.

**OBJECTIVE 8 :**

**Ensure all allocated sites are located in accordance with the spatial strategy and policies of the Core Strategy. In particular that they:**

- **maximise the use of existing public transport, cycling and pedestrian routes**
- **have access to appropriate services and infrastructure**
- **protect and enhance wildlife sites, protected species; biodiversity; historic assets; archaeology; water quality; landscape character and open space.**
- 

<b>Sustainability Appraisal Objectives</b>	<b>Consistency</b>	<b>Commentary</b>
<b>A</b>	✓	Objective seeks to protect and enhance biodiversity and wildlife sites.
<b>B</b>	✓	Objective seeks to protect and enhance biodiversity and wildlife sites.
<b>C</b>	✓	Objective seeks to protect and enhance biodiversity and wildlife sites.
<b>D</b>	✓	Objective promotes sustainable patterns of development.
<b>E</b>	-	No significant relationship
<b>F</b>	✓	Objective seeks to protect and enhance water resources.
<b>G</b>	-	No significant relationship
<b>H</b>	-	No significant relationship
<b>I</b>	-	No significant relationship
<b>J</b>	-	No significant relationship
<b>K</b>	✓	Objective seeks to protect and enhance archaeological and heritage issues
<b>L</b>	✓	Objective promotes sustainable patterns of development in the district.
<b>M</b>	✓	Objective seeks to protect and enhance landscape character areas.

<b>N</b>	-	No significant relationship
<b>O</b>	-	No significant relationship
<b>P</b>	-	No significant relationship
<b>Q</b>	✓	Objective seeks to protect and enhance open space.
<b>R</b>	—	No significant relationship
<b>S</b>	—	No significant relationship
<b>T</b>	—	No significant relationship
<b>U</b>	—	No significant relationship
<b>V</b>	✓	Objective seeks to ensure new development is located to maximise use of alternative means of transport.

<b>OBJECTIVE 9 :</b> <b>Minimise the impact of new development on the environment from construction through to occupation, by reducing the use of resources (including land); reducing carbon emissions and promoting a reduction in energy use</b>		
<b>Sustainability Appraisal Objectives</b>	<b>Consistency</b>	<b>Commentary</b>
<b>A</b>	✓	Objective seeks to reduce the use of resources and emission of pollutants – this will be of benefit to biodiversity
<b>B</b>	✓	Objective seeks to reduce the use of resources and emission of pollutants – this will be of benefit to biodiversity
<b>C</b>	✓	Objective seeks to reduce the use of resources and emission of pollutants – this will be of benefit to biodiversity
<b>D</b>	✓	Objective promotes sustainable patterns of development.
<b>E</b>	✓	Objective seeks to reduce the use of resources such as soil
<b>F</b>	✓	Objective seeks to reduce the emission of pollutants which can have an impact on water quality
<b>G</b>	✓	Objective seeks to reduce the emission of pollutants which can have an impact on air quality
<b>H</b>	✓	Objective seeks to reduce the use of resources
<b>I</b>	✓	Objective seeks to reduce carbon emissions and promote energy reduction
<b>J</b>	✓	Objective seeks to reduce the use of resources
<b>K</b>	-	No significant relationship
<b>L</b>	-	No significant relationship
<b>M</b>	-	No significant relationship

<b>N</b>	-	No significant relationship
<b>O</b>	-	No significant relationship
<b>P</b>	-	No significant relationship
<b>Q</b>	-	No significant relationship
<b>R</b>	—	No significant relationship
<b>S</b>	—	No significant relationship
<b>T</b>	—	No significant relationship
<b>U</b>	—	No significant relationship
<b>V</b>	-	No significant relationship

<b>OBJECTIVE 10:</b> <b>Reduce the risk of flooding by ensuring that new development is appropriately located and designed, and that consideration is given to the use of SUDs on allocated sites.</b>		
<b>Sustainability Appraisal Objectives</b>	<b>Consistency</b>	<b>Commentary</b>
<b>A</b>	✓	Ensuring that development avoids floodplains and that SUDs are incorporated will have opportunities for protecting and enhancing biodiversity.
<b>B</b>	✓	Ensuring that development avoids floodplains and that SUDs are incorporated will have opportunities for protecting and enhancing biodiversity.
<b>C</b>	✓	Ensuring that development avoids floodplains and that SUDs are incorporated will have opportunities for protecting and enhancing biodiversity.
<b>D</b>	—	No significant relationship
<b>E</b>	✓	Reducing the risk of flooding will prevent soil erosion.
<b>F</b>	✓	Flooding can increase the risk of water pollution, therefore managing flood risk is beneficial.
<b>G</b>	—	No significant relationship
<b>H</b>	✓	The objective aims to protect people from the effects of flooding
<b>I</b>	—	No significant relationship
<b>J</b>	✓	Incorporating grey water recycling methods into developments may reduce flooding
<b>K</b>	✓	Preventing flooding will protect the cultural heritage of the district.
<b>L</b>	✓	Incorporating grey water recycling methods into developments may reduce flooding

<b>M</b>	✓	Avoiding development on floodplains will ensure that these areas contribute to the character and setting of settlements.
<b>N</b>	—	No significant relationship
<b>O</b>	—	No significant relationship
<b>P</b>	—	No significant relationship
<b>Q</b>	—	No significant relationship
<b>R</b>	✓	Ensuring developments are not at risk of flooding will reduce the stress individual experience in such circumstances.
<b>S</b>	—	No significant relationship
<b>T</b>	—	No significant relationship
<b>U</b>	✓	An area protected from the risk of flooding will be more attractive to investors.
<b>V</b>	—	No significant relationship

**OBJECTIVE 11:**

**To ensure that the district has a network of multifunctional greenspaces which increase biodiversity, provide for the sporting and recreational needs of the population, promotes healthy lifestyles and enhances the quality of the natural and built environment.**

<b>Sustainability Appraisal Objectives</b>	<b>Consistency</b>	<b>Commentary</b>
<b>A</b>	✓	Significant opportunity for increasing biodiversity
<b>B</b>	✓	Significant opportunity for increasing biodiversity
<b>C</b>	✓	Significant opportunity for increasing biodiversity
<b>D</b>	✓	Greenspace will protect soils from erosion
<b>E</b>	✓	Greenspace will protect soils from erosion
<b>F</b>	✓	Greenspace provide opportunities for improved water management (SDS) and assist in maintaining water quality.
<b>G</b>	✓	Greenspace can absorb air pollutants
<b>H</b>	✓	Greenspace provide opportunities for improved water management (SDS)
<b>I</b>	—	No significant relationship
<b>J</b>	—	No significant relationship
<b>K</b>	✓	A multifunctional network provides the opportunity to protect and enhance sites and features with heritage and cultural interest.
<b>L</b>	✓	A multifunctional network provides the opportunity to protect and enhance sites and features.
<b>M</b>	✓	Greenspaces may provide the opportunity to enhance the quality, character and distinctiveness of the landscape.

<b>N</b>	✓	Multifunctional spaces encourage people to socialise, thereby nurturing a sense of community.
<b>O</b>	—	No significant relationship
<b>P</b>	—	No significant relationship
<b>Q</b>	✓	Provision of multifunctional space will increase recreational facilities.
<b>R</b>	✓	Greenspace encourages sporting and recreational activities which improve health.
<b>S</b>	—	No significant relationship
<b>T</b>	—	No significant relationship
<b>U</b>	✓	A high quality network of open space will provide an environment that is attractive to visitors and investors.
<b>V</b>	✓	A quality network of open spaces will encourage cycling and walking.

## REPORT TO CABINET

**REPORT OF:** ECONOMIC DEVELOPMENT PORTFOLIO HOLDER

**REPORT NO:** PLA 780

**DATE:** 7<sup>th</sup> September 2009

<b>TITLE:</b>	Approval for Consultation: Adoption Of Station Approach Grantham Development Brief	
<b>KEY DECISION OR POLICY FRAMEWORK PROPOSAL:</b>	Key Decision	
<b>PORTFOLIO HOLDER: NAME AND DESIGNATION:</b>	Cllr Frances Cartwright Economic Development Portfolio	
<b>CONTACT OFFICER:</b>	Karen Sinclair, Planning Policy Service Manager 01476 406438 <a href="mailto:k.sinclair@southkesteven.gov.uk">k.sinclair@southkesteven.gov.uk</a>	
<b>INITIAL IMPACT ASSESSMENT:</b>	Carried out and Referred to in paragraph (7) below: N/A	Full impact assessment Required: No
<b>Equality and Diversity</b>		
<b>FREEDOM OF INFORMATION ACT:</b>	This report is publicly available via the Local Democracy link on the Council's website: <a href="http://www.southkesteven.gov.uk">www.southkesteven.gov.uk</a>	
<b>BACKGROUND PAPERS</b>	Cabinet Report EDTC0036 dated 5 <sup>th</sup> November 2007	

### 1. RECOMMENDATION

1.1 Cabinet approves the draft Station Approach Development Brief and that it is published for consultation.

### 2. PURPOSE OF THE REPORT

2.1 Station Approach was identified as part of the Grantham Town Centre Issues and Options (I&O), formerly known as the Grantham Masterplan, in August 2007. Whilst the I&O, provided an overall concept for the development of the Station Approach site, it did not provide a sufficiently detailed framework against which proposals could be assessed or funding bids made.

2.2 The Station Approach Development Brief was, therefore, commissioned from GVA Grimley by South Kesteven District Council on behalf of the Grantham Growth Point project and funded by Lincolnshire Enterprise, in order to provide a robust framework for the development of a series of sites around Grantham Station.

2.3 The purpose of this report, therefore, is to seek approval for the draft Station Approach Development Brief and for it to be published for public consultation prior to adoption.

### **3. DETAILS OF REPORT**

3.1 The draft Station Approach Development Brief and Executive Summary are attached as Appendices to this report.

3.2 Originally the Station Approach site consisted of an area to the north of the Station (shown as Site 1 in the figure on page 17 of the Development Brief). However, subsequent to the commission of the brief an area of land to the south of the Station was included (shown as Site 2). This area primarily covers an area of surface car parking and its inclusion provided greater flexibility in looking at development options for the area around the Station. The total site area is 13 acres.

3.3 Although prepared by consultants, the brief has benefited from the input of District and County Council officers (Growth Point, economic development, planning policy, development control, conservation, urban design and highways) throughout.

3.4 The Grantham Growth Strategic Board approved the Development Brief at their May meeting when they also resolved to recommend to the District Council that it consider adoption of the Development Brief as a material consideration in the determination of any planning application where proposals are submitted for the development of the site or parts thereof.

3.5 The Development Brief is intended to guide development of the Station Approach site to achieve the following objectives:

- To set overall design principles and parameters for Station Approach
- To provide a guide to the overall development parameters for the site – preferred mix and scale of development
- Ensure maximum development values are achieved for the site
- To provide quality standards for the site
- To achieve the comprehensive redevelopment of the site
- Give clarity to developers and investors regarding the Council's requirements for the site
- Provide an indicative approach to the delivery and phasing of the development

3.6 The Development Brief sets out the key planning and development principles for a mixed use development of the site. In the context of site constraints and an overview of the property market, the Development Brief proposes a certain scale of development to include: an hotel, residential, business/office uses, limited retail floorspace and car parking provision (pages 36 and 37 of the Development Brief).

3.7 The Development Brief consists of the following key sections:

- Policy Review and Guidance – review of relevant planning and regeneration strategy and policy
- Site and Development Context – an analysis of the site, surrounding uses and urban form, constraints, property market context

- Planning and Development Principles – overarching and site development principles, proposed land uses, design, access arrangements and public realm
- Implementation – identifies key issues to be addressed in bringing development of the site forward
- Appendices – contamination, transport, residential design standards, detailed property market context

3.8 It is proposed that the Development Brief be adopted as Supplementary Planning Guidance (SPG). It is not considered that the Development Brief can be adopted as a Supplementary Planning Document (SPD) as there was not sufficient consultation in the early stages of its preparation to meet the requirements set out in the Development Plan Regulations.

3.9 The adoption of the Development Brief as Supplementary Planning Guidance (SPG) will, nevertheless, give it added weight, providing a policy framework that would put the Council in a strong position to resist future proposals that did not comply with the Brief and which had the potential to jeopardise the overall vision and objectives for development of the site.

3.10 SPG does not form part of the Development Plan but may be taken into account as a material consideration in the determination of planning applications. The weight accorded to the SPG is increased if it has been prepared in consultation with the general public, businesses and other interested parties, their views taken into account before it is finalised and it has been the subject of a Council resolution to adopt.

3.11 The nature of the public consultation that should be undertaken in relation to planning policy documents is set out in the Council's adopted Statement of Community Involvement (SCI). The following will, therefore, be undertaken:

- 6 week period for consultation (the statutory period for consultations on such documents)
- Notification of the consultation to be sent to the owners of the properties/land affected, neighbouring landowners, key stakeholders/partners
- The Development Brief to be made available for public inspection in the Grantham Office, local library and on the Council's website
- Statutory notice in the local press
- Issuing of press release to local media

3.12 Prior to the adoption of the revised SPG, it is necessary for all representations to be considered and the issues that are raised taken into account in finalising the document.

3.13 Subject to the number and nature of any representations received, it is anticipated that the representations, together with an officer response to them, will be reported to Cabinet in early 2010 at which time Cabinet will be requested to adopt the Station Approach Development Brief as SPG and for it to be a material consideration in the determination of planning applications

#### **4. OTHER OPTIONS CONSIDERED**

- 4.1 Do not adopt as SPG - for the reasons set out in section 3.9 of the report, this is not considered to be an appropriate course of action.
- 4.2 Do not undertake consultation – the Council is bound by its adopted SCI to undertake consultation on planning policy documents prior to their adoption. Undertaking public consultation will also minimise the risk of legal challenge to the revised SPG.

#### **5. RESOURCE IMPLICATIONS**

- 5.1 The resource implications arising from consultation on the Development Brief include costs associated with the publication of statutory notices and printing of the document and executive summary, although this will be kept to a minimum through the provision of electronic as opposed to hard copy versions. Costs can, therefore, be accommodated within this financial year's Planning Policy budget.

#### **6. RISK AND MITIGATION (INCLUDING HEALTH AND SAFETY AND DATA QUALITY)**

- 6.1 None identified.

#### **7. ISSUES ARISING FROM EQUALITY IMPACT ASSESSMENT**

- 7.1 When adopted as SPG, it will 'hang off' policies contained in the South Kesteven Local Plan and Core Strategy DPD (when adopted), which have both been the subject of an initial equality impact assessment. This concluded that there would not be any differential impact from the application of the policies and that a full assessment was not required.

#### **8. CRIME AND DISORDER IMPLICATIONS**

- 8.1 None arising from this report.

#### **9. COMMENTS OF SECTION 151 OFFICER**

- 9.1 I can confirm that the costs associated with the publication of this development brief can be met from within existing budgets. I have no other specific financial comments to make in respect of this report.

#### **10. COMMENTS OF MONITORING OFFICER**

- 10.1 The purpose of the report to Cabinet is to consider the draft Station Approach Development Brief for consultation purposes. It is proposed, following consultation, the results of the consultation be reported to Cabinet. Cabinet will be asked to consider and approval the Development Brief as SPG taking into account relevant representations made as a result of the consultation.

## **11. COMMENTS OF OTHER RELEVANT SERVICE MANAGERS**

### **Comments of Development Control Lead Professional**

11.1 The adoption of Supplementary Planning Guidance for Station Approach will set out the Council's vision for the redevelopment of this town centre site. This policy advice will have great weight in the determination of any planning application. This will provide policy support for Development Control Officers in the discussions/negotiations with potential developers and is welcomed as part of the Development Management Objective set out in the latest government legislation and advice.

### **Comments of Grantham Growth Point Manager**

11.2 Station Approach is a key Growth Point project to aid town centre redevelopment as well as providing required jobs and housing to meet the town's aspirations. The adoption of Supplementary Planning Guidance for Station Approach will 'safe guard' the proposals and ensure the level of development and quality outlined in the development brief will be consistent with any future development.

## **12. APPENDICES:**

Appendix A Draft Station Approach Development Brief Executive Summary  
Appendix B Draft Station Approach Development Brief

# Station Approach

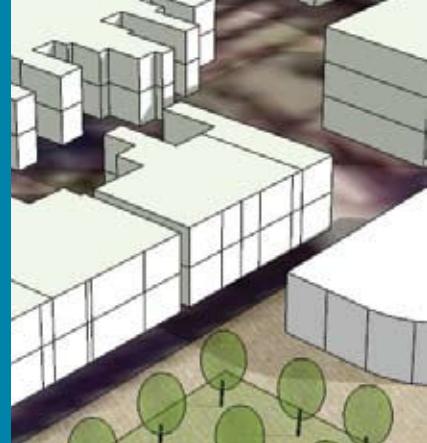
## Draft Development Brief

### Executive Summary

### South Kesteven District Council

June 2009





# Executive summary

Grantham is at a key stage in its growth and development and the next decade will see further changes.



## A Development Brief for Grantham Station Approach

South Kesteven District Council is delighted to present this Station Approach Development Brief. The Brief provides guidance on how this important site should be developed in line with the vision for Grantham and relevant planning and design policies. It provides an indicative but flexible vision of future development form that will integrate and complement Grantham's charming historic core.

Impressions of a town are formed by the buildings and the spaces between that make up the public realm and the townscape; the quality of its facilities; services; places to visit and the ease of connectivity and movement between key areas. It is through these first impressions that people make decisions, whether to visit, work or to invest. There are significant social and economic benefits to be gained in ensuring that a town realises its potential and can be re-vitalised into

a thriving, vibrant and attractive centre that all its residents, workers and investors can take pride in. The successful, sustainable development of Station Approach, as one of the key opportunity sites within Grantham is the beginning of this process.

In addition to the planned growth as part of the emerging Local Development Framework, Grantham has secured Growth Point Status as part of the Regional Economic Strategy for the East Midlands, (2006-2020). Grantham Town Centre has to develop and improve if it is to secure its position as a sub-regional centre. Accessibility of the centre and the quality of its built environment must be addressed and opportunities for new investment must be created.

## Introduction

Station Approach was identified as part of the Grantham Town Centre Issues and Development Options in August 2007. The site proposes a mixed use business quarter linked to the rail station and the town centre, with a view to targeting regional business

requiring strategic access to London and other local markets. The Grantham Town Centre Issues and Development Options was formally endorsed by South Kesteven District Council's Cabinet in November 2007.

## Vision for Grantham

*"The vision for Grantham is that of an economically, socially and physically connected sub-regional centre. The future will be bustling and vital, providing distinctive and complementary retail, visitor, living and work environment".*

Grantham Station Approach sits in an overarching vision that seeks to:

- Provide a connected public realm;
- Create sustainable transport solutions;
- Consolidate, improve and diversify the town centre retail offer; and
- Create a town of different parts.

## Aims of the Development Brief

The key principles for Station Approach are defined as:

- To make better use of this strategic site linking the station and town centre in enhancing the town centre vitality and viability;
- To increase economic development potential and increase town centre footfall;
- To encourage the consequential affect of new development in uplifting the surrounding area; making it a more desirable place to live; improving connections to the station and setting the basis for long-term change.

## Status

The Station Approach Development Brief supplements existing planning policy and will be a material consideration that the Council will take into account when determining any planning application for the site. The Council's LDF Core Strategy is expected to be adopted in early 2010.

The Grantham Growth Board has identified Station Approach as a priority project which will deliver significant economic benefits to the town centre and act as a catalyst to further investment in the town.

The Brief, subject to adoption, will be used by South Kesteven District Council and any future developers for the site as a framework against which to assess the suitability of proposals and the standards of design expected from future development.

## Summary of Development Proposal

The scale of development recommended by the Brief is set out in the table below.

Proposed Quantum of Development								
Use	Site A Approx GEA in m <sup>2</sup>	Site B Approx GEA in m <sup>2</sup>	Site C Approx GEA in m <sup>2</sup>	Site D Approx GEA in m <sup>2</sup>	Site E Approx GEA in m <sup>2</sup>	Site F Approx GEA in m <sup>2</sup>	Total	Alternative Site F
Office	4,700	7,119	0	988	0	2,875	<b>12,800</b>	
Hotel	3,604	0	0	0	0	0	<b>3,604</b>	
Retail	240	0	0	949	0	0	<b>1,189</b>	
Light Industrial	0	0	0	0	5,210	0	<b>5,210</b>	
Residential	0	4,363	0	1,606	0	0	<b>5,969</b>	6,345
Start up units	0	0	0	0	0	2,900	<b>2,900</b>	
Covered Parking	460	100	13,580	0	0	0	<b>14,140</b>	
<b>Total by phase</b>	<b>9,004</b>	<b>11,582</b>	<b>13,580</b>	<b>3,543</b>	<b>5,210</b>	<b>2,875</b>	<b>45,794</b>	
Car parking accommodated	66	148	760	15	215	138	<b>1,342</b>	47

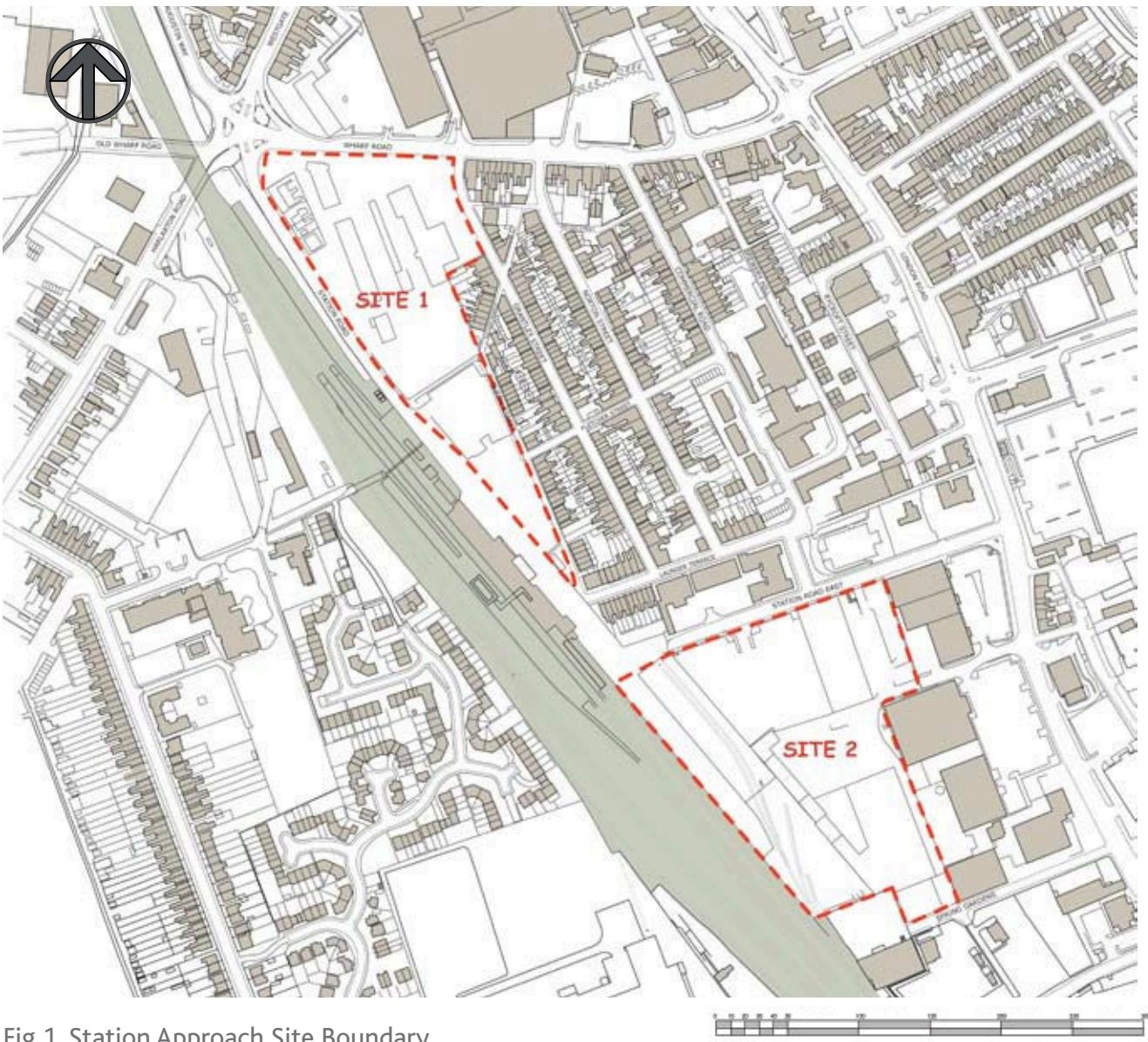


Fig 1. Station Approach Site Boundary

## Policy Review and Guidance

The Regional Economic Strategy (RES) for the East Midlands (2006-2020) sets out the priorities for economic development within the region to improve the four key economic drivers of Skills, Innovation, Enterprise and Investment and therefore increase regional productivity. It sets out that:

“By 2020, the East Midlands will be a flourishing region. Increasingly prosperous and productive, we will enjoy levels of sustainable economic well-being and a quality of life higher than the European average and comparable with the best in the world.”

The RES identifies three structural themes and ten strategic priorities for economic growth. The “Land and Development” strategic priority aims to ensure a balanced supply of quality development land which contributes to the sustainable growth of the regional economy.

The strategic priorities within the RES considered most relevant to the Eastern Sub-Area are as follows:

- Enterprise and business support;
- Employment, learning and skills;
- Land and development; and
- Transport and logistics.

Following confirmation of Growth Point status for Grantham, local partners

were required to submit a Programme of Development (PoD) to CLG which sets out the vision for the growth area, the target and trajectory for housing delivery, and the projects which contribute to the delivery of the Growth Point's aims

Policy direction at both a strategic and local level is focussed on reinforcing and enhancing the role of Grantham as a sub-regional centre through enhancement of its offer as a retail, employment and residential centre. Mixed use development would assist in achieving this whilst also enhancing the quality and perception of Grantham at one of its key gateway sites.

## Site and Development Context

Grantham Railway Station is located to the south of Grantham town centre. The station is located approximately 500 metres from the main retail area of the town centre and is physically disconnected from the town centre by a lack of clear pedestrian routes and the physical dominance of the town centre highways network. Pedestrian connectivity to the town centre is currently restricted by the vehicular dominance of the A52 Wharf Road junction that manages traffic travelling north, south, east and west through the town centre.

Station Approach comprises two sites that are included in the study area for the Brief. The sites are referred to as Site 1 north of Station and Site 2, south of the Station, (Figure1). The sites comprise 13 acres of land situated on the eastern side of Grantham Railway Station and the East Coast Mainline.

## Site Specific Description

Figure 2 sets out the various parcels of land that comprise the development site.

- Site A – Land fronting Wharf Road;
- Site B – Land to the west of Grantley Street and Railway Terrace;
- Site C – Land on Station Road East;
- Site D – Land adjacent to the station;
- Site E – Land adjacent to the railway lines;
- Site F - Land adjacent to Station Road East and west of London Road.

## Planning and Development Principles

### Overarching Principles

The aspiration for Station Approach is to transform the existing under utilised land of surface car parks and warehouses into a distinctive gateway to the town centre. The development

principles set a new direction for the future of this area, encouraging a mix of diverse land uses in order to create a vibrant area.

The development principles aim not only to encourage visitors to the Town Centre but, more importantly, to create a new business hub by providing suitable office accommodation and start up units. The aim is to attract a wide range of businesses to encourage economic development and create employment opportunities thus benefiting the wider community. The development will also enhance the neighbouring residential area with the provision of new homes alongside new local shops and cafés.

The Planning and Development principles for Station Approach are aimed at achieving:

- Clear connection between the Station and the Town Centre;
- A distinctive arrival point to Grantham by creating Station Square;



Fig 2. Site Specific Map

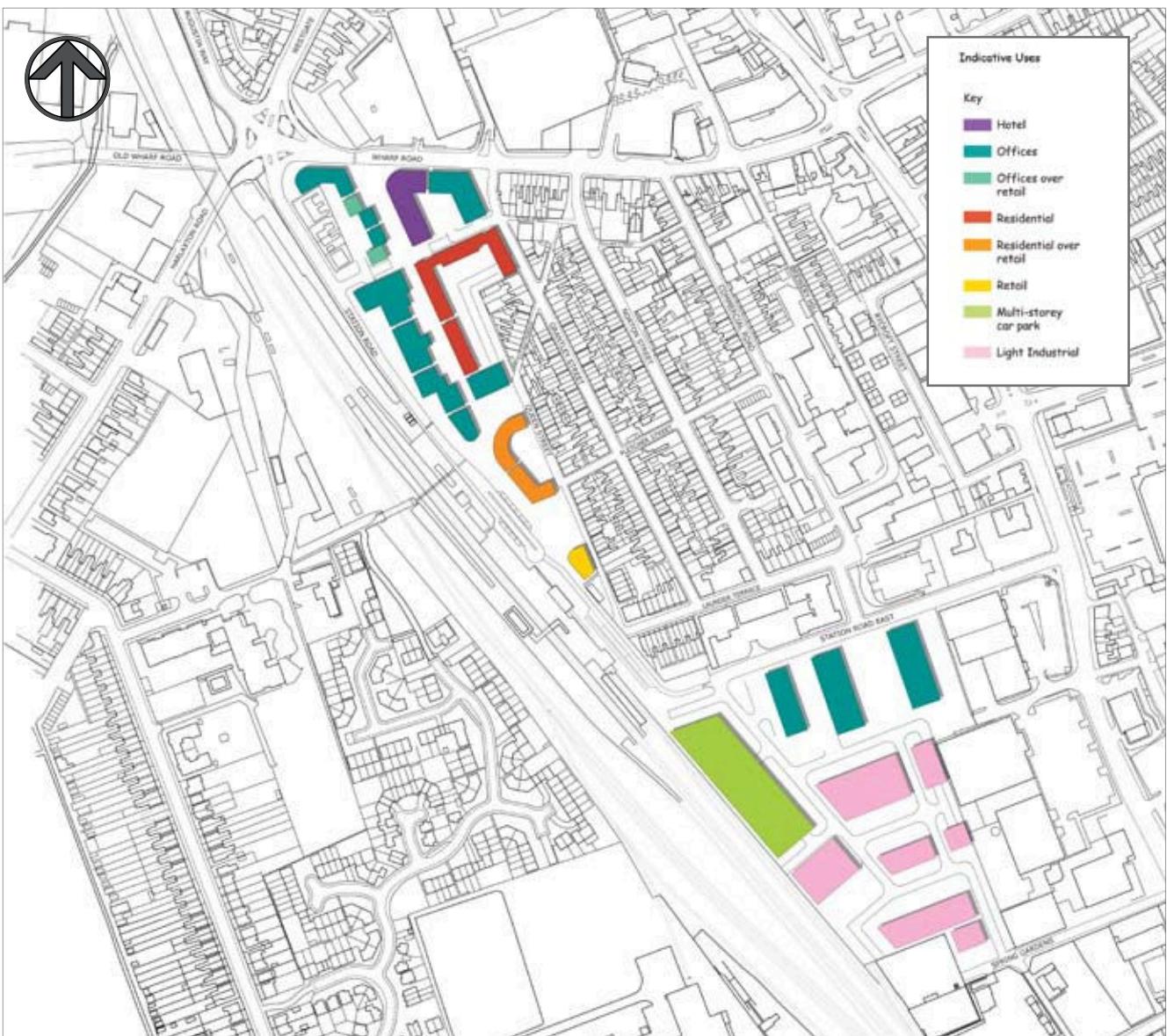


Fig 3. Proposed mix of uses

- An engaging route through a series of urban spaces that encourage people to visit the Town Centre;
- A versatile character area with a sustainable mix of employment and residential uses;
- Appropriate scale and massing of development that respects the Listed Buildings and adjacent residential area;
- Minimising the visual impact of surface parking; and
- Creating a public transport interchange with bus services extended to the rail station.

## Proposed Land Uses

A diverse mix of uses including offices, residential, retail and hotel accommodation is proposed to create a dynamic and vibrant development.

For Site 1, a highly accessible B1 office development is suggested, combining office, commercial and residential. On Site 2, a multi-storey car park is proposed together with the provision of light industrial uses and a combination of small start up units.

## Implementation

South Kesteven District Council has set out its aspirations to bring forward a series of developments for Station Approach. It is anticipated that the Station Approach development will act as a catalyst to begin the process of regeneration and deliver the vision for Grantham Town Centre. The following key issues will need to be considered if the vision for Station Approach is to become reality.



Station Approach development proposals



Promoting greater connectivity between Grantham Railway Station and Town Centre

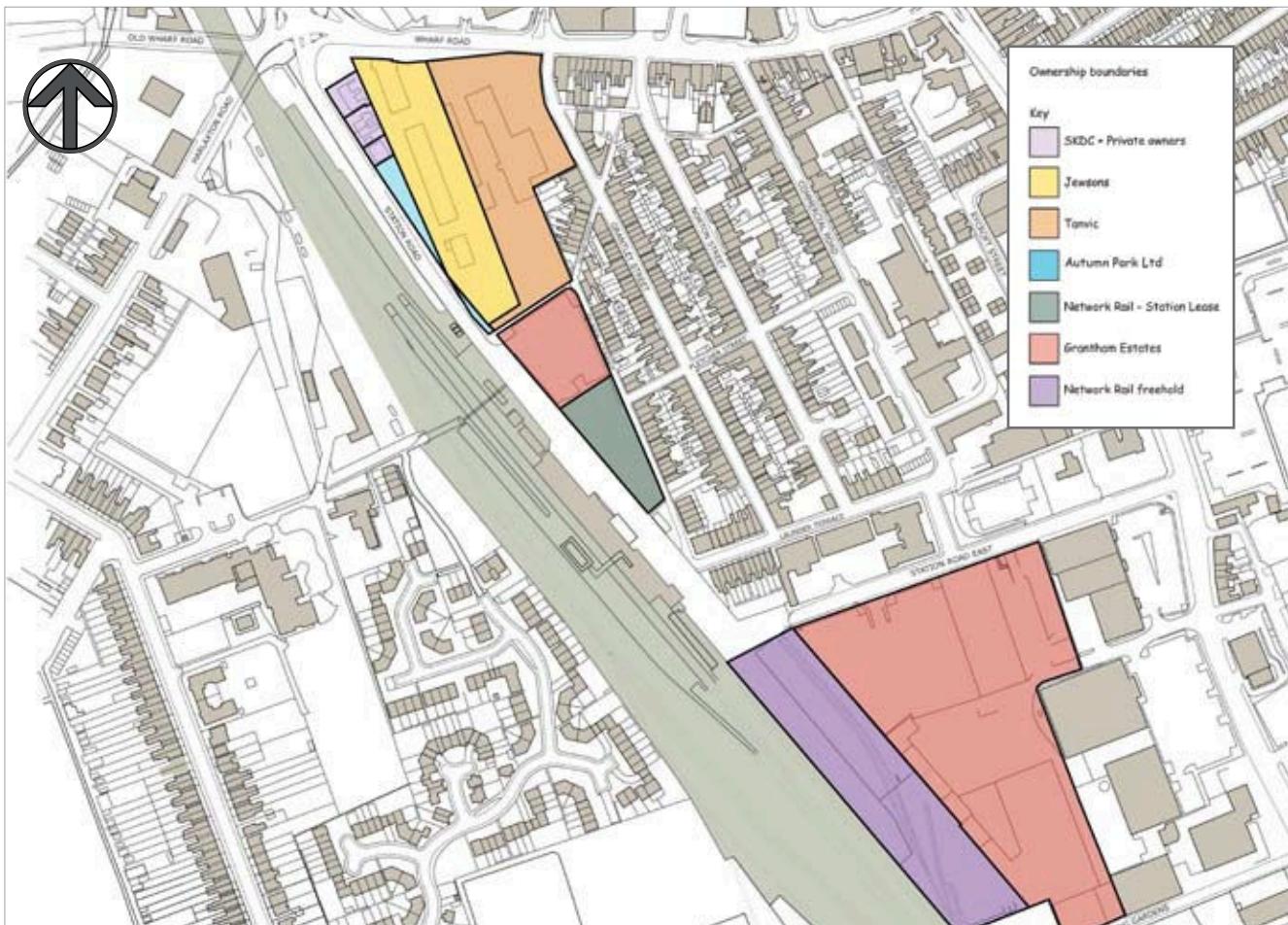


Fig 4. Land ownership

## Land ownership

There is multiple land ownership for Site 1 and Site 2 comprising public agencies and private organisations. In order to bring forward a series of comprehensive and coherent developments it will be necessary to encourage dialogue between the principal parties. At this stage no formal agreement exists between the landowners on the future of Sites 1 and 2.

In order to ensure the successful development of Station Approach, to achieve the aims and objectives of the Grantham Town Centre Vision and this Brief, the Council encourages owners and prospective developers to negotiate and engage in dialogue to achieve the most efficient use of land for mutual benefit.

## Financial

The viability of the proposed development is subject to the current state of the residential and commercial market, thus making it sensitive in terms of its deliverability. It will be appropriate for the public sector to take a significant lead for the proposed re-development of Station Approach. The following options will be considered by the Council:

- Establishing a partnership with landowners governed by a "Memorandum of Understanding";
- Establishing a strong policy basis within the emerging Local Development Framework;
- Establishing a programme of enabling works;

- Undertake further surveys, i.e. Environment Statement; Site Investigations;
- Deployment of Growth Point Funds;
- Exploring public sector funds;
- Assembly of land; and
- Assist with the re-location of existing uses.



Fig 5. Indicative phasing plan

## Phasing

To assist the implementation process, a phased approach is suggested based on current land ownerships and a logical sequence of redevelopment. The proposed phasing will also bring development sites forward of a scale which will be more attractive to local and regional developers, commencing at Site A and concluding at Site F.

The assumptions relating to the development phasing are predominantly informed by the following factors:

- A key driver for Site A is to create a sustainable office development that will serve as a catalyst for the future redevelopment of Station Approach. Site A will be promoted as a commercial quarter thus generating employment opportunities. In

addition to the provision of high quality office space a hotel is also suggested as part of the mix of uses. Site A promotes a Business Innovation and Incubation Centre to help create future office demand and to establish an office market. Site A will also bring forward important public realm benefits to create and support the connectivity between the Railway Station, Station Approach and the Town Centre;

- Site B is a continuation of the office development and introduces a further mix of uses that includes residential. The phasing of Sites A and B also has important cashflow implications with the potential to pump prime the proposed multi-storey car park on Site C. Developing Sites A, B and C in a co-ordinated manner

will also support the operational rail facilities throughout the re-development period.

- A multi-storey car park is suggested on Site C and this releases land on Sites D, E & F. Site C will consolidate the existing surface car parking that currently dominates the land around the Railway Station. Site D will complete the urban strategy to integrate the Station in to the wider town centre and whilst enhancing the interchange facilities. The proposed mix of uses for Site D is retail with residential above. However, the future mix of uses on Site D will also depend on the success of the office developments on Sites A and B. Site D can therefore be adapted to incorporate more offices.
- Sites E and F concludes the re-development of Station Approach and are contingent upon the provision of a multi-storey car park on Site C. Site E promotes light industrial to reflect the surrounding existing uses and Site F, due to ease of access and availability of frontage, suggests either residential or the provision of start up units.

The above phasing approach will have important implications for the wider regeneration benefits for Grantham to attract future investment to the town, not only for Station Approach but for other key opportunity sites.

## Conclusion

The Station Approach Development Brief sets out an ambitious scheme to rejuvenate Grantham. At the heart of this proposal is the aspiration to create bespoke quality office space that will act as a catalyst for further development proposals to come forward. The regeneration of Station Approach has the potential to deliver a significant level of new development that will have a direct impact on the transport, social and public realm infrastructure of the area.

Notwithstanding current market conditions, South Kesteven District Council considers this scheme to be the first in a series of opportunity areas that will serve as a regenerative catalyst for Grantham Town Centre.

**Councillor Frances Cartwright**

Cabinet Member for Economic Development  
South Kesteven District Council

June 2009



## Copies of the full Development Brief are available from:

**E:** [granthamgrowth@southkesteven.gov.uk](mailto:granthamgrowth@southkesteven.gov.uk)  
or can be downloaded from [www.southkesteven.gov.uk](http://www.southkesteven.gov.uk) or [www.granthamforgrowth.co.uk](http://www.granthamforgrowth.co.uk)

London West End	Belfast	Bristol	Edinburgh	Leeds	Newcastle
10 Stratton Street London W1J 8JR	Rose Building Third Floor 16 Howard Street Belfast BT1 6PA	University Gate Park Row Bristol BS1 5UB	Quayside House 127 Fountainbridge Edinburgh EH3 9QG	First Floor, City Point 29 King Street Leeds LS1 2HL	Yorkshire Chambers 112/118 Pilgrim Street Newcastle upon Tyne NE1 6LL
London City	Birmingham	Cardiff	Glasgow	Liverpool	Manchester
80 Cheapside London EC2V 6EE	3 Brindleyplace Birmingham B1 2JB	One Kingsway Cardiff CF10 3AN	206 St Vincent Street Glasgow G2 5SG	Mercury Court Tithebarn Street Liverpool L2 2QP	81 Fountain Street Manchester M2 2EE

[www.gvagrimley.co.uk](http://www.gvagrimley.co.uk)  
08449 02 03 04

Published by GVA Grimley Ltd – 10 Stratton Street, London W1J 8JR  
© copyright GVA Grimley Ltd

 Printed on recycled paper

# Station Approach Draft Development Brief

South Kesteven District Council

June 2009







# Contents

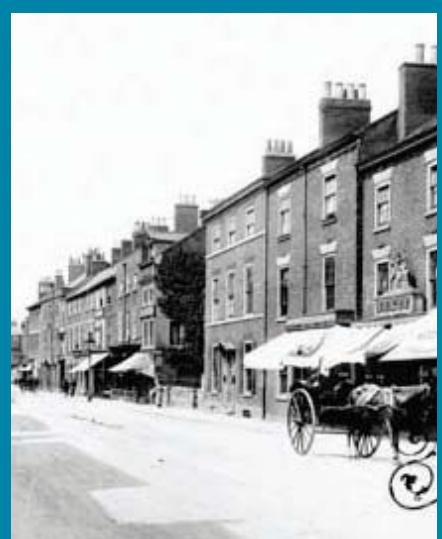
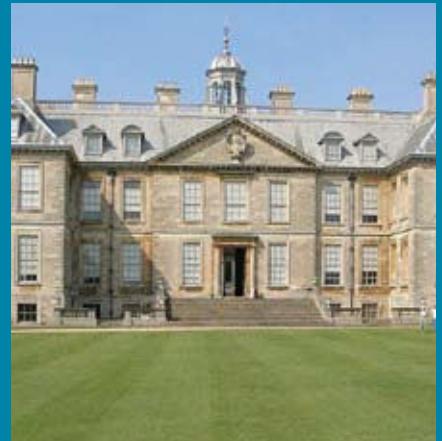
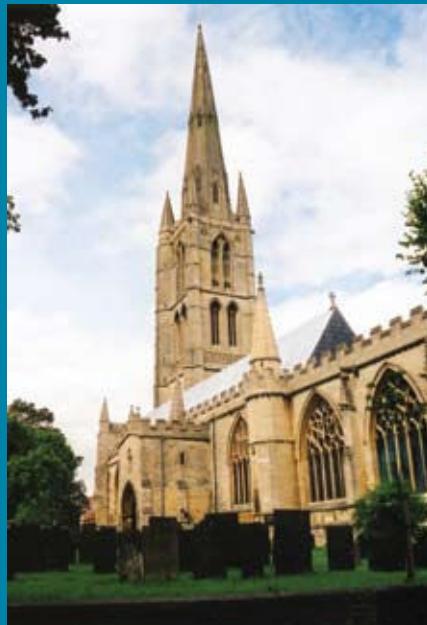
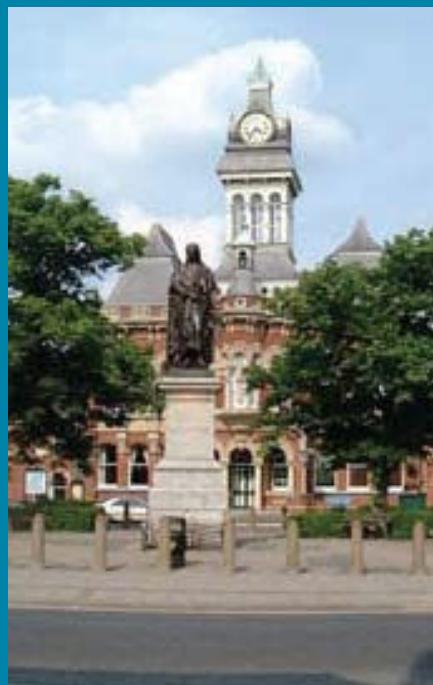
1. Foreword .....	05
2. Introduction .....	07
3. Policy review and guidance .....	11
4. Site and development context .....	17
5. Planning and development principles .....	29
6. Implementation .....	45
Appendices .....	48

For further information, contact

**Farrah Hassan-Hardwick**

020 7911 2260

[farrah.hassan-hardwick@gvagrimley.co.uk](mailto:farrah.hassan-hardwick@gvagrimley.co.uk)



# 01

# 1. Foreword

Grantham is at a key stage in its growth and development and the next decade will see further changes.

## A Development Brief for Grantham Station Approach

In addition to the planned growth as part of the emerging Local Development Framework, Grantham has secured Growth Point Status as part of the Regional Spatial Strategy for the East Midlands, (2006-2026). Grantham Town Centre has to develop and improve if it is to secure its position as a sub-regional centre. Accessibility of the centre and the quality of its built environment must be addressed and opportunities for new investment must be created.

Impressions of a town are formed by the buildings and the spaces between that make up the public realm and the townscape; the quality of its facilities; services; places to visit and the ease of connectivity and movement between key areas. It is through these first impressions that people make decisions, whether to visit, work or to invest. There are significant social and economic benefits to be gained in ensuring that a town realises its potential and can be re-vitalised into a thriving, vibrant and attractive centre that all its residents, workers and investors can take pride in. The successful, sustainable development of Station Approach, as one of the key opportunity sites within Grantham is the beginning of this process.

South Kesteven District Council is delighted to present this Station Approach Development Brief. The Brief provides guidance on how this important site should be developed in line with the vision for Grantham and relevant planning and design policies. It provides an indicative but flexible vision of future development form that will integrate and complement Grantham's charming historic core.

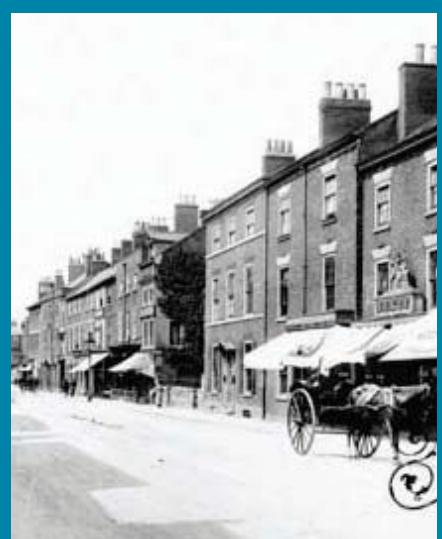
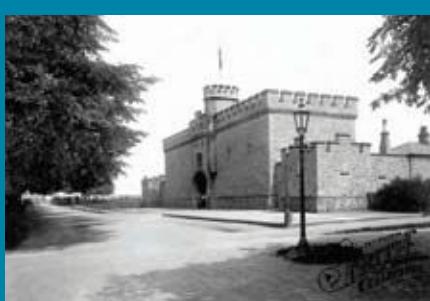
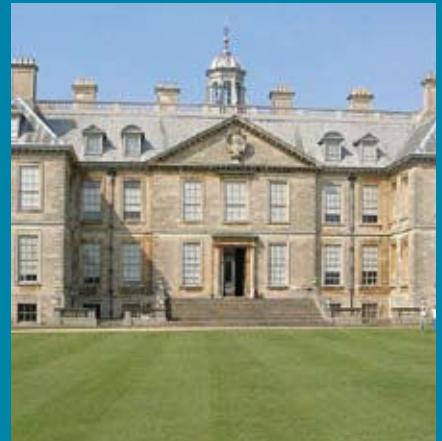
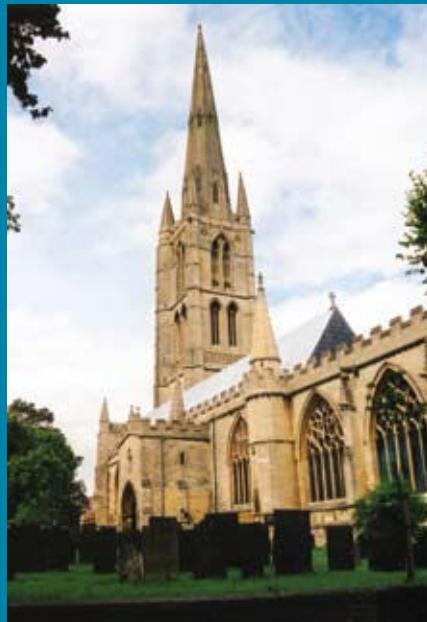
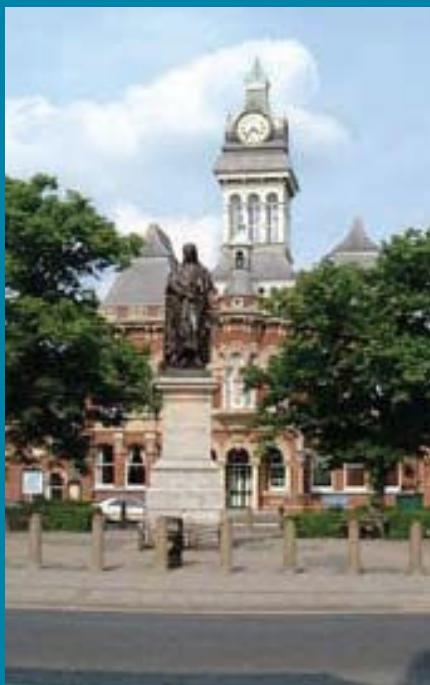


**Councillor Frances Cartwright**

**Cabinet Member for Economic Development**

**South Kesteven District Council**

**June 2009**



02

# 2. Introduction

The purpose of the Station Approach Development Brief is to provide a framework for the development of a series of sites around Grantham Station.

## Purpose

Station Approach site was identified as part of the Grantham Town Centre Issues and Development Options, August 2007. The site previously referred to as Station Point proposes a mixed use business quarter linked to the rail station and town centre, with a view to targeting regional businesses requiring strategic access to London and other regional markets. The Grantham Town Centre Issues and Development Options was formally endorsed by South Kesteven District Council's Cabinet in November 2007.

The purpose of the Station Approach Development Brief is to provide a framework for the development of a series of sites around Grantham Station.

The Station Approach Development Brief (hereafter referred to as the Brief) has been prepared by GVA Grimley on behalf of South Kesteven District Council, in conjunction with KMW Architects and MVA Consultancy.

The Brief is a written statement to guide future developments for Station Approach. Visuals and drawings have been included to provide illustrative guidance. A Transport Assessment has been undertaken to support the work.

## Vision for Grantham

The Grantham Town Centre Issues and Development Options, (2007), prepared by Gillespies states, "The vision for Grantham is that of an economically, socially and physically connected sub-regional centre. The future will be bustling and vital, providing a distinctive and complementary retail, visitor, living and work environment".

South Kesteven District Council, in endorsing the Grantham Town Centre Issues and Development Options establishes that, "The lively centre of Grantham will provide an attractive traffic calmed environment which allows the enjoyment of its historic spaces, buildings and streets. Varied shopping opportunities will be on offer associated with larger stores and a range of smaller independently owned specialist shops which offer distinctive products and produce associated with the area".

The Grantham Town Centre vision promotes, "New retail stores meeting contemporary development needs will operate from re-generated sites and be associated with mixed uses which will in particular include opportunities for living in the town centre".

The vision for Grantham encourages "New employment focused on knowledge based and emerging service industries reversing the trends to out commuting and providing employment within walking distance of the centre. Grantham will have a much enhanced appeal to visitors. This will encourage an extended stay based upon the enhanced and better interpreted town heritage, enhanced role for the town park and riverside setting and the story of notable personalities including Sir Isaac Newton supporting the notion of Grantham as a "Birthplace of Genius".

Grantham Station Approach Development Brief sits in an overarching vision that seeks to:

- Provide a connected public realm;
- Create sustainable transport solutions;
- Consolidate, improve and diversify the town centre retail offer; and

- Create a town centre of different parts.

Other key projects identified as part of the vision for the town centre include:

- Greyfriars;
- Wharf Place; and
- Canal Basin.

South Kesteven District Council is seeking to encourage redevelopment in Greyfriars and Wharf Place within Grantham Town Centre. In addition the District Council is promoting the Grantham Heritage and Environmental Trail, known as The Green Mile (Draft Concept Statement 2007), that seeks to promote the town's built, natural, retail and night time offer.

## Aims of the Development Brief

The key principles for Station Approach as defined in the Grantham Town Centre Issues and Development Options, (2007), are:

- To make better use of this strategic site linking the station and town centre in enhancing the town centre vitality and viability;
- To increase economic development potential and increase town centre footfall; and
- To encourage the consequential affect of new development in uplifting the surrounding area; making it a more desirable place to live; improving connections to the station and setting the basis for long-term change.

This framework is intended to guide the development of the site to achieve the following objectives:

- To set overall design principles and parameters for Station Approach;
- To provide a guide to the overall development parameters for the site – preferred mix and scale of development;
- Ensure maximum development values are achieved for the site;
- To provide quality standards for the site;
- To achieve the comprehensive redevelopment of the site;
- Give clarity to developers and investors regarding the Council's requirements for the site; and
- Provide an indicative approach to the delivery and phasing of the development.

## Status

This brief supplements existing planning policy and will be a material consideration that the Council will take into account when determining any planning application for the site. It is understood that the Council's Core Strategy is expected to be adopted as part of the Local Development Framework in early 2010.

This Brief, subject to adoption, will be used by South Kesteven District Council and any future developers for the site as a framework against which

to judge the suitability of proposals and the standards of design expected from future development.

## Location

Station Approach is located on the A52 Wharf Road adjacent to Grantham Station. The site is currently in a combination of light industrial and semi-industrial uses. A large proportion of the site is currently serving the station as a car park. The site is currently owned by a number of landowners.

## Local Context

Grantham is typical of many market towns that need to adapt to the challenges and demands of the 21st Century. Whilst Grantham has retained its charming historic core and has a number of natural assets the town needs to meet the opportunities and challenges that have been presented through receiving Growth Point Status in 2007, making it eligible for additional funding from central government to facilitate housing growth and infrastructure provision. Commitments have been secured for the financial years as follows: 2008/09 - £1.95m; 2009/10 - £2.4m and for 2010/11 - £2.8m.

## Regional Context

The East Midlands Regional Spatial Strategy identifies the potential role for Grantham as a sub-regional centre supporting the larger urban centres of Nottingham, Leicester and Derby in providing services and employment opportunities for the region. The East Midlands Regional Strategy provides a vision for Grantham, along with other smaller centres in the sub-region, as a consolidated centre taking advantage of its locational and labour market assets to drive the economic growth and wealth of the wider region.

In 2007 Grantham's resident population was estimated at 41,000. By 2016 this is projected to increase to 49,400 and to 60,300 if the overall growth ambitions are achieved, supported by major housing development in the town. As part of its Growth Point designation, Grantham will be expected to deliver 6,500 additional homes by 2026. Consolidation of the town centre will be a major component of achieving the overall growth ambitions for Grantham.

The Grantham Town Centre Issues and Development Options (2007) sets out a framework for providing a consolidated retail and leisure offer; new parks and open spaces; residential opportunities; new business and commercial premises to support the economic growth of the town.

The Grantham Growth Board has identified Station Approach as a priority project which will deliver significant economic benefits to the town centre and act as a catalyst to further investment in the town.

In addition, South Kesteven District Council, Lincolnshire County Council and its partners, including Lincolnshire Enterprise are keen to encourage a Business Innovation and Incubation Centre as part of the Station Approach development.

## Summary of Development Proposal

The scale of development recommended by this Brief is:

### Site 1

- Office Development - 12,800 m<sup>2</sup>;
- Retail – 1,200 m<sup>2</sup>;
- Hotel – Approximately 117 rooms (3600m<sup>2</sup>); and
- Residential – 17 townhouses and 45 x 1,2 and 3 bedroom flats.

### Site 2

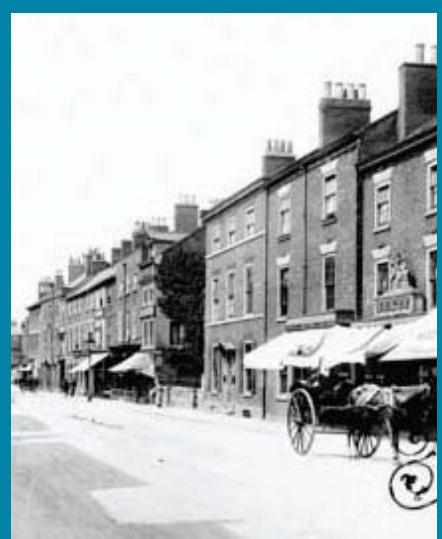
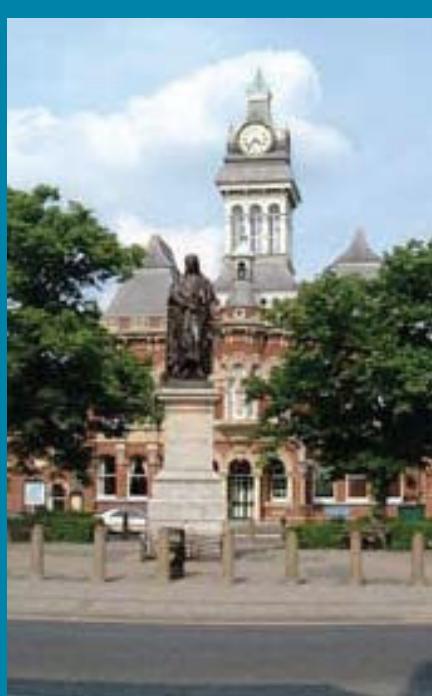
- Light Industrial – 5200 m<sup>2</sup>;
- Residential – 46 townhouses (as an alternative to start up units);
- Small start up units 2,900 m<sup>2</sup> (as an alternative to residential); and
- Multi-storey car park, approximately 760 spaces.

## Structure

The structure of the Brief is summarised below:

- **Section 3 – Policy Review and Guidance**
- **Section 4 – Site Development and Context**
- **Section 5 – Planning and Development Principles**
- **Section 6 – Implementation**
- **Section 7 - Appendices**





03

# 3. Policy review and guidance

The purpose of this chapter is to provide a review of the relevant planning and regeneration strategy and policy within which the Development Brief for Grantham Station Approach sits. The review considers policy at a national, regional, sub-regional and local level to guide the development of proposals for the regeneration of Station Approach during the Plan Period.

## National

National strategy and policy in the main takes the form of Planning Policy Guidance notes (PPG's) and their successors Planning Policy Statements (PPS's). These are supplemented by policy direction covering regeneration and growth such as the Sustainable Communities Plan.

**Planning Policy Statement 1**  
**Sustainable Development** sets the broad overarching principles for growth and development within England and the parameters within which the planning system operates.

**PPS1** focuses on the delivery of development in sustainable locations maximising the re-use of previously developed land and fully integrates them into the existing urban fabric, promoting good quality design which complements and enhances the character of places.

Most pertinently **PPS1** seeks to achieve the effective planning for and delivery of developments which enhance access to jobs, shops, community facilities and housing to enhance the vitality and viability of communities and towns.

**Planning Policy Statement 3** Housing advocates that local planning authorities consider the suitability of existing sites allocated for employment and whether these may be more appropriately redeveloped for residential uses once other constraints have been taken onto account.

**PPS3** specifically highlights the need to consider the option of reusing vacant or derelict commercial stock and land as part of mixed use town centre development.

### Draft Planning Policy Statement 4

Economic Development promotes an evidenced based approach to employment land allocation and argues in favour of protecting employment sites or areas which are functioning well. Draft **PPS4** seeks to facilitate the delivery of a range of business space to accommodate a range of business activities and sizes, in line with PPS6 draft PPS4 advocates the location of large office development within town centres to promote mixed use development.

Whilst draft **PPS4** seeks to protect and enhance employment space provision it does not do so blindly and indeed recommends local planning authorities consider the future viability and deliverability of land allocated for employment use, and, where this is not likely to come forward, consider alternative uses such as residential or leisure.

**Planning Policy Statement 6** Town Centres seeks to preserve and enhance the viability and vitality of existing towns by encouraging growth and development to be accommodated within centres over out of town locations through more efficient use of land and buildings.

Planning for town centre growth should include an assessment of the potential to develop office based employment over the plan period and should reflect the broad locations identified within regional planning documents and the regional hierarchy of centres.

In general **PPS6** seeks to encourage the diversification of town centre uses and views the introduction or maintenance of 'above retail or leisure uses' office and residential provision as making a

positive contribution to the vitality of existing centres.

## Regional

Planning and development at the regional level is directed by the Regional Spatial Strategy and the Regional Economic Strategy for the East Midlands.

### Regional Spatial Strategy (2009)

The Regional Spatial Strategy (RSS) was adopted by the Government Office for the East Midlands in March 2009 and provides the broad planning and development framework for the East Midlands to 2026.

Within Policy 1 the RSS identifies ten core objectives for growth within the region:

- To ensure that the existing housing stock and new affordable and market housing address need and extend choice in all communities in the region.
- To reduce social exclusion
- To protect and enhance the environmental quality of urban and rural settlements
- To improve the health and mental, physical and spiritual well being of the Region's residents
- To improve economic prosperity, employment opportunities and regional competitiveness
- To improve accessibility to jobs, homes and services
- To protect and enhance the environment

- To achieve a 'step change' increase in the level of the Region's biodiversity
- To reduce the causes of climate change
- To reduce the impacts of climate change
- To minimise adverse environmental impacts of new development and promote optimum social and economic benefits

Beyond the Core Strategy the RSS considers policy through both spatial considerations (identifying the principal areas for growth – Policies 3 to 12) and also by topic (identifying priorities for growth such as employment, housing and transport – Policies 13 to 57).

Policy 3 identifies the "Distribution of New Development" within the East Midlands and sets out the regional hierarchy for focussing economic activity and development with Grantham featuring within the third tier and identified as a Sub-Regional Centre and suitable for "appropriate development of a lesser scale." The policy identifies the priorities for development locations as Brownfield sites (with a target set for 60% of housing development to be on Brownfield land), with further development on other sustainable sites.

Policy 4 sets the priorities for regeneration and development within the Eastern Sub-area, highlighting the need to ensure Growth Point targets are achieved within Grantham through the consolidation and strengthening of its role as a Sub-Regional Centre.

The RSS sets the housing targets for each administrative area within the Region, with a target during the Plan Period of 13,600 in Policy 13a, which provides an annualised target of 680 dwellings for South Kesteven.

Policy 19 sets the Regional Priorities for Regeneration for the Plan Period and whilst it sets no specific priorities for Grantham or South Kesteven more widely it does reinforce the need to strengthen the role and function of the Sub-Regional Centres where there are high or concentrated levels of deprivation.

The RSS provides direction for the delivery of employment land within the region, recognising the need to ensure sites are available which are attractive

to investors but meet the needs of small businesses. Priority is placed on delivering sites which are sustainable and located within regeneration areas, with the provision of necessary intervention and assistance to bring these forward.

Development within town centres is guided by Policy 22 which supports the principles of PPS6 and seeks guide development towards the town centres of the region, diversifying the offer to include retail, leisure and commercial (office) uses.

## Regional Economic Strategy (2006)

The Regional Economic Strategy (RES) for the East Midlands (2006-2020) sets out the priorities for economic development within the region to improve the four key economic drivers of Skills, Innovation, Enterprise and Investment and therefore increase regional productivity. It sets out that:

"By 2020, the East Midlands will be a flourishing region. Increasingly prosperous and productive, we will enjoy levels of sustainable economic well-being and a quality of life higher than the European average and comparable with the best in the world."

The RES identifies three structural themes and ten strategic priorities for economic growth. The "Land and Development" strategic priority aims to ensure a balanced supply of quality development land which contributes to the sustainable growth of the regional economy.

The delivery of employment land is required to closely meet the needs of the RES priority sectors (Transport Equipment, Food & Drink, Construction, Healthcare) and enable the development of innovative businesses through the provision of quality sites and buildings which support enterprise development.

Priority Action 7b identifies a range of interventions required to ensure the supply of good quality employment sites, central to this is making use of brownfield sites and the upgrading and promotion of unattractive sites for other economically beneficial uses, ensuring relocation strategies are in place for those displaced by new development.

The approach to bringing forward employment sites through the LDF process should take into account the infrastructure and other needs for the site to be attractive for end users. This should encourage job creation through private investment but target public sector resources to key sites.

The RES also considers the supply of land for residential development and sets priority actions under 7c to ensure the development of sustainable communities through integrated delivery of housing with transport, economic, green and community infrastructure.

The RES moves on to focus on the sub-regional geographies within the East Midlands and the particular local priorities and challenges facing each sub-area.

The Eastern sub-area is perceived to be economically peripheral within the East Midlands and the RES identifies the existence of weaknesses within the local labour market and the extreme disparities in economic performance within the sub-area as key focuses for intervention.

To address these challenges four of the Strategic Priorities within the RES are considered most relevant to the Eastern Sub-Area, these are:

- Enterprise and business support;
- Employment, learning and skills;
- Land and development; and
- Transport and logistics.

# Sub-Regional and Local

National and regional policy direction is translated and interpreted at the sub-regional and local level via specific strategies and research which, largely, support the delivery of the Local Development Framework for South Kesteven.

## Sub-Regional

### Peterborough Sub-Regional Strategic Housing Market Assessment (2008)

The Strategic Housing Market Assessment (SHMA) provides an assessment of the future housing requirements within the functional housing market area surrounding Peterborough, which includes Grantham. The SHMA assesses the state of the current housing market, considers future needs and demands within the area, and sets out the implications for local policy against this context.

The SHMA identifies the requirement for the delivery of 15,750 new dwellings within South Kesteven to 2026, of which 3,179 had been constructed by 2007, implying an annual build rate of 638 units per annum. The SHMA reflects the local Housing Needs Assessment and identifies a target of 50% affordable housing delivery in South Kesteven, with a 60:40 split between social rented and intermediate tenures.

It recognises that Grantham itself is distinct from Peterborough and appears to have a relatively self contained housing market area even within South Kesteven let alone the wider sub-region, as such it is contained in a sub-section of the main report.

The Growth Point status assigned to Grantham sets specific housing and jobs growth targets and reinforces the detachment of the town from the rest of the housing market area. Grantham itself has an additional housing target of 2,750 new homes by 2016, of which 30% are identified as affordable.

### Rutland, South Holland and South Kesteven Strategic Housing Land Availability Assessment (2008)

The Strategic Housing Land Availability Assessment (SHLAA) provides an assessment of the potential land available to deliver housing growth within the northern half of the housing market area identified through the SHMA. The SHLAA identifies potential sites, their housing potential and when and whether they are likely to be developed.

The SHLAA identifies sufficient land within South Kesteven to accommodate housing development in excess of housing targets identified within the RSS. Within Grantham itself there is identified potential to accommodate 12,220 units over a fifteen year period, however no sites have been identified beyond this.

Underpinning the land supply for housing within and around Grantham are identified Greenfield 'Urban Extension' sites, these are also identified within the Submission Version of the South Kesteven Core Strategy.

### Lincolnshire Employment Sites and Premises Study (2005)

The Lincolnshire Employment Sites and Premises study sought to provide an assessment of the demand and supply of employment sites for traditional 'B Class' uses both at present and in the future.

Grantham was identified as one of ten core market areas within Lincolnshire with analysis suggesting a shortage of serviced employment land for new development, a shortage of small/medium units, and an unmet demand for managed workspace. Particular conditions within Grantham have contributed to disinvestment and underperformance within the existing business parks.

The Study concludes that given the need to develop two strategic business parks within the County Grantham (as a regional centre) is ideally placed to accommodate such a development, with the public sector encouraged to facilitate delivery to ensure it meets identified needs.

## Local

### South Kesteven Local Plan

The South Kesteven Local Plan was adopted in April 1995 and was proposed to cover the period from April 1990 to April 2001. As a result of the change in legislation the 'saved' policies and proposals will remain valid until the adoption of a new Local Development Framework (LDF).

On 24th September 2007 South Kesteven District Council received confirmation from the Government Office for the East Midlands that a number (45) of policies from the South Kesteven Local Plan (adopted 1995) will continue to be saved in accordance with paragraph 1(3) of Schedule 8 of the Planning and Compulsory Purchase Act 2004.

The policies contained within the schedule attached to the Direction will be saved until they are superseded by new, adopted policies contained within the emerging Local Development Framework (LDF). All other policies not listed in the schedule will expire from September 2007.

It should be noted that the extended saved policies must be read in context. It is possible that new material considerations (particularly the emergence of a new national and regional policy) or evidence will be afforded considerable weight in planning decisions.

The Local Plan sets out detailed policies and proposals for the development and other use of land in the district. This includes the allocation of sites for specific purposes and guides most decisions on planning applications.

Reference should be made to the saved policies within the following key chapters of the Local Plan which are considered to be of particular relevance:

- Employment;
- Environment;
- Housing; and
- Retail Development.

## South Kesteven Core Strategy Submission Version (2009)

The LDF Core Strategy provides the central principles and direction for growth and development within South Kesteven to 2026 and provides high level spatial, environmental, sustainability and economic policy for the District.

The Core Strategy sets three overarching Spatial Objectives for the District to ensure sustainable settlements over the Plan period.

**Objective One** – “To facilitate a pattern of development that meets the diverse economic, social and cultural needs of the whole community and contributes to the environment in a way which ensures that development does not compromise the quality of life of future or existing generations.”

**Objective Two** – “To contribute towards a more sustainable pattern of development by directing the majority of all new development to the towns of Grantham, Stamford, Bourne and The Deepings.”

**Objective Three** – “To make effective use of land by maximising the amount of development on suitable previously developed sites and on sites in locations which reduce the need to travel to achieve National and Regional targets.”

Further objectives seek to reinforce and enhance the role of Grantham as a sub-regional centre, SP1 Spatial Strategy seeks to direct all new development to Grantham on appropriate and sustainable Brownfield sites and Greenfield land (where needed to meet growth targets). Policy SP3 seeks to locate development in locations which are particularly accessible by public transport, balancing land uses to reduce the need to travel.

Policies H1 and E1 (Housing and Employment development respectively) seek to support the principles of the spatial policies by directing new development towards Grantham town centre, seeking to broaden the housing mix and offer and diversify the employment base. As the principal retail centre within the District Grantham is also promoted as the ‘first choice’

location for new retail development under policy E2.

## South Kesteven Employment Land Review (2005)

The Employment Land Review (ELR) for South Kesteven provides an assessment of the current employment land stock within the District and uses secondary data to assess future opportunities and threats to supply over the longer term. The over-arching theme for Grantham is that it lacks deliverable sites in appropriate locations to attract inward investment.

The ELR recognises current provision within Grantham of approximately 7.28ha of deliverable employment land, stating this falls short of expected levels of demand and stated planning policy. It is recommended that all types of employment space are brought forward, including the potential to develop a new business park which focuses on B1 space rather than manufacturing/production facilities.

The identified potential sites within Grantham are expected to deliver at least 60ha of new land for employment uses, with the potential for other sites to increase this further as part of mixed use developments. The ELR suggests future development should be split across use classes, with 30% for B1, 20% for B2 and 50% for B8.

## South Kesteven Retail Needs Study (2006)

The Retail Needs Study provides an assessment of shopping patterns with South Kesteven to establish the need and requirement for additional retail development within the District's four main settlements.

Grantham is identified as the primary retail centre within the District and has a strong level of containment with regard to convenience goods and bulky comparison goods, however there is significant leakage to Peterborough, Nottingham and Leicester for non-bulky comparison goods.

Assuming current market shares are maintained there is a theoretical capacity for an additional 20,000sqm net comparison goods floorspace by 2021, however this could be revised

upwards if market share can be increased.

## Grantham Growth Point Programme of Development

Following confirmation of Growth Point status for Grantham local partners were required to submit a Programme of Development (PoD) to CLG which sets out the vision for the growth area, the target and trajectory for housing delivery, and the projects which contribute to the delivery the Growth Point's aims.

The PoD identifies the potential to deliver an additional 4,295 homes in the 10 year Growth Point period, with the potential to significantly increase delivery post 2016 with a further circa 6,000 units. Allied to housing growth is the identified potential for increased employment opportunities and an associated need to increase the skills base within the area.

The aspirations of the PoD are underpinned by the identification of four key development sites within Grantham which provide capacity to accommodate the additional growth required alongside a series of smaller sites which have previously been identified through an urban capacity study.

- **Southern Quadrant** – an urban extension site with potential for mixed use development to accommodate 4,000 new homes alongside a new employment area, shops and community facilities. Delivery of the Southern Quadrant proposals will also enable the provision of the East/West Relief Road.

- **North West Quadrant** – an urban extension site for predominantly residential development (3,500 units) with small scale employment opportunities and new education provision.

- **Town Centre** – redevelopment of key areas to reinforce and enhance viability and vitality of the town including an expanded retail offer, improved office provision, greater residential units and improved transport interchange and Station facilities. The Town Centre proposals also include Station Approach, Greyfriars and Wharf Place.

- **Canal Basin** – redevelopment of the Canal Basin to provide a high quality residential and office-led business district to transform the town's image and offer.
- **Urban Capacity Sites** – a series of Brownfield opportunities covering 72ha with the potential to deliver in excess of 1,000 dwellings.

The successful delivery of these sites is recognised to require significant infrastructure improvements and investment, alongside comprehensive masterplanning to ensure opportunities within Grantham are maximised.

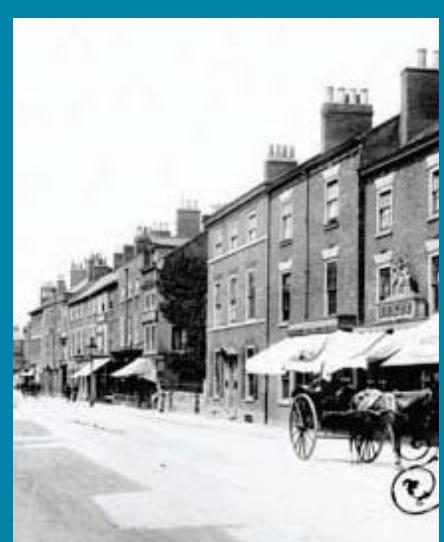
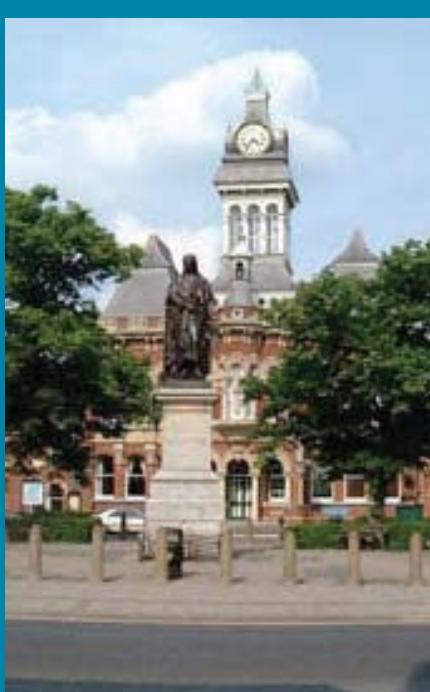
## Conclusions

Having extensively reviewed the planning and regeneration context it supports the mixed use development of the Station Approach area of the town.

Policy direction at both a strategic and local level is focussed on reinforcing and enhancing the role of Grantham as a sub-regional centre through enhancement of its offer as a retail, employment and residential centre. Mixed use development would assist in achieving this whilst also enhancing the quality and perception of Grantham at one of its key gateway sites.

Fundamental to the development of proposals for the site should be the ease of access via public transport which serves to enhance any proposed development's sustainability and the opportunities redevelopment offers to better integrate the Station in to the wider town centre and the potential to enhance interchange facilities.





# 04

# 4. Site and development context

## Introduction

### Wider Context

Grantham Railway Station is located to the south of Grantham town centre. The station is located approximately 500 metres from the main retail area of the town centre and is physically disconnected from the town centre by a lack of clear pedestrian routes and the physical dominance of the town centre highways network. Pedestrian connectivity to the town centre is currently restricted by the vehicular dominance of the A52 Wharf Road junction that manages traffic travelling north, south, east and west through the town centre.

Station Approach comprises two sites that are included in the study area for this brief. The sites are referred to as Site 1 north of Station and Site 2, south of the Station. The sites comprise 13 acres of land situated on the eastern side of Grantham Railway Station and the East Coast Mainline. **Figure 1** establishes the Station Approach site boundary.

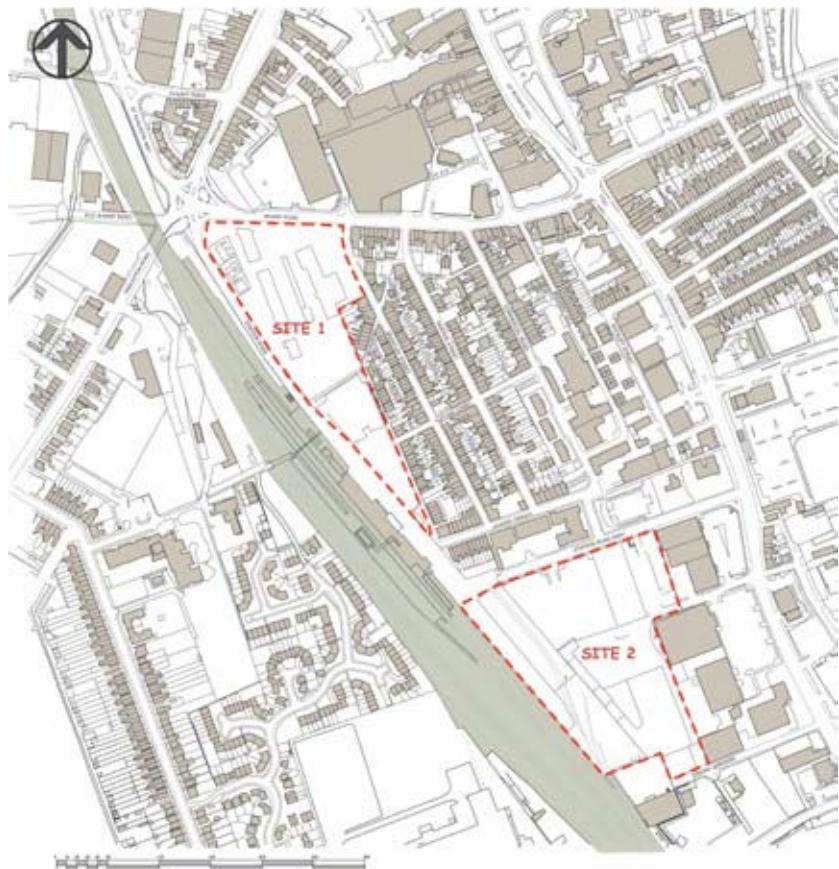


Fig 1. Station Approach Site Boundary



Fig 2.



Fig 6.



Fig 3.



Fig 7.



Fig 4.



Fig 8.



Fig 5.



Fig 9.

## Adjacent uses

The built environment in the vicinity of the site varies considerably ([Figure 2](#)). To the north of Site 1 and along Wharf Road is the edge of the town centre. The uses on the south side of Wharf Road are predominately commercial on the ground floor with residential above whilst the north side is dominated by the south wall of the Isaac Newton Shopping Centre and associated car parks as well as the existing bus station. ([Figures 3 and 4](#)). The approach from Wharf Road to Westgate (across from the north corner of the site) is marked by The Maltings, a three storey listed building converted to commercial uses ([Figure 5](#)).

The eastern side of Site 1 is bounded by a low rise compact residential area which stretches east along the southern boundary of the Town Centre. This area is characterised by small terraced cottages fronting narrow lanes ([Figure 6](#)). Station Road and the East Coast Mainline form the western boundary of both Sites with Grantham Railway Station located in the southern tip of Site 1 ([Figure 7](#)).

The north boundary of Site 2 is marked by Station Road East ([Figure 8](#)) with a mix of residential and commercial uses. On the south and east Site 2 borders an established commercial warehouse and light industrial area ([Figure 9](#)).

Photographs illustrating adjacent uses



Fig 10. Adjacent residential area

## Urban Form

The residential area adjoining Site 1 to the east is characterised by a fine grain of predominately 2 storey inter-war housing (**Figure 10**) often higher at street corners and along Wharf Road. A network of narrow roads with north to south orientation follows the medieval urban structure of the Town Centre.

The heavily trafficked A52 Wharf Road, which borders the site to the north, is the main east to west link through the Town and marks the edge of the Town Centre. To the north is the main retail area which extends from Westgate to the High street with a fine grain of 2-3 storey buildings towards Market Place and a much coarser grain of post-war additions towards Wharf Road.

The area to the east of Site 2 and stretching out along London Road is dominated by large retail warehouses and light industrial buildings with an average height of approximately 6m to eaves.

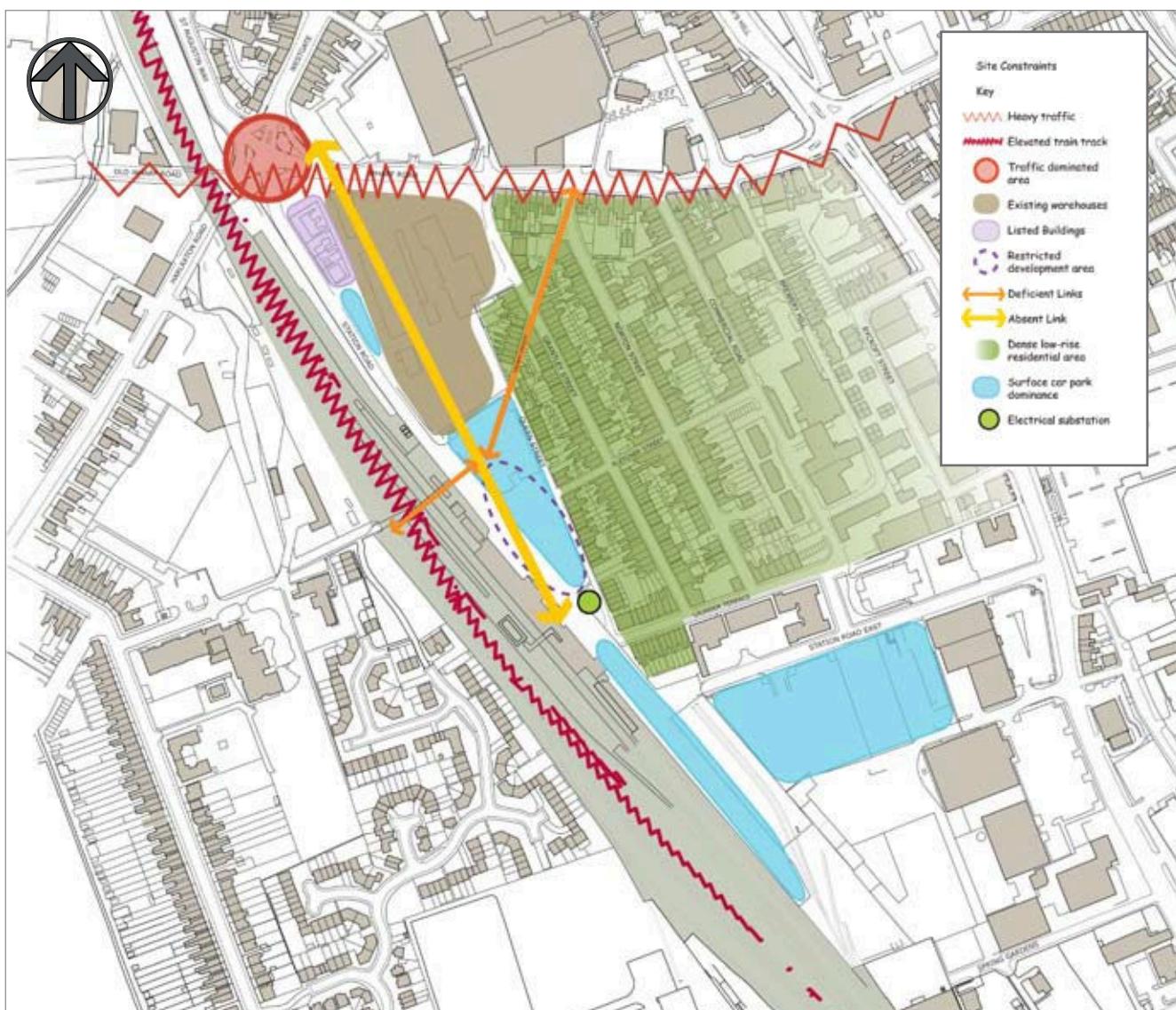


Fig 11. Constraints above ground

## Site Descriptions

### Site 1 – North of the Railway Station

The site slopes gently from a high point of approximately 64.3 m Above Ordinance Datum (AOD) close to Grantham Railway Station to a low point of approximately 55.5m AOD alongside Wharf Road in a north and then north-western direction. The Site area is 22,150m<sup>2</sup> / 5.47 acres.

The site benefits from good road and rail connections with Grantham railway station located at the southern tip of the site whilst Wharf Road is one of the

main arteries connecting Grantham with neighbouring towns. Existing access arrangements to the north part of the site are restricted due to the heavy trafficked nature of the A52 Wharf Road. However, there is an under utilised side access from Grantley Street and this creates the possibility of a new link with Station Road. The public car parks are approached via Station Road, which is currently owned by Network Rail.

The East Coast Mainline borders the site to the West and is elevated to a maximum height of 5m towards Harlaxton Road. As a result it severely hinders visual links with West Grantham and the Canal Basin area. The site is

further constrained by the fine-grained residential area to the East, as well as the group of Grade II listed buildings to the northwest of the site (Please refer to [Figure 11](#) illustrating the constraints above ground).

The north part of Site 1 is principally divided between the ownerships of Jewson and Tanvic. There are Grade II listed buildings on the site. A thin slice of land to the south is owned by South Kesteven District Council, Autumn Park Ltd and other private owners. The two public car parks that form the south part of Site 1 are owned by Grantham Estates and Network Rail (Please refer to [Figure 12](#) Land ownership map).

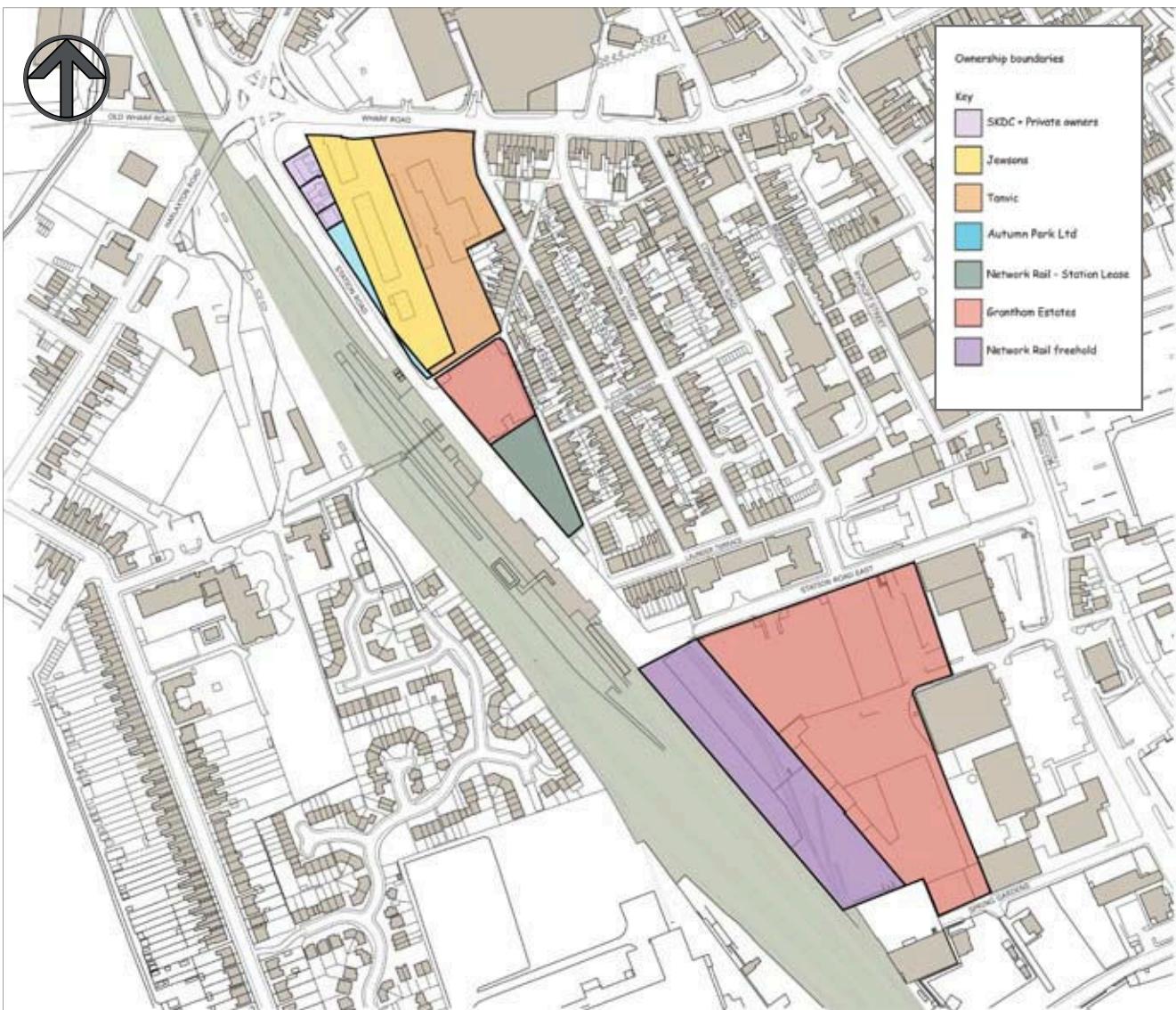


Fig 12. Land ownership

## Site 2 – South of the Railway Station

Located to the Southeast of Grantham Railway Station with the East Coast Mainline as its West boundary, Site 2 comprises of 30,698m<sup>2</sup> / 7.59 acres mostly utilised for car parking. The levels across the site vary from maximum height of 64m AOD to approximately 58m AOD currently arranged as three descending platforms. The ownership of the site is split between Grantham Estates

and Network rail, with the latter in possession of approximately 1/3 of the overall area adjacent to the rail line (Figure 12).

Access to Site 2 is predominately via Station Road East although there is a secondary access from London Road to the southern part of the site and a further possibility for a link with Spring Gardens at the bottom of the site. Access to Station Road from Station Road East is currently blocked as a temporary traffic calming measure.



Fig 13. Canal Basin proposals in relation to Station Approach

## Other development sites in proximity to Station Approach

As well as promoting Station Approach the Council and the Growth Board are seeking to promote Canal Basin as part of the overall growth agenda for Grantham. Canal Basin sits on the west side of the mainline railway and covers a site area of approximately 28 hectares. Canal Basin was formerly the terminus for Grantham Canal and has been closed for 70 years; the area is under-utilised brownfield land and occupied by a number of low density business units. The Council has prepared a Masterplan to develop the site as a mixed use business, residential and leisure quarter to complement the regeneration of the town centre and deliver the wider growth objectives for Grantham.

The relationship between the Canal Basin proposals and Station Approach is illustrated in [Figure 13](#).

It is understood that the regeneration of Canal Basin has a longer implementation programme that will be brought to fruition in a number of phases and require significant public funding investment.

The proposed Masterplan for Canal Basin suggests the following level of development:

- C 40,000sqm of employment floorspace – B1 and B8;
- C 6,500sqm leisure floorspace and ancillary retail space.
- C 830 residential units;

The purpose of including the Canal Basin proposals is to ensure that the Station Approach development aspirations are complementary to those

suggested for Canal Basin in terms of scale and mix of uses.

South Kesteven District Council, together with Lincolnshire County Council will support and promote development for both Station Approach and Canal Basin.

Station Approach is regarded as an earlier development opportunity that will support the economic development of Grantham to provide opportunities for office development in the Town Centre. The development will also seek to maximise opportunities arising from the sites' proximity to Grantham station.

The Canal Basin proposal provides a longer-term development opportunity that will support wider growth objectives for Grantham, supported by significant levels of housing provision and further investment in the town centre.

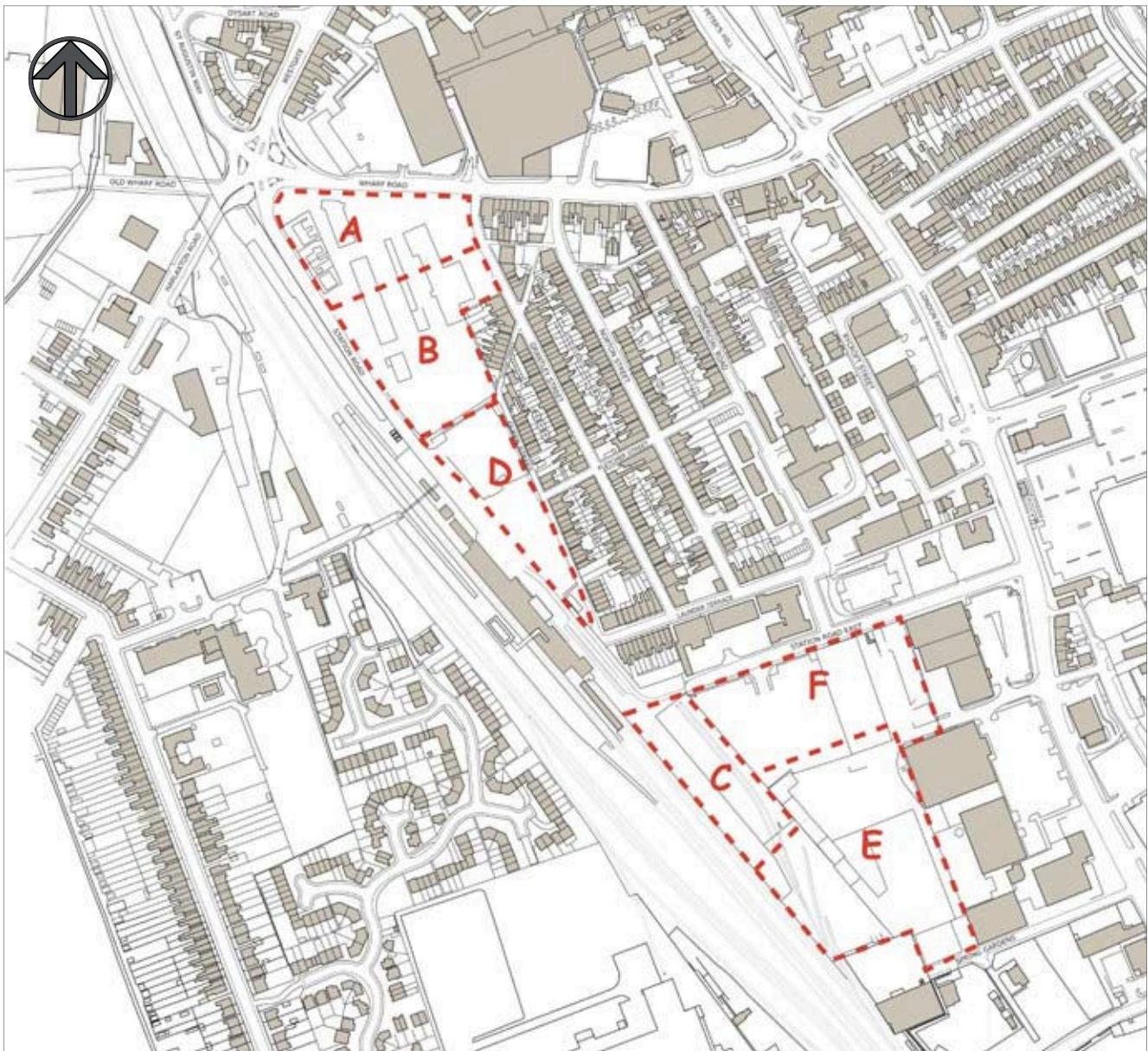


Fig 14. Site Specific Map

## Site Specific Description

The Station Approach development proposal has been identified into six areas for the purpose of this Brief, as an indication of how the individual sites could be brought forward for delivery. Sites A, B, C, D, E and F are illustrated in [Figure 14](#) and details provided in the table overleaf.

**Site A** – Land fronting Wharf Road;

**Site B** – Land to the west of Grantley Street and Railway Terrace;

**Site C** – Land on Station Road East;

**Site D** – Land adjacent to the Station;

**Site E** – Land adjacent to the railway lines;

**Site F** – Land adjacent to Station Road East and west of London Road.

## Site Specific Description

Location	Uses	Occupier	Area Sqm	Additional Comments
Site 1 - Area A			7261	
Land fronting Wharf Road	Retail and storage	Jewsons Builders Merchants		Closest proximity to Grantham Town Centre. Three buildings on site. Main frontage onto Wharf Road.
	Retail and storage	The Tanvic Group		One main building. Area for car parking.
	Car Parking			Site currently leased from the Council by Jewsons Builders Merchants for staff car parking.
	Listed Railway Cottages	Private occupiers		Nos. 2-4 and 6-8 are owned by the Council. Several of the cottages are vacant. No. 5 Station Road North is privately owned.
				Area A is level with Wharf Road and slopes gently up towards the station.

Site 1 - Area B			10495	
Land to the west of Grantley Street and Railway Terrace	Open storage	Jewsons Builders Merchants The Tanvic Group		Unmade ground with some hard standing. Area B has been leveled and slopes gently upwards to the station. Significant level change between the southern boundary of the Tanvic and Jewson sites and the public right of way.

Site 2 - Area C			3263	
Land adjacent to Station Road East	Short and long stay car park. Industrial Estate			Split into two sections. Site currently leased from Grantham Estates by National Express (operator for East Coast Mainline) for station car parking.

Site 1 – Area D			4958	
Land adjacent to the station	Short and long stay car park			Public right of way along northern boundary. National Express leases both car parks from Network Rail. Southern tip of Site D is an electricity sub-station owned by Network Rail Infrastructure Ltd. Central Networks own high voltage cable to sub-station.

Site 2 – Area E			14781	
Land adjacent to the Railway Lines	Car park Redundant railway sidings Industrial warehouses			Northern part of Site E used for car parking. Southern part currently redundant railway sidings.

Site 2 – Area F			11012	
Bounded by Station Road East and London Road	Car park Industrial Estate			Entry to the industrial estate via London Road and Station Road East.

When reading the above table please cross reference with **Figure 12** (Land Ownership Map, page 21) and **Figure 14** (Site specific map, page 23).

## Key Constraints

The maps shown in **Figures 11** (page 20) and **11a** (overleaf) identify constraints above and below ground for the development site. The key constraints are listed below:

- To maintain the electricity sub-station in the area adjacent to the station;
- To respect adjacent residential properties on Queen Street;
- To achieve sufficient station facilities immediately outside the station;
- To maintain and maximise pedestrian connectivity between the station and the town centre in accordance with the urban spaces and routes hierarchy outlined in this Brief;
- To respect the Grade II Listed railway cottages within the overall development scheme; and
- To incorporate the change in ground level between the station and the northern boundary of the scheme within the overall development.

## Land Contamination

A desk top assessment of existing data has been undertaken to understand the potential of ground contamination within the development area. The main objectives of the assessment were to identify any material ground related issues that could pose a constraint to development or have cost and time implications.

The assessment identified that both sites have current activities that could lead to contamination. In addition both sites have historically been used for industrial purposes and a legacy of contamination may exist. Therefore, is it possible that localised areas of contamination may be present particularly in Site 1 given its current use. Contamination may be more widespread in Site 2 given the extensive iron works that previously occupied the site area although we understand that this area was last used as an Iron Works in 1932 therefore some natural degradation of contaminants is likely.

Based on the information available, it is unlikely that the ground conditions will impact the spatial arrangement of the proposed development as shown on the plans provided. Significant remedial works are unlikely given the low sensitivity end use although this can only be confirmed following development specific ground investigation. **Appendix 1** provides a non technical summary of the Contamination Desktop Survey.

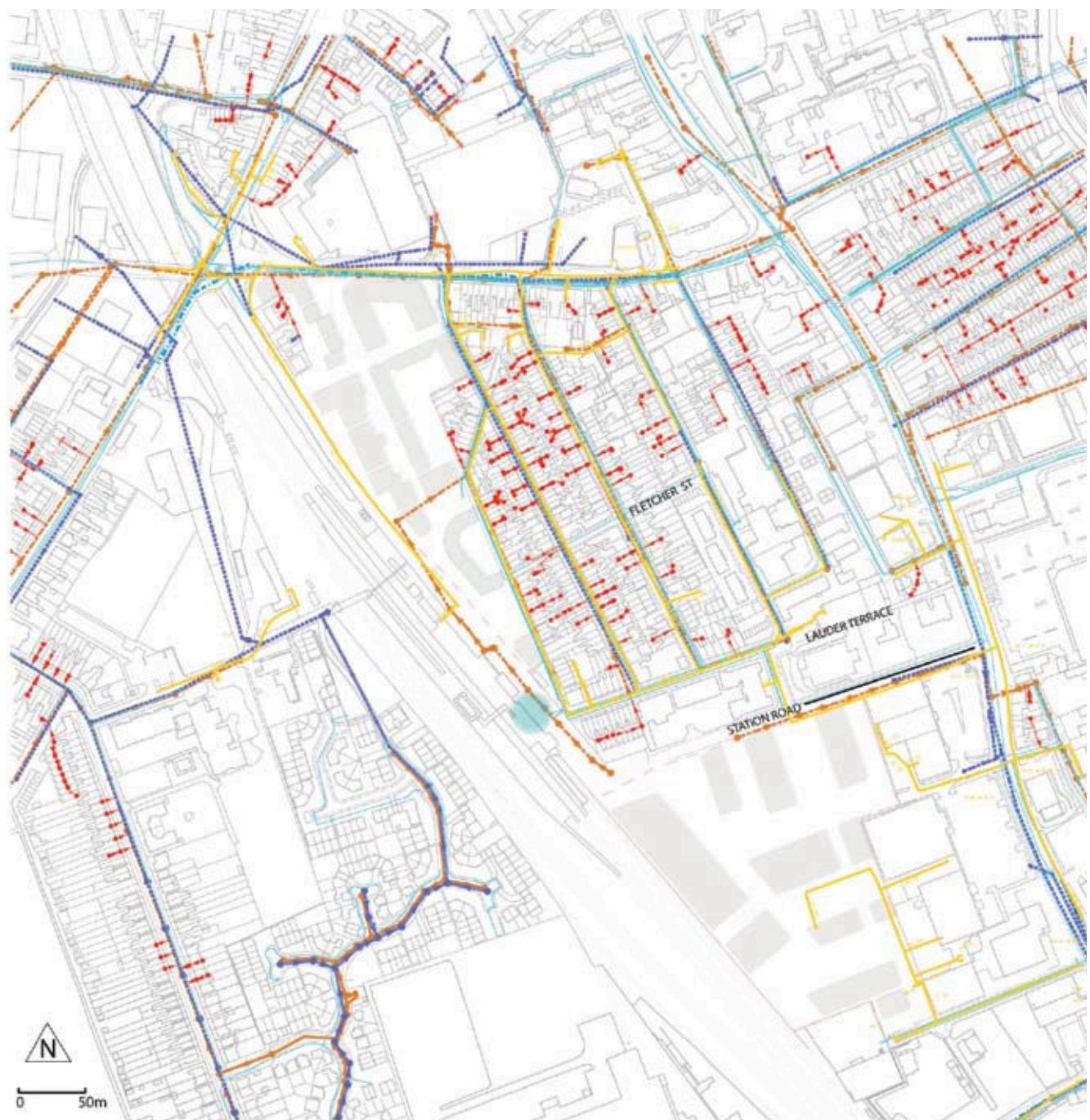


Fig 11a. Physical constraints below ground

- SURFACE SEWER
- FOUL SEWER
- COMBINED SEWER
- WATER
- LOW PRESSURE MAINS (GAS)
- MEDIUM PRESSURE MAINS (GAS)
- GRANTHAM STATION

## Property Market Context

### Residential

The Station Approach Site lends itself to residential use given its proximity to the Town Centre, as well as the Station. Any dwellings would be attractive to those seeking an urban living lifestyle close to major services, facilities and the station. The existing housing, surrounding the northern end of the site, sets a precedent for residential development. Despite the difficulties currently experienced in the housing market, local agents were supportive of bringing residential uses forward on the site. However, given the risk of oversupply in a struggling market, it should not be the primary use in any development of this site in the near or medium term.

### Office

The office market in Grantham is currently suffering from a poor supply of serviced land meaning that the current level of stock cannot be increased easily. The quality of the majority of existing space, coupled with the lack of precedent means that Grantham suffers from a poor reputation as an office location. Rents and yields reflect this, with values averaging at £1,000-1,150 sqm for Victorian conversions and £1,300/1,400 per sqm for newer, better quality space. This, coupled with relatively high overall build costs of £2,200-2,500 per sqm, excluding land, means that there is little incentive for speculative development.

However, given Grantham's good transport links to local business centres and London, there is consensus that Grantham could develop into a good office location should a flagship development come forward. If successful, it would serve to attract investment from businesses not currently located in Grantham. This would serve to raise Grantham's profile as an office location.

Given its proximity to Grantham Station and to the Town Centre, the Station Approach Site is a natural location for such an office development.

### Retail

It is clear that there is a need in Grantham for greater diversity and higher quality in its retail offer to make it more competitive with nearby towns such as Newark and Peterborough. However, it is not felt that Station Approach is the correct location to bring a retail development forward. It would be more appropriate to concentrate such improvements closer to the town centre retail core. However, there is potential for some supporting convenience retail on the Station Approach Site, which could service commuters, office workers and residents.

### Industrial

Local agents and developers are positive about industrial uses on the southern part of Station Approach, despite it being located on the eastern side of the railway. Achievable rents at this location are indicated by local agents to be at a maximum of £59 per sqm. Units should be between 185-465 sqm, with possibly a larger unit of 929 sqm. Lease terms should be flexible in order to encourage ease of letting.

### Hotel

Given Grantham's Growth Point Status and the potential demand for office space on the Station Approach Site, there is potential demand from the business sector for a hotel of circa 120 rooms. The nature of the business demand indicates that any hotel coming forward on this site should be a budget hotel. However, research indicates that Travelodge and Whitbread are both satisfied that they are already adequately represented in the area. These are the hotels which have the strongest covenant in the sector.

Given that much of the expected demand for the hotel is associated with any office development coming forward, it may be that the hotel is contingent on the successful creation of a new office market on the Station Approach Site.

## Conclusion

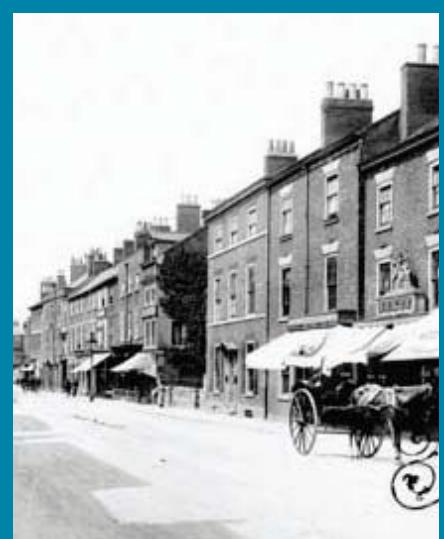
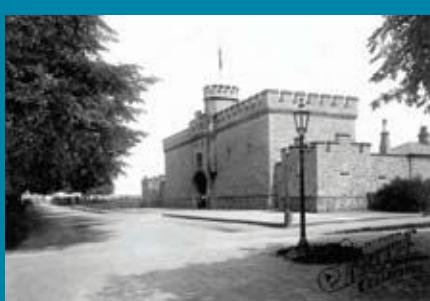
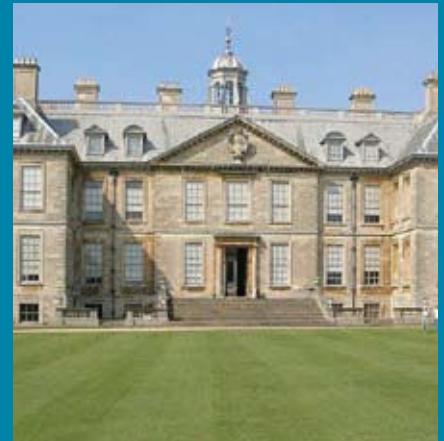
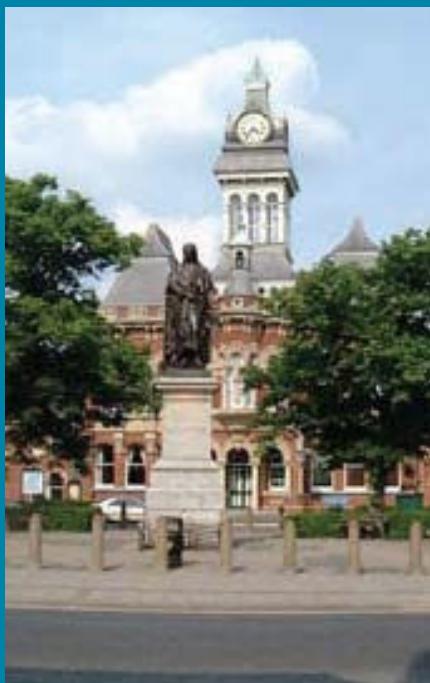
The site and development context provides an initial understanding of the locational; adjacent uses and urban form together with an overview of the geographical; technical and existing ground conditions. The Property Market Review also provides a commercial context within which this development can be taken forward.

Notwithstanding the existing constraints and current economic climate, the proposed development for Station Approach can enhance and re-vitalise a key gateway to Grantham Town Centre. It is apparent that the site is not currently maximising its potential with respect to either existing uses nor location.

The key positives for Station Approach development are:

- The availability of land;
- Proximity of the site to the Railway Station and Grantham Town Centre; and
- The surrounding existing uses and amenities.

The Station Approach proposals offer significant re-development opportunities for the site to better integrate the station into the wider town centre and the potential to develop a diverse mix of uses to create a vibrant quarter.



# 05

# 5. Planning and Development Principles



Fig 15. Station Approach development proposals

**The Planning and development principles for Station Approach are aimed at achieving:**

- Clear connection between the Station and the Town Centre;
- A distinctive arrival point to Grantham by creating Station Square;
- An engaging route through a series of urban spaces that encourage people to visit the Town Centre;
- A versatile character area with a sustainable mix of employment and residential uses;
- Appropriate scale and massing of development that respects the Listed Buildings and adjacent residential area;

- Minimising the visual impact of surface parking; and
- Creating a public transport interchange with bus services extended to the rail station.

## Overarching Principles

The aspiration for Station Approach is to transform the existing under utilised land of surface car parks and warehouses into a distinctive gateway to the town centre. The development principles set a new direction for the future of this area, encouraging a mix of diverse land uses in order to create a vibrant area. **Figure 15** illustrates the Station Approach Development Proposals.

The development principles aim not only to encourage visitors to the Town Centre but, more importantly, to create a new business hub by providing suitable office accommodation and start up units. The aim is to attract a wide range of businesses to encourage economic development and create employment opportunities thus benefiting the wider community. The development will also enhance the neighbouring residential area with the provision of new homes alongside new local shops and cafés.

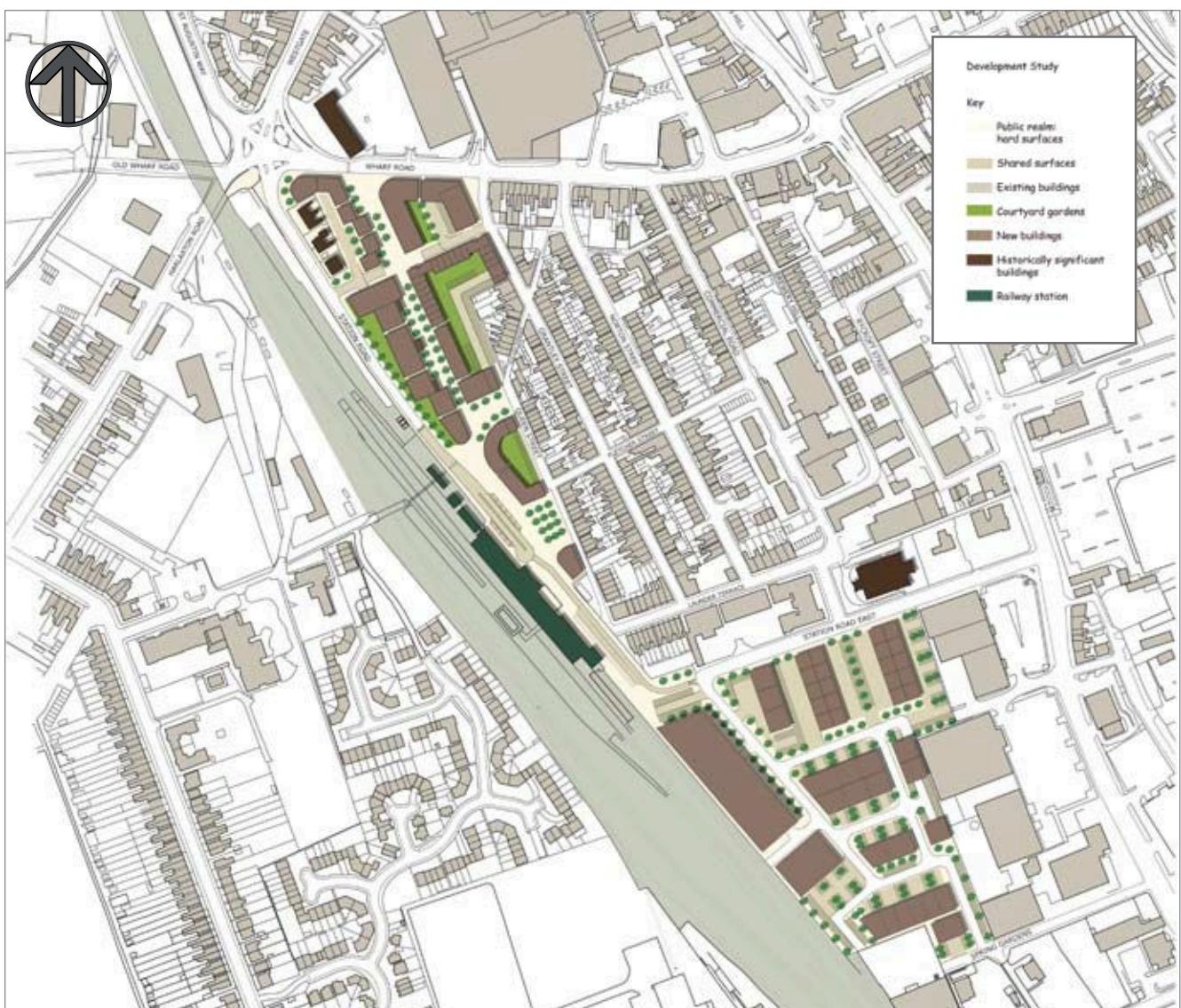


Fig 16. Overview of development study area

A number of public spaces will create animated areas where the active frontages of surrounding buildings will provide passive supervision and promote safety (**Figure 16**). Ornamentation and artwork will also help to create a strong sense of arrival and place. High quality design, material quality and sustainability must be an integral part of any development proposal for this area. Good quality architecture will create an appealing and inspiring streetscape with a mix of buildings including landmark buildings. This will assist in raising the profile of the area, particularly to visitors.



Fig 17. Proposed re-development of Site 1

## Site by site development principles

### Site 1

The focus for the redevelopment of Site 1 is provided by the pleasant tree lined pedestrian route linking the railway station to the Town Centre ([Figure 17](#)). The aim is to create a busy and active route that is both appealing and safe. Therefore, active ground floor uses, such as shops, offices and a hotel, are encouraged. An Innovation and Incubation centre is also proposed for Site 1 as part of the mix of uses. These can be combined successfully with homes and offices on upper floors. The residential schemes along the route will

afford the benefits of city living close to shops, restaurants and civic facilities combined with the close proximity of the rail station. Along this key route, there is an opportunity to design a privacy strip between the public thoroughfare and the building front for residential uses.

Along the west side of this route, high quality office accommodation is proposed with a view to attract new businesses offering the advantage of good rail connections to London and neighbouring towns. The ground floor units should be flexibly configured for the commercial uses with rear access and service areas where possible. Any development proposal should create

a legible urban structure with the aid of landmark buildings; terminal focal points; features and interconnecting urban spaces along the visual links ([Figure 18](#)), please see overleaf.

The traditional street pattern of the adjacent residential area should be extended, providing cross site links that create a well connected and permeable network of routes. The streetscape should be designed for maximum pedestrian enjoyment and convenience with widening approaches towards the town centre and railway station, spill-out areas for cafes and restaurants and well enclosed spaces with the right proportions of width to height ([Figure 19](#)), please see overleaf. Also refer to ([Figure 24](#)) on page 39 for indicative building heights.

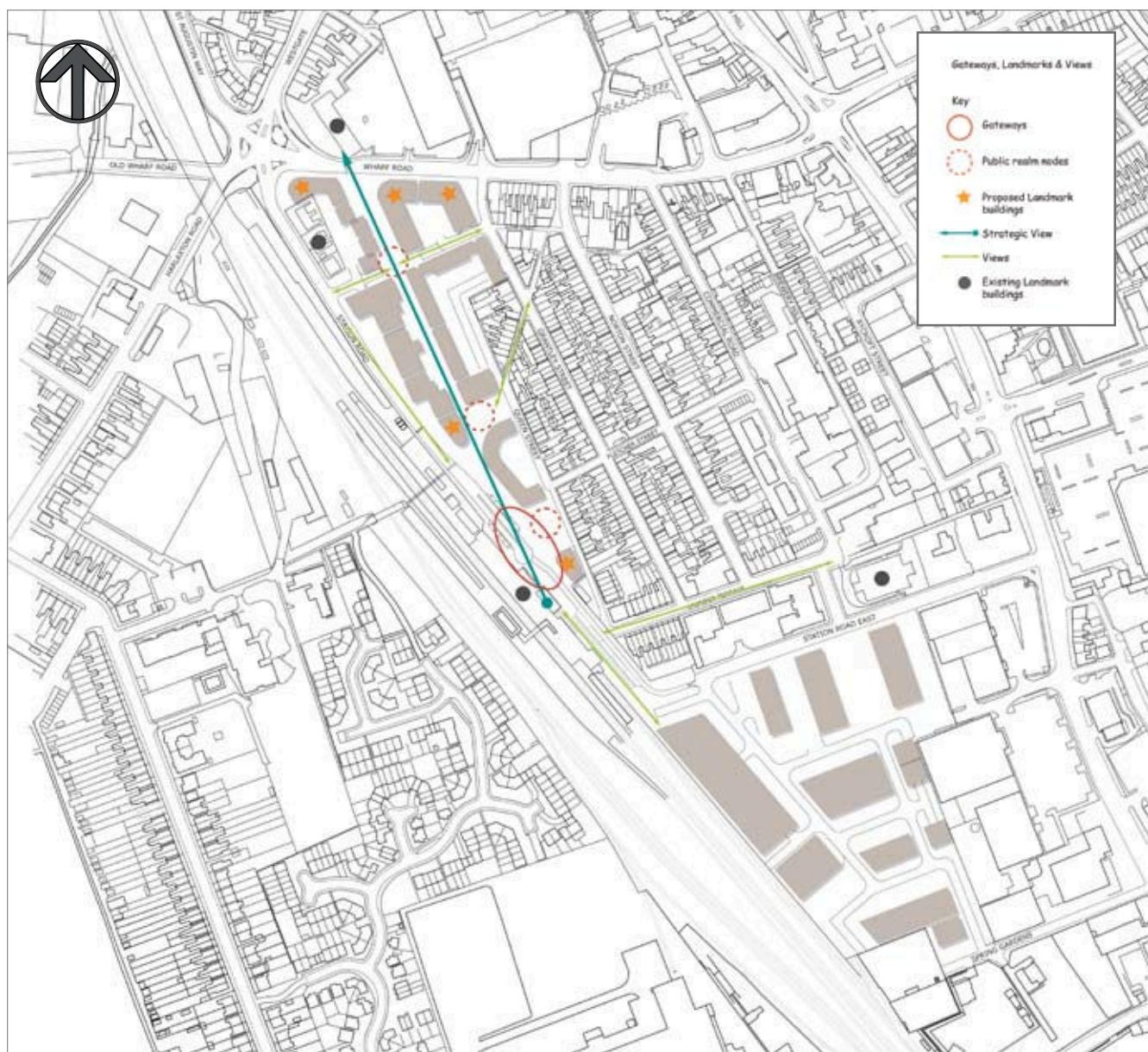


Fig 18. Site 1 promoting inter connecting urban spaces



Fig 19. Site 1 proposing greater connectivity between Grantham Station and Town Centre



Fig 20. Site 2 development proposals

## Site 2

The area currently occupied by the existing surface car parks on Site 2 provides the opportunity to introduce a variety of employment uses to enhance the surrounding industrial and commercial warehouse area. For the south part of the site an employment zone is suggested with single storey warehouses and surface car parking (**Figure 20**). The north part of the site could also offer a suitable location for an Innovation and Incubation Centre or small start up units, encouraging the employment led theme for the development. Alternatively, this area could be utilised as an extension to the adjacent residential area where a layout of townhouses enclosing residential courtyards would be appropriate.



Fig 21. Site 2 proposed development

A key aim for the redevelopment of Site 1 is to release the land currently occupied by surface car parking by providing a multi-storey car park capable of containing all the public parking provision for the Station and surrounding area (**Figure 21**). The proposed location for the multi-storey car park is in the north western area of Site 2, within close proximity of the station entrance, thus releasing land for re-development on Site 1.

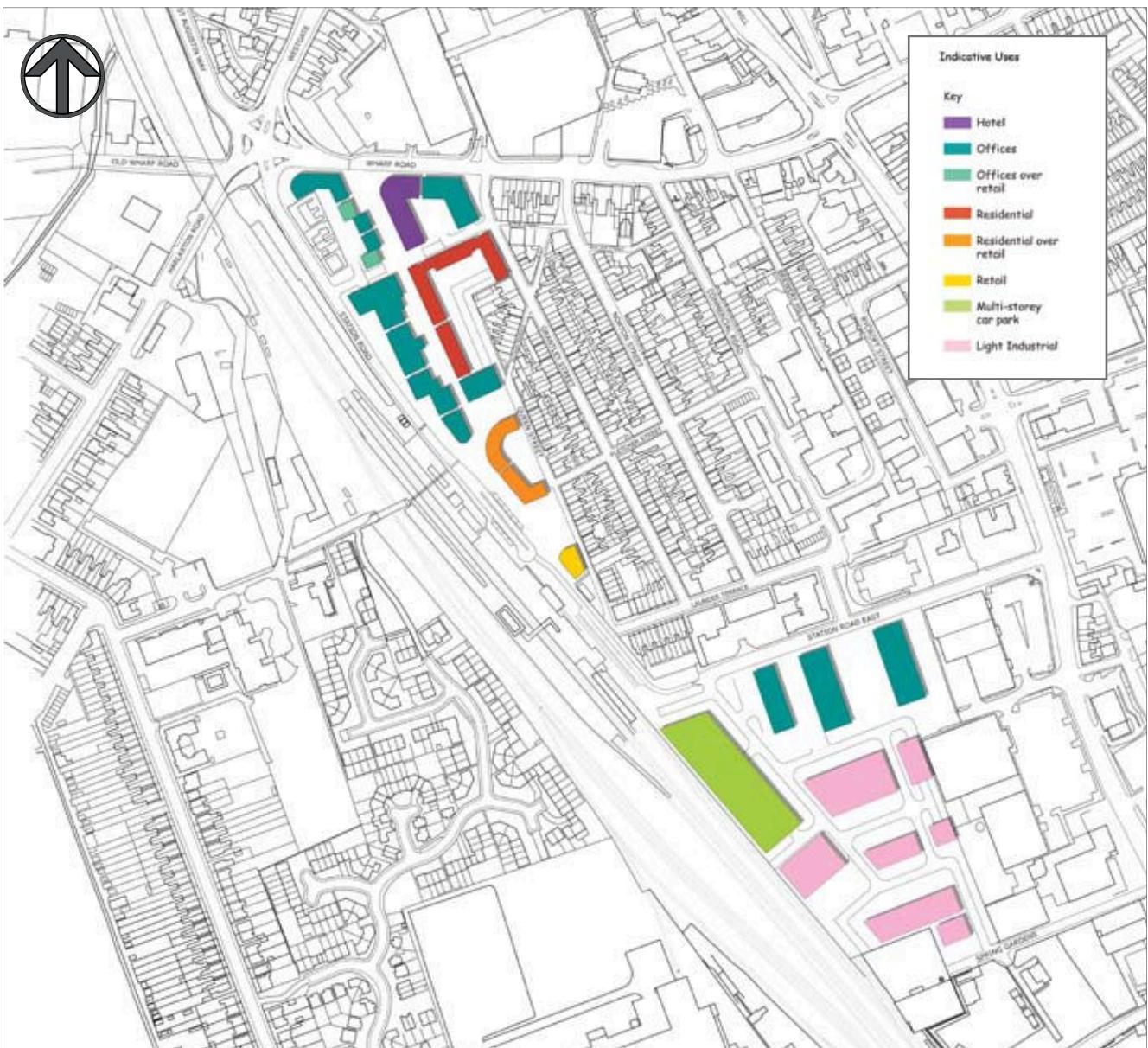


Fig 22. Proposed mix of uses

## Proposed Land Uses

A diverse mix of uses including offices, residential, retail and hotel accommodation is proposed to create a dynamic and vibrant development (Figure 22).

For Site 1, a highly accessible B1 office led development is suggested, combining office, commercial and residential. The majority of the offices are positioned within phases A & B, (please refer to map on page 23) framing this new development along Wharf Road and Station Road as well as setting the character for the redevelopment. Any development

proposals should also incorporate a concentration of high quality homes, from apartments to family townhouses along the eastern side of the site within phases B & D. This will act as an extension of the adjacent dense residential area and provide a transition area towards the commercial and office uses. A Hotel is also proposed along Wharf Road, enclosing one side of the newly created public square engendering greater vibrancy for the area. There may also be scope for an Innovation and Incubation Centre within this redevelopment. This could be located next to the Hotel, at the corner of Wharf Road and Grantley Street. A suitable alternative location,

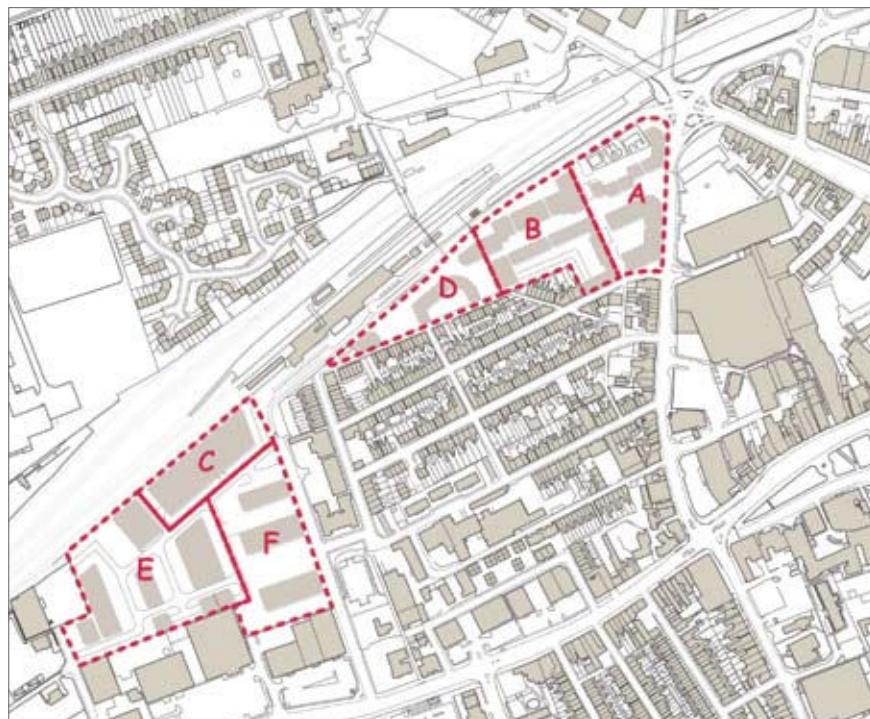
depending on the proposed building size, would be within phase F of Site 2.

On site 2, part of the existing Network Rail Land is suggested as a suitable location for the proposed multi-storey car park (phase C). The south part of site 2 (phase E) is earmarked for light industrial uses to complement the existing adjacent uses whilst for the north part a combination of small start up units is suggested. This location would also be suitable for residential uses.

The following quantum of development (overleaf) provides a guide to the suggested mix and amount of each use for Sites 1 and 2.

Proposed Quantum of Development								
Use	Site A Approx GEA in m <sup>2</sup>	Site B Approx GEA in m <sup>2</sup>	Site C Approx GEA in m <sup>2</sup>	Site D Approx GEA in m <sup>2</sup>	Site E Approx GEA in m <sup>2</sup>	Site F Approx GEA in m <sup>2</sup>	Total	Alternative Site F
Office	4,700	7,119	0	988	0	2,875	<b>12,800</b>	
Hotel	3,604	0	0	0	0	0	<b>3,604</b>	
Retail	240	0	0	949	0	0	<b>1,189</b>	
Light Industrial	0	0	0	0	5,210	0	<b>5,210</b>	
Residential	0	4,363	0	1,606	0	0	<b>5,969</b>	6,345
Start up units	0	0	0	0	0	2,900	<b>2,900</b>	
Covered Parking	460	100	13,580	0	0	0	<b>14,140</b>	
<b>Total by phase</b>	<b>9,004</b>	<b>11,582</b>	<b>13,580</b>	<b>3,543</b>	<b>5,210</b>	<b>2,875</b>	<b>45,794</b>	
Car parking accommodated	66	148	760	15	215	138	<b>1,342</b>	47

- It will be necessary to consider the provision of affordable housing in accordance with the Council's prevailing policy and housing need at the time any application is submitted.
- The Council will seek planning obligations to secure the improvements necessary to make the development and its wider impacts acceptable in line with planning policies. Planning obligations are likely to be required in respect of: education facilities; health facilities; public open space and highway improvements. This list is not exhaustive.



Larger scale map can be referenced on page 23

## Site Specific Description

The Station Approach development proposal has been identified into six areas for the purpose of this Brief, as an indication of how the individual sites could be brought forward for delivery.

**Site A** – Land fronting Wharf Road;

**Site B** – Land to the west of Grantley Street and Railway Terrace;

**Site C** – Land on Station Road East;

**Site D** – Land adjacent to the Station;

**Site E** – Land adjacent to the railway lines;

**Site F** – Land adjacent to Station Road East and west of London Road.



Fig 23. Proposed scale and massing

## Scale and Massing

All proposed buildings should be of the highest architectural and environmental design. The heights of new buildings across the sites should be carefully configured to respond to their context and the desire to enhance the character of the area. The human scale should be endorsed in order to achieve a safe, accessible and inclusive environment with a sustainable mix of uses that bring life to streets at all times. Perimeter block development with active ground floor uses is encouraged in order to provide natural surveillance of the public spaces.

Existing townscape and historic buildings should be preserved and enhanced where possible. Furthermore, the area of development adjacent to the listed buildings requires a particularly sensitive detailed design approach

for any development proposal. Developers will be encouraged to break the length of facades into series of narrower elements that relate to human scale and create an appealing street scene ([Figure 23](#)).

The indicative buildings heights are illustrated on the Building Heights diagram ([Figure 24](#)). Any new development, and variety of built form including feature detailing, should be of sufficient scale to create a sense of place and identity to provide appropriate landmark buildings to aid orientation.

## Design and sustainability standards

South Kesteven District Council is committed to promoting a design led sustainable re-development, incorporating high quality urban design principles that can establish a benchmark for Grantham. Further design guidance including sustainability standards can be found at [Appendices 3 and 4](#).

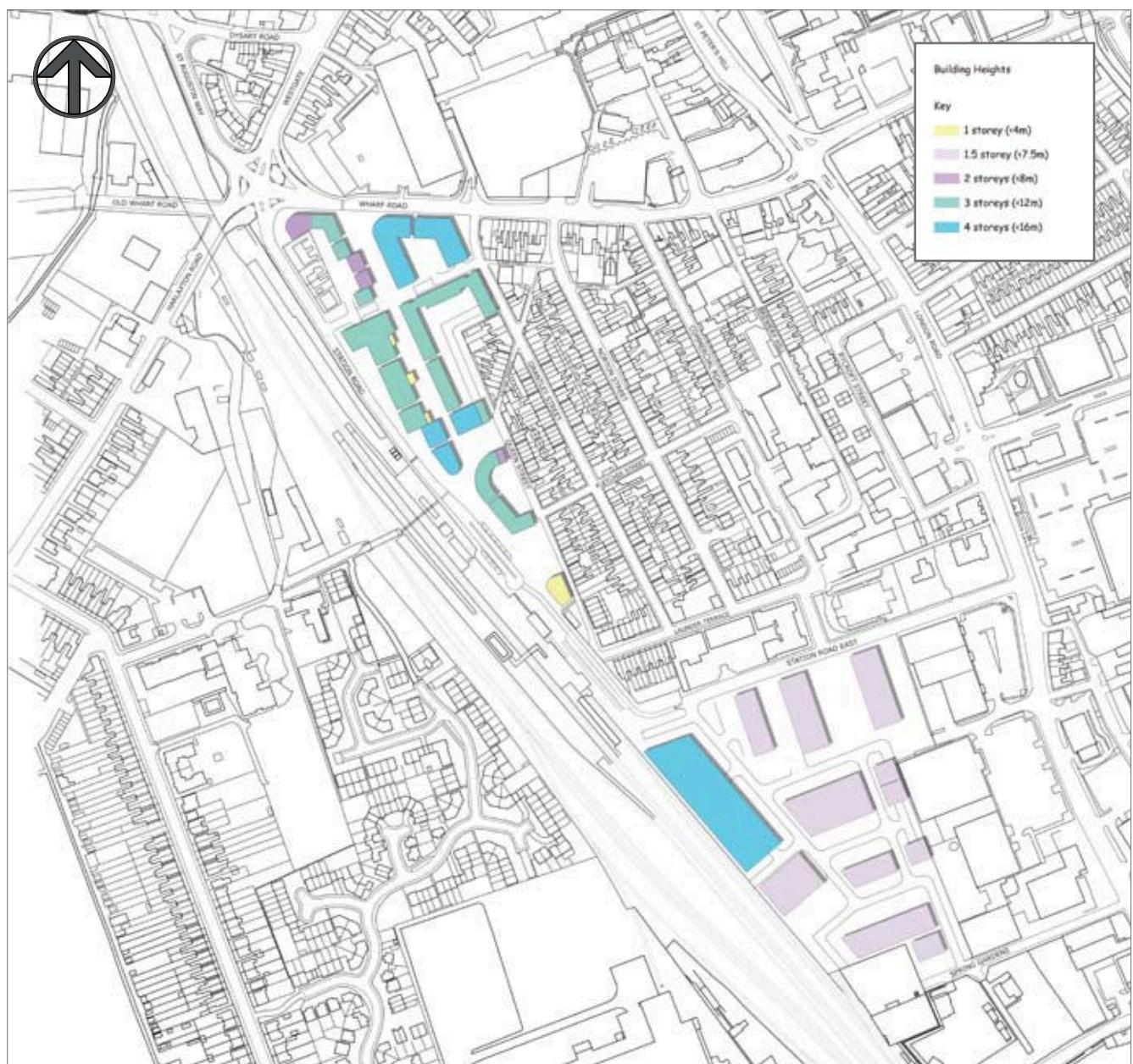


Fig 24. Indicative building heights

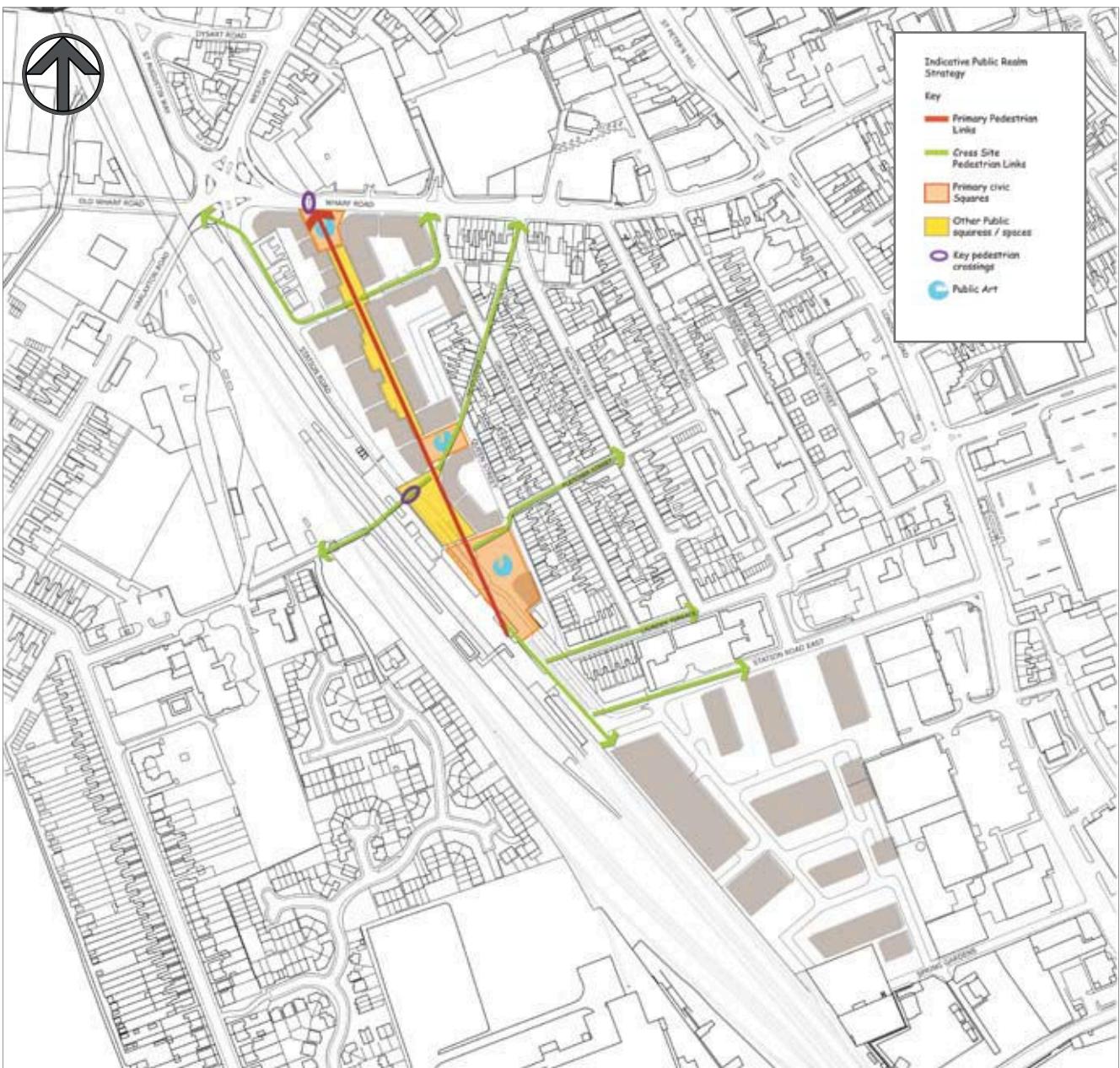


Fig 25. Encouraging connectivity between Grantham Railway Station and Town Centre

## Public Realm Strategy

The suggested public realm strategy aims to address the current lack of connections between the Railway Station and Town Centre as well as enhance pedestrian movement throughout the site. A sense of expectation and arrival should be created by the formation of a clearly identifiable route from the Railway Station to the Town Centre as illustrated in **Figure 25**. Public realm improvements along the A52 Wharf Road with the proposed pedestrian crossing and the

introduction of a formal public square as a focus will help overcome the current barrier effect. A variety of public squares and open spaces along the route will assist towards an animated and distinct pedestrian experience. The three proposed public squares provide a hierarchy of formal squares along the significant visual link from the Station towards the Town Centre.

Arriving in Grantham by rail should be a much improved experience with the introduction of a public square forming the gateway to the Station

Approach and the Town Centre. Existing neighbouring links should be reinforced with new cross site routes, embedding the new development to the surrounding communities.

The design of the key public spaces should accommodate high levels of pedestrian activity whilst providing gathering and resting places; seating; planted areas; feature and ornamental paving and art installations which provide distinctiveness and interest.

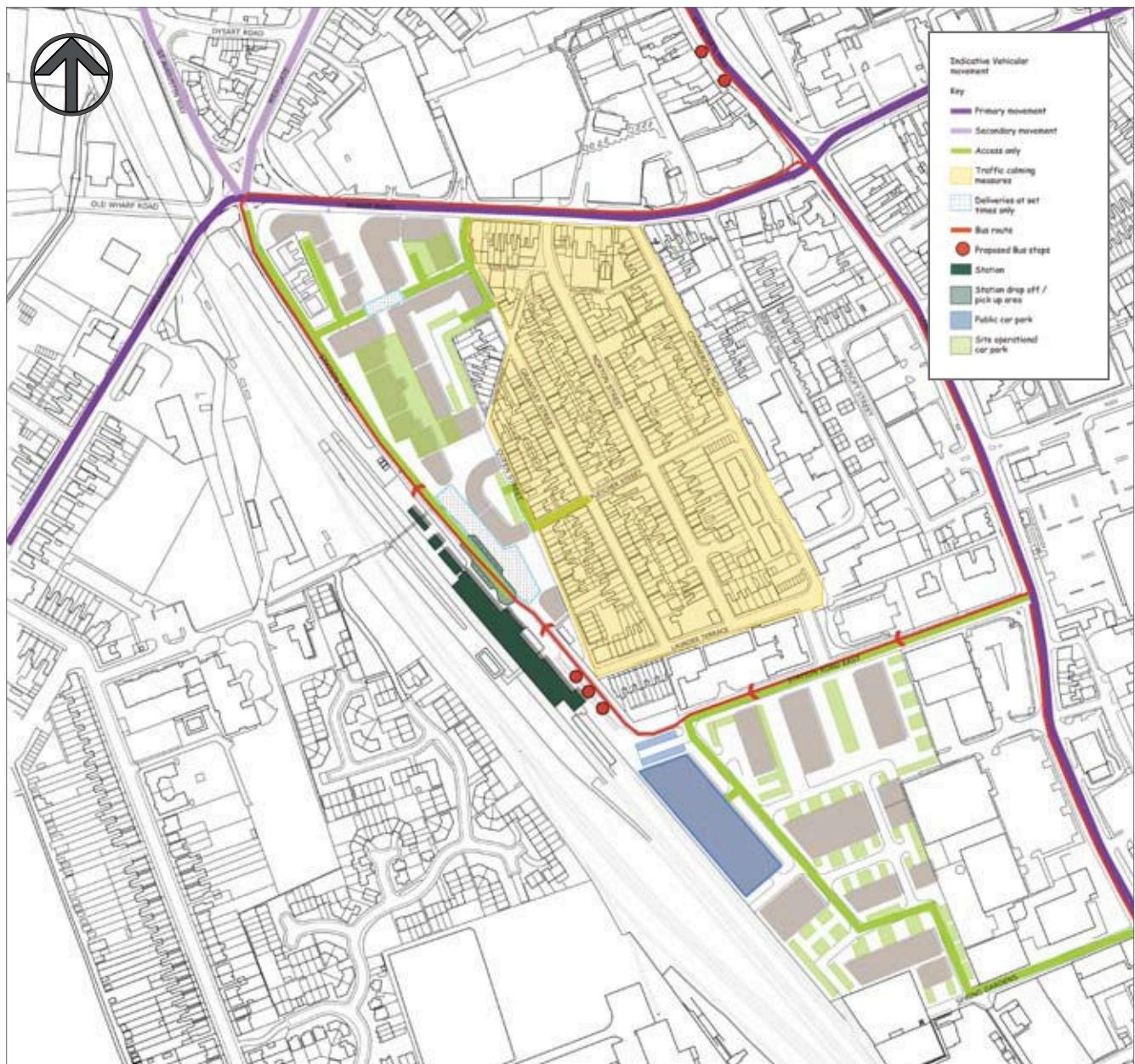


Fig 26. Proposed access arrangements

Wayfinding elements such as paving and signs should be specially designed and integrated into the space. The pedestrian areas between buildings should be seen as extensions of the activities in the buildings with design materials and landscape elements blurring the boundaries between interior and exterior space. Vertical art installations could also be used to add light at night and an interesting sculptural experience in daylight hours.

## Access Arrangements

The transformation of this area requires an effective and sustainable transport strategy. The key issue to be addressed is the lack of interchange between rail and bus for commuters and visitors. Currently the bus network is detached from this area with the bus terminal located on Wharf Road at the Isaac Newton shopping centre, although it is understood that this facility will be discarded in lieu of enhanced bus facilities located on the high street.

This proposal also suggests a new one way bus loop via Station Road East and Station Road which is endorsed in this brief. New bus stops are proposed to be located close to the station entrance to provide easy interchange between rail and bus for commuters. There is also provision for taxi and passenger pick-up and drop-off points along Station Road ([Figure 26](#)).

The parking strategy aims at minimising the visual impact of surface parking by concentrating the provision for

public car park in the proposed multi-storey car park and adjacent short term parking. The proposed development operational parking will be provided either in secure parking courtyards or undercroft car park for the offices. Vehicular access to the pedestrianised area will only be permitted for deliveries at set times with the prior agreement of the South Kesteven District Council. A shared surface in front of the Rail station will allow the creation of the proposed bus route as well as the taxi and passenger drop off point whilst giving priority to pedestrians.

For further details please refer to the Transport Assessment undertaken as part of this brief. The non-technical summary can be found at [Appendix 2](#)

## Conclusion

The planning and development principles for station approach seek to transform Station Approach from its existing under utilised land of surface car parks and warehouses into a distinctive gateway to the town centre.

The proposed development seeks to establish a new direction for the future use of this area; encouraging a mix of diverse land uses in order to create a vibrant area and acting as a regenerative catalyst for Grantham.

## Summary of Development Proposal

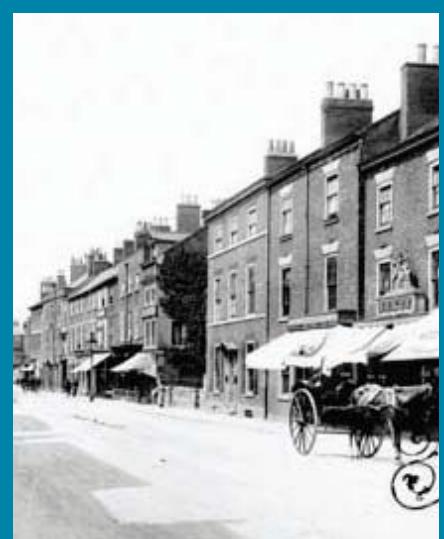
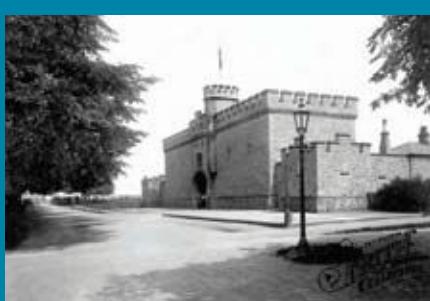
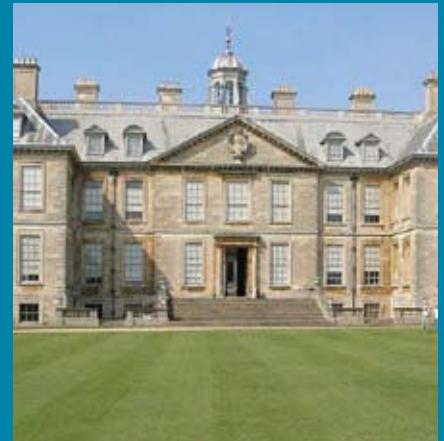
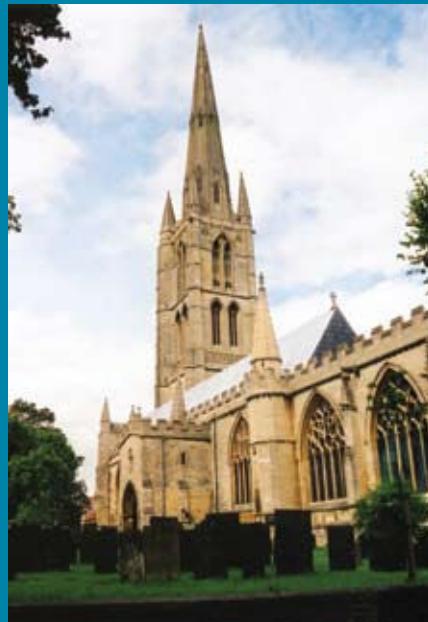
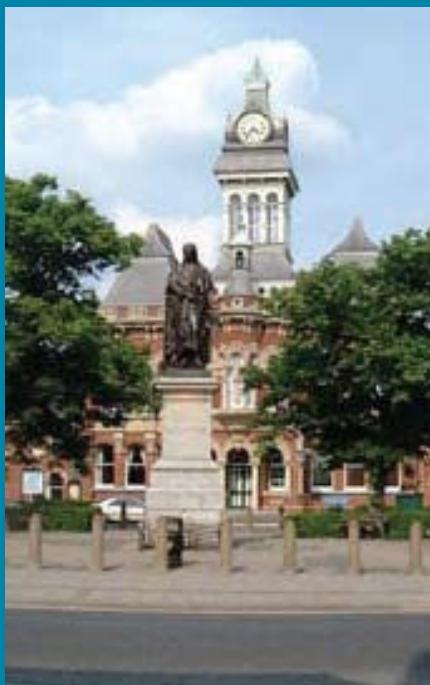
### Site 1

- Office Development - 12,800 m<sup>2</sup>;
- Retail – 1,200 m<sup>2</sup>;
- Hotel – Approximately 117 rooms (3600m<sup>2</sup>); and
- Residential – 17 townhouses and 45 x 1,2 and 3 bedroom flats.

### Site 2

- Light Industrial – 5200 m<sup>2</sup>;
- Residential – 46 townhouses (as an alternative to start up units);
- Small start up units 2,900 m<sup>2</sup> (as an alternative to residential); and
- Multi-storey car park, approximately 760 spaces.





# 06

# 6. Implementation

South Kesteven District Council has set out its aspirations to bring forward a series of developments for Station Approach.



Fig 27. Encouraging connectivity between Grantham Railway Station and Town Centre

It is anticipated that the Station Approach development will act as a catalyst to begin the process of regeneration and deliver the vision for Grantham Town Centre. In order to encourage development this chapter sets out the key issues that will need to be considered if the vision for Station Approach is to become reality.

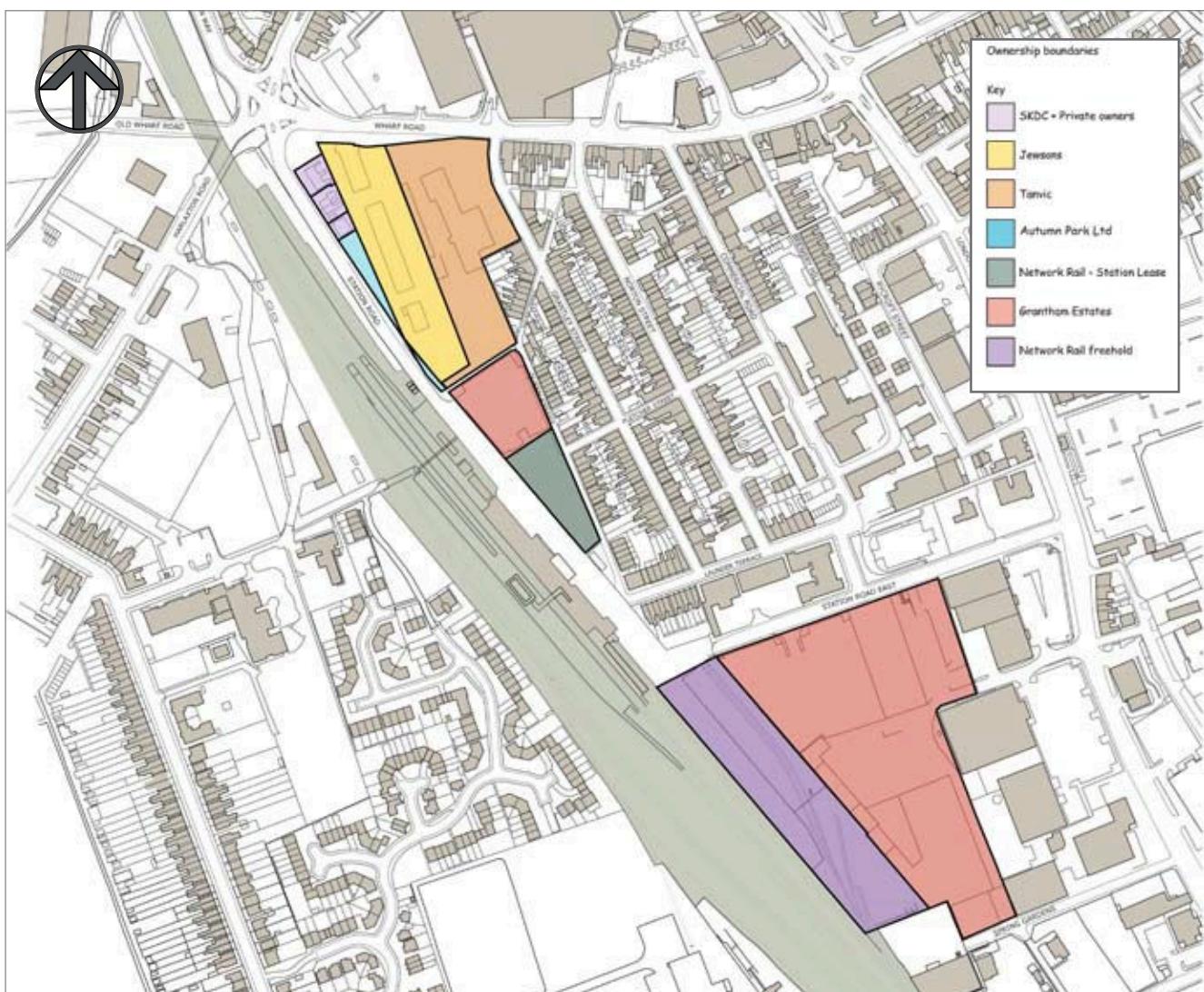


Fig 28. Land ownership

## Land ownership

There is multiple land ownership for Site 1 and Site 2 comprising public agencies and private organisations. In order to bring forward a series of comprehensive and coherent developments it will be necessary to encourage dialogue between the principal parties, to ensure land is available and capable of assembly. It is understood that at this stage no formal agreement exists between the landowners on the future of Sites 1 and 2.

In order to ensure the successful development of Station Approach; to achieve the aims and objectives of the Grantham Town Centre Vision and this Brief, the Council encourages owners and prospective developers to negotiate and engage in dialogue to achieve the most efficient use of land for mutual benefit.

## Financial

The viability of the proposed development is subject to the current state of the residential and commercial market, thus making it sensitive in terms of its deliverability. It will therefore be appropriate for the public sector to take a significant lead for the proposed re-development of Station Approach. The Council may therefore use its powers to bring the scheme forward. The following options will be considered by the Council:

- Establishing a partnership with landowners governed by a "Memorandum of Understanding";
- Establishing a strong policy basis within the emerging Local Development Framework;

- Establishing a programme of enabling works;
- Undertake further surveys, i.e. Environment Statement; Site Investigations;
- Deployment of Growth Point Funds;
- Exploring public sector funds;
- Assembly of land; and
- Assist with the re-location of existing uses.

It is suggested that the cost for re-development may be met directly by the landowners, through a reduced land receipt on the basis that the developer undertakes works, or indirectly, for example via s106 contributions.



Fig 29. Indicative phasing plan

## Phasing

To assist the implementation process, a phased approach is suggested based on current land ownerships and a logical sequence of redevelopment. The proposed phasing will also bring development sites forward of a scale which will be more attractive to local and regional developers, commencing at Site A and concluding at Site F.

The assumptions relating to the development phasing are predominantly informed by the following factors:

- A key driver for Site A is to create a sustainable office development that will serve as a catalyst for the future redevelopment of Station Approach. Site A will be promoted as a commercial quarter thus generating employment opportunities. In addition to the provision of high quality office space a hotel is also suggested as part of the mix of uses. Site A promotes a Business Innovation and Incubation Centre to help create future office demand and to establish an office market. Site A will also bring forward important public realm benefits to create and support the connectivity between the Railway Station, Station Approach and the Town Centre;

- Site B is a continuation of the office development and introduces a further mix of uses that includes residential. The phasing of Sites A and B also has important cashflow implications with the potential to pump prime the proposed multi-storey car park on Site C. Developing Sites A, B and C in a co-ordinated manner will also support the operational rail facilities throughout the re-development period.
- A multi-storey car park is suggested on Site C and this releases land on Sites D, E & F. Site C will consolidate the existing surface car parking that currently dominates the land around the Railway Station. Site D will complete the urban strategy to integrate the Station in to the wider town centre and whilst enhancing the interchange facilities. The proposed mix of uses for Site D is retail with residential above. However, the future mix of uses on Site D will also depend on the success of the office developments on Sites A and B. Site D can therefore be adapted to incorporate more offices.

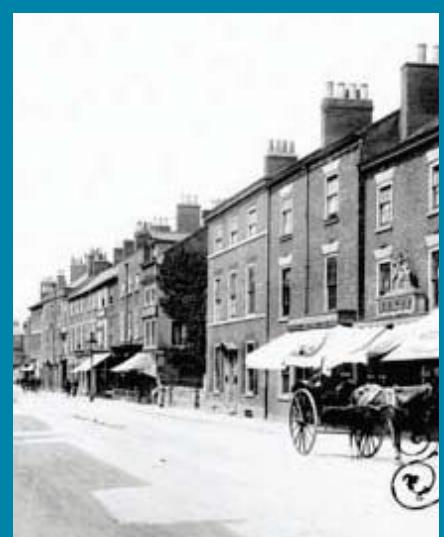
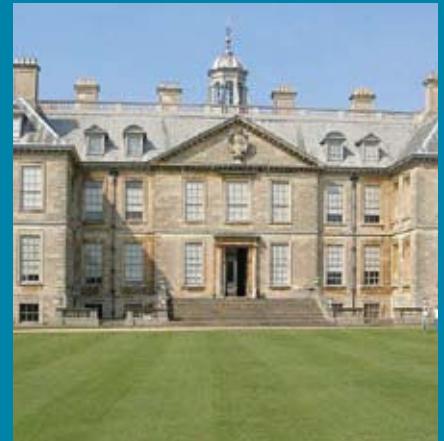
- Sites E and F concludes the re-development of Station Approach and are contingent upon the provision of a multi-storey car park on Site C. Site E promotes light industrial to reflect the surrounding existing uses and Site F, due to ease of access and availability of frontage, suggests either residential or the provision of start up units.

The above phasing approach will have important implications for the wider regeneration benefits for Grantham to attract future investment to the town, not only for Station Approach but for other key opportunity sites.

## Conclusion

The Station Approach Development Brief sets out an ambitious scheme to rejuvenate Grantham. At the heart of this proposal is the aspiration to create bespoke quality office space that will act as a catalyst for further development proposals to come forward.

The regeneration of Station Approach has the potential to deliver a significant level of new development that will have a direct impact on the transport, social and public realm infrastructure of the area. Notwithstanding current market conditions, South Kesteven District Council considers this scheme to be the first in a series of opportunity sites that will serve as a regenerative catalyst for Grantham Town Centre.



# Appendices

# Appendices

## Appendix One

### Contamination Desk Top Survey

#### Site 1

Site 1 is currently occupied by retail use comprising a builders merchant operated by Jewsons and a tyre centre (Tanvic Tyre and Service Centre). A small area to the north east has been cleared of all buildings in preparation for development. The northwest corner comprises a terrace of residential houses and an area of open ground fronting Station Road and Wharf Road.

The remaining area comprises two car park areas fronting Station Road. In general, there is an increase in elevation from the corner of Station Road and Wharf Road up towards the station. However, both the builders merchants and the tyre centre are generally level across their entire extent, although it appears that to accommodate the site layout the builders merchants has been cut into the existing topography along the boundary with Station Road.

A public footpath separates the builders merchant and tyre centre from the adjacent property. The changes in levels are evident here with the rear of both properties approx 1m lower than the footpath.

Access to Jewsons and the tyre centre was not possible and observations could only be made from the boundaries, no inspections within the buildings were carried out. The ground surface in both retail areas is variable comprising concrete and tarmacadam of varying

standard around the sales areas and unsurfaced or loosely surfaced in the rear areas which are predominately used for storage. Initial observations suggest that a number of potential contaminant sources are located on both the tyre centre and Jewsons site. These include an above ground fuel tank (unbunded), waste batteries, waste oil containers and other waste car parts including a quantity of waste tyres. Given the current use of these properties, localised contamination may be present.

Asbestos sheeting was noted cladding some of the buildings. The land adjacent and to the south of Jewsons and the tyre centre comprises 2 separate car parks used by rail passengers. Whilst no current sources of contamination were noted these areas have historically been occupied by a factory or works before redevelopment as the current car park areas. Given the presence of a former industrial use, a legacy of ground contamination may remain. Although the site has been redeveloped it is unlikely that extensive remediation would have been undertaken given the low sensitivity end use.

#### Site 2

Site 2 comprises predominately car parking used by rail passengers and some industrial units mainly utilised for car maintenance purposes. The western boundary is situated adjacent to old railway sidings and the original rails and sleepers are still evident. There is a change in elevation across the site, the highest point being the recently laid car park nearest the station with the ground sloping gently to the east and south.

The ground surface is variable but in general comprises tarmacadam.

The area of the old railway sidings is unsurfaced and was noted to contain some fly tipped material.

Generally, the site is open, any buildings are located along the south west boundary and towards the south east corner and comprise industrial units. Based on initial observations there are a number of potential contaminant sources which include the railway sidings to the east and the individual industrial units containing in the main, car maintenance activities. Specific contamination sources in this area are expected to include waste oils and fuels, spent batteries, brakes pads, waste parts, etc. An internal inspection of the industrial units was not possible and we therefore can't comment on the internal activities.

It is understood that historically the site area was occupied by an Iron Works. There is no information concerning the remediation of the area prior to redevelopment, however, based on the low sensitivity of the site area, remediation is unlikely to have been required.

#### Councils Contaminated Land Strategy

Discussions have been held with the Councils Contaminated Land Officer who provided relevant information from their database although no ground investigation data was available. The Council is continuing with its obligation under Part 2A of the EPA 1990 to identify sites that could be classified as Contaminated Land. So far none of the properties within Sites 1 or 2 have been identified as priority areas of high risk that warrant further intrusive

investigation. They hold no records of any remediation treatment 50 undertaken or other records relating to the pollution incidents at either sites.

In addition, we have also been informed that Wharf Road has been identified as an Air Quality Management Area because of exceedances of Nitrogen Dioxide from traffic emissions. More recent air quality monitoring has identified an improvement in air quality along Wharf Road and continuous monitoring, due to commence in April 2009, may provide sufficient evidence to revoke the air quality management area.

## Conclusions

Both sites have current activities that could lead to contamination. In addition both sites have historically been used for industrial purposes and a legacy of contamination may exist. Therefore, is it possible that localized areas of contamination may be present particularly in Site 1 given its current use. Contamination may be more widespread in Site 2 given the extensive iron works that previously occupied the site area although we understand that this area was last used as an Iron works in 1932 therefore natural degradation of contaminants is likely.

Based on the geology map and historical borehole information, geologically the site area can be divided in two. Site 1 is generally underlain by mudstone with a veneer of drift deposits comprising sand and gravels towards the northern end. Site 2 appears to be underlain by Marlstone Rock Formation underlain by clays and mudstone with some drift deposits to the south. Therefore, geologically the site's are considered to be of low to moderate sensitivity.

Given the low permeable geology, it's unlikely that significant quantities of groundwater will be present. Any groundwater is likely to be perched and at shallow depth and if groundwater clean up is required this is likely to be on small scale and localised. It's difficult to determine the cost of remediation without any ground investigation data. However, given that the proposed end use of both sites are generally of low sensitivity i.e. commercial/retail

with some town houses/flats in Site 1, significant remedial works are unlikely based on the information available to date.

Some localised clean up is likely to be required around the point sources listed above and other localised sources may be present that we are not currently aware of such as underground fuel tanks. Based on experience from other sites, a nominal allowance per acre should be allowed for to address remediation. An accurate figure can only be provided on receipt of more representative data on ground/groundwater conditions.

Clearly the cost of demolition and asbestos removal needs to be factored in and will be subject to the results of a Type 3 asbestos survey. Given the industrial past of the area, the Local Authority are likely to impose a condition requiring intrusive ground investigations which will determine the precise ground conditions and the need for any remediation.

In terms of foundations, from the limited information available, it would appear that natural materials should be present near surface with Marlstone Rock predominating in Site 2. Made Ground deposits are expected and in some circumstance there may be localised areas of deep made ground particularly in those areas where there is an industrial legacy. Intrusive investigations would be needed to confirm the precise ground conditions, presence of relict foundations and foundation requirements. It is noted that a multi-storey car park is proposed in Site 2 on Network Rail land and more substantial foundations may be required in this area.

In summary and given the information available, ground conditions are not anticipated to impact the spatial arrangement of the proposed development as shown on the plans provided. Based on the information available significant remedial works are unlikely given the low sensitivity end use although this can only be confirmed following development specific ground investigation.

# Appendix Two

## Transport Study

MVA Consultancy has been commissioned to provide transport advice relating to the two redevelopment sites located adjacent to Grantham Railway station. This advice has culminated in the preparation of a detailed transport assessment for the site.

The design incorporates a number of transport infrastructure improvements which form part of an overall transport masterplan for the town as well as ensuring the proposed development can be accommodated in a sustainable manner without significant impact on the existing transport infrastructure.

This section of the report summarises the transport strategy for the site and also the predicted impact on the surrounding transport networks the details of which are to be found in the Transport Assessment report.

## Rail Station Transport Improvements

The rail station forms the epicentre of the transport strategy for the site. As part of the development proposals access to the rail station has been significantly improved for users of all travel modes including;

- The provision of a pedestrian/cycle only route between the main station access and Wharf Road which allows improved access to the town centre retail areas. The cycle mode is enhanced by the covered cycle

parking facility located close to the main entrance to the station.

- The opportunity for buses to access the station, which cannot be provided at present, through the provision of a bus route past the station and stop facilities located adjacent to the station entrance.
- The identification of a formal taxi drop off and pick up area adjacent to the station that allows ordered taxi queuing replacing the uncontrolled area that is presently provided.
- The removal of the majority of the surface parking in the vicinity of the station which is re-provided in a high quality multi-storey facility that is reached via a short covered walkway from the station.
- The provision of a dedicated short stay parking area within sight of the main entrance to the station which allows for station pick up.

## Site Access and traffic Management

Access to the southern part of the site for general traffic will be via Station Road East. It is proposed to upgrade the junction between station Road East and London Road to a signal controlled junction to ensure that congestion is limited during the main peak periods. This access route also serves the station parking areas.

Access to the northern part of the development is provided from Station Road. Only buses will be permitted to travel between Station Road East and Station Road on a formal bus lane in front of the station to prevent this route being used as a 'rat run'.

Limited access to a small number of residential units is provided from Grantley Street. In order to reduce the impact of the development and existing 'rat running' traffic on the residential area to the east of the station, a traffic management scheme consisting of raised junctions and access restrictions is proposed for the routes which access onto Wharf Road.

## Cycle and Pedestrian Facilities

In addition to the proposed pedestrian/cycle boulevard that links the station to Wharf Road through the northern development site, high quality pedestrian crossing facilities are proposed across Wharf Road linking the site and the station to the town centre and London Road within the Station Road East signal controlled junction. It is suggested that these crossing facilities are raised to enhance the movement of pedestrians to and from the site.

## Public Transport

The proposed bus only route past the station provides the opportunity to divert existing bus services that terminate in the bus station on Wharf Road through the site via the railway station. This encourages sustainable access to both the development and the station reducing the existing high reliance on private vehicle access to the area.

Stops will be provided on Station Road and Station Road East to ensure that the entire development is within a suitable walk distance of a public transport route.

Junction	Conclusion
Harlaxton Road/A52 Wharf Road/Old Wharf Road/Saint Augustine Way/Westgate junction;	The development has little impact on this gyratory as the net increase in traffic through the junction is insignificant.
A52 Wharf Road/London Road/St Catherine Road/High Street junction	No improvements to this junction are required to accommodate the proposed developments
London Road/ A607 Springfield Road/Bridge End Road/ B1174 South Parade	No improvements to this junction are required to accommodate the proposed developments.
Harlaxton Road/A607 Springfield Road/Trent Road	There is little impact on this junction as a result of the development proposals over the existing situation.
Station Road East/London Road	Recommended that signalisation of this junction is provided to cater for the proposed development traffic.

## Traffic Impact

The table above shows the impact of the development on the local highway network following the detailed assessment work undertaken as part of the Transport Assessment.

## Overall Conclusion

The development proposals for the site significantly enhance transport access to the station using all transport modes and provide the opportunity for bus and rail interchange which is not currently available at the present time. High quality pedestrian and cycle links are provided between the scheme, station and the town centre which will encourage improved connectivity and linkages between the two principle areas.

The development proposals demonstrate no significant impact on the highway network and where potential issues have been identified these have been mitigated through both on and off site traffic management and local highway improvement schemes, thus ensuring that the transport impact of the development proposals on the surrounding area is minimised.

Further copies of the detailed Transport Assessment is available from [granthamgrowth@southkesteven.gov.uk](mailto:granthamgrowth@southkesteven.gov.uk)

Technical documents Grantham Station Approach Development Brief.

# Appendix Three

## Residential Design Standards

Standards for new housing development which are essential in order to achieve high quality in urban design best practice terms.

The scheme should comply with the following housing standards:-

- The 'Code for Sustainable Homes' –Code Level 3 is recommended as minimum;
- 'Secured By Design' –Full compliance not just Part compliance;
- 'Building for Life' – silver or gold standard – pre-planning application scoring on the 20 criteria at design stage so prior to construction start or completion to indicate standard likely to be achieved at a very early stage;
- 'Lifetime Homes' – higher standard than Building regulations Part M;
- 'Lifetime Neighbourhoods';
- Housing Corporation 'Scheme Development Standards' and 'Housing Quality Indicators' : 'plan compliant' or higher – necessary for Housing Association adoption of affordable homes; and
- 'Building in Context: new development in historic areas', (January 2002).

It is preferable that Living Roofs (green/brown) and Green Walls should be incorporated into all new development and building refurbishment (with the possible exception of listed buildings). The environmental and economic benefits are well documented and include:

- Improvements to mental and physical health – accessible green space;
- Energy conservation – improved thermal performance – cooling insulation barrier in summer and thermal insulation in winter to reduce heat loss;
- Amelioration of urban heat island effect;
- Increased biodiversity and wildlife attraction;
- Cleaner air;
- Noise and sound insulation;

- Many of the materials used in green roof construction are from recycled sources and reduce roof construction costs;
- Storm water alleviation and rainwater harvesting; and
- An extended roof life and reduced maintenance costs.

Car parking provision based on "tenure" which strongly influences car ownership (please refer to) The Communities and Local Government publication "Residential Car Parking Research" May 2007 and 'Manual for Streets' references PPG13 Transport, PPS3 Housing and confirms that "dwelling size, type and tenure" are important factors affecting car ownership; and also advises that a combination of allocated and unallocated parking spaces is advantageous.

## Sustainability

### At Design and Planning Application Stage Consideration should be given to:

- What is the energy efficiency rating of each house and the development as a whole? What renewable energy systems will be incorporated? A Building Physics Diagram should be submitted which details these performance criteria;
- To what extent will the development be carbon neutral?;
- How does the configuration of the built form affect solar penetration and shadowing of open space and gardens and internal spaces. (Diagrams should be submitted to evidence);
- The proposed micro-climate mitigation measures;
- Sustainable Urban Drainage Systems should be designed into the development scheme;
- Are locally sourced construction materials proposed?;
- What will the carbon and ecological footprint of the development be (Documents calculating these should be submitted);
- A Deconstruction Plan should be submitted;
- An Environmental Profile (EP) should be submitted;

- The evidence should take the form of a design stage Sustainability Report comprising a Carbon Footprint, Environmental Profile (EP) and a Deconstruction/Recycling Plan; and
- Adhering to Building Regulations by producing an Energy Performance Statement, in draft form at the design stage, i.e. a 'working document' which can be developed throughout the design and planning processes into a final version with full details.

## Adaptability

All homes should have the capacity for adaptation to meet the changing needs of both individual families and new occupants over time. Similarly, all buildings should be able to respond to a variety of uses over the lifecycle period. Flexible internal layouts and building envelope construction are key factors to facilitating cost effective alterations with minimal disruption and technical expertise. Meeting the ever-changing needs of a community is a keystone of long term sustainability.

Use of Modern Methods of Construction should be maximised.

## Tenure Mix and Density

The suggested tenure, mix and density of uses is suggested:

- A table detailing tenure mix;
- A statement of density or density mix;
- Consideration of SKDC 'Housing Needs and Demand Study';
- Consideration of SKDC Affordable Housing SPD;
- An analysis of local demographic data; In addition consideration should be given to:
  - Contextual Character – SKDC Affordable Housing SPD;
  - House Type & Distribution – evidence evaluating appropriate household type & distribution;
  - Spatial requirements for internal spaces – to include adequate storage space, support & special needs additional spatial requirements, home office/study/working space; and
  - Compliance with the 'Manual for Streets' in all street design – pedestrian priority – balance between vehicular, pedestrian, cycle, children's play and social interaction in the street.

# Appendix Four

## Sustainability Standards – Commercial Development

- **Hotel : BREEAM 'Bespoke' ;**
- **Office : BREEAM 'Office' – minimum Very Good rating** – in terms of score values for each section greater emphasis should be given/ higher scores should be attained for 'Land Use & Ecology', 'Materials', and 'Energy';
- **Retail : BREEAM 'Retail' – minimum Very Good rating** – in terms of score values for each section greater emphasis/higher scores should be attained for 'Health & Well-being', 'Energy' and 'Materials & Waste';
- **Industry - this might cover 'Live-Work Units' : BREEAM 'Industry' – minimum Very Good rating** – in terms of score values for each section greater emphasis/higher scores should be attained for 'Health & Well-being', 'Land Use & Ecology', 'Materials', and 'Energy' ; and
- **Community : BREEAM 'Community' minimum Excellent rating –**  
(Currently being drafted). The following requirements will need to be adhered to: Climate Change & Energy CE3 Rainwater SUDS'; 'Climate Change & Energy CE4 Heat Island'; 'Placemaking PM3 Green Areas –Open Space'; 'Placemaking PM6 Affordable Housing – Inclusive Communities'; 'Placemaking PM7 Secure by Design – Mix of Use'; 'Placemaking PM8 Active Frontages – Form of Development'; 'Placemaking PM9 Defensible Spaces - Form of Development'; 'Community COM2 Inclusive Design – Inclusive Communities'; 'Transport TRA1 Capacity – Public Transport'; 'Transport TRA3 Facilities

– Public Transport'; 'Transport TRA6 Facilities – Cycling'; 'Transport TRA11 Transport Impact – Traffic'; 'Resources RES1 Low Impact – Materials'; 'Resources RES4 Water Efficiency – Water Management'; 'Business BUS3 Employment'; 'Business BUS4 New Business'; 'Business BUS5 Investment'.

**Design Stage Assessments and BREEAM Assessors** are required for:

- Pre-Planning Application discussions and Planning Applications. A BREEAM Assessor should be appointed at the outset of feasibility/ Concept design stages and be consulted throughout concept/ outline/detail design stages through to tender documentation for advice – evidence of this appointment should be submitted to SKDC. A Design Stage Assessment ('Design & Procurement Pre-Assessment Estimator') should be drafted out for initial Planning negotiations and submitted in final form together with the Planning Application.

In addition the following are required and should be adhered to:

- **Environmental Profile (EP)** : be submitted at the design/Planning Application stage;
- **Deconstruction Plan** : to be submitted at the design/Planning Application stage;
- **Building Physics Diagram** : What is the energy efficiency rating of each house and the development as a whole? What renewable energy systems will be incorporated? A Building Physics Diagram should be submitted at the design/Planning Application stage which details these performance criteria.

**Adaptability** :- All Buildings should have the capacity for adaptation to meet the changing needs of new occupants over time. Similarly, all buildings should be able to respond to a

variety of uses over the lifecycle period. Flexible internal layouts and building envelope construction are key factors to facilitating cost effective alterations with minimal disruption and technical expertise. Meeting the ever-changing needs of a community is a keystone of long term sustainability.

**Use of Modern Methods of Construction** should be maximised.

# Appendix Five

## Property Market Context

This Appendix details an overview of the property market context in Grantham. It is based on desk research and interviews with local agents and developers including Bairstow Eves, Pigott & Hall, Pygott & Crone, William H Brown, Humberts, Evans Easyspace and Grantham Estates.

### Private Residential Market

#### National Overview

Prices in all regions in England are declining on both monthly and an annual basis. House prices are c 20% below their peak, according to data from Nationwide and Halifax, and c 14% according to Land Registry data. Relative to consumer prices, the fall is comparable with those seen in the housing market in the 1970s and 1990s. Indicators of activity largely remain very weak. Although the RICS has noted an increase recently in viewings, the latest mortgage approved figures are up 19%, and there are slightly more positive returns from lenders regarding credit conditions over the next 3 months. However, these are all in the context of very low figures. The majority of indicators point to further price falls. Many commentators predicted that prices could drop by up to 35% from their peak, which would then bring them back in line with long term average relative to their incomes. Moody's, the credit agency, has recently down graded the credit rating of a number of building societies, including Nationwide, on the basis that their finances would find it difficult to cope with a fall of 40% from peak to trough.

We predict that house prices will continue to fall during 2009. However, we also predict that in the longer term, above inflation price growth will return. In the decade up to December 2007 it was 8.5% per annum. This reflected a number of factors, which we do not expect to be repeated. However, given projected increases in the number of households and the lack of new house building activity, even before the decline

in house prices began, we consider that there will be upward pressure on prices leading to real price growth i.e. in excess of retail price inflation, of c 2.7% pa.

#### Grantham Overview

##### Supply

Grantham is the largest settlement in South Kesteven with 19,916 households. Despite the District-wide emphasis on detached housing, according to agents operating within Grantham and the surrounding area, current stock in Grantham is predominately terraced housing. There are also some flats, predominately two-bed and some three-bed flats with the recent Riverside development representing the newest stock. The residential market in Grantham is fragmented in terms of character and location, with no easily identifiable centres. The Peterborough Strategic Housing Market Assessment 2008 (SHMA) gives the breakdown as:

Table 1

Detached	34.7%
Semi Detached	34.5%
Terrace	21.6%
Flats	8.2%
Caravan or temporary structure	0.9%

Source: Peterborough Sub Regional Strategic Housing Market Assessment 2008

##### Data from the SHMA regarding the mix of tenures are:

Table 2

Owner Occupied	70.9%
Shared Ownership	0.7%
Rented from Council	16%
Other Social Rented	1.9%
Private Rented	10.6%

Source: Peterborough Sub Regional Strategic Housing Market Assessment 2008

There is currently a glut of rental property in the town caused by the exodus of large numbers of immigrant workers, following the closure of the Fenland Foods factory in the latter half of 2008 resulting in 700 job losses.

Consequently, the private rental market is experiencing a period of oversupply coupled with very low demand. This mirrors a national problem, albeit to a greater extent, of an oversupplied rental market in which owners, who would previously have been inclined to sell but have been unable to, have been forced to rent.

##### Demand

The total number of households across Grantham is projected to rise to 69,000 by 2026, an increase of 26%. Within Grantham, the population is forecast to increase by c 12,000. This equates to an increase of c 6,000 households. The average size of household is projected to decrease from 2.35 persons per household to 2.09 persons per household. According to the Peterborough Sub Regional Strategic Housing Market Assessment 2008, these changes are expected to translate into a net extra demand for one or two bedroom properties of nearly 70%.

According to local agents, demand has been badly affected by the recession and the financial crisis. Historically, with the stock in Grantham dominated by terraced housing and flats, it has been predominately a first-time buyer's market. However, this market, along with the buy-to-let market, has almost completely dried up with very few reported completions since May 2008. The lack of demand has exerted downward pressure on prices, and agents report that values have fallen in line with the national decline, c 20%.

This decline notwithstanding, local agents report that the properties that are currently most in demand are:

- **2 & 3 bed semi-detached houses**
- **Smaller detached houses**
- **Town houses**

## Values

**Table 3** shows average property prices in the NG31 postcode according to Land Registry data.

Table 3: Average Property Prices 31						
	NG31		Grantham		Lincolnshire	
	Jul-Sep 08	Oct-Dec 08	Jul-Sep 08	Oct-Dec 08	Jul-Sep 08	Oct-Dec 08
	(£'000s)	(£'000s)	(£'000s)	(£'000s)	(£'000s)	(£'000s)
All Properties	147	138	147	137	151	143
Detached	195	178	192	171	209	198
Semi Detached	122	131	122	131	126	121
Terraced	126	115	126	115	104	100
Flats	86	95	86	95	101	97

Source: Land Registry

According to Land Registry data, the number of sales in Grantham has declined by 46% since Quarter 4 2007. This decline in sales due to the downturn in the wider economy and the residential market specifically, point to a drop in values which is evidenced by local agents' sentiment and in line with statistical evidence provided by leading indicators such as Halifax which records a drop in value in the East Midlands of 15.94% since Quarter 1 2008 (all buyers, seasonally adjusted).

According to our research, property prices within the NG31 area match prices achieved in the wider Grantham area. However, values in Grantham are approximately 95% of those in Lincolnshire.

**Table 4** shows average asking prices for houses and new build flats near to the Station Approach Site in Grantham based on a review of property databases and agent consultations.

Conversations with local agents suggest that actual, achieved prices are approximately 5% lower than the asking price.

There have been few sales recently completed and a lack of strong evidence on which to base a view of actual, current prices in Grantham. Taking into account the evidence available and our conversations with local agents, our view on current, actual prices in the NG31 postcode is detailed in **Table 5**.

## Station Approach Site

The Station Approach Site lends itself to residential use given its proximity to the town centre, as well as the train station.

Any dwellings would be attractive to the commuter market. The existing housing, surrounding the northern end of the site, sets a precedent for residential development. Despite the

Table 4: Average Asking Prices in Grantham

Unit type	No. of Bed	Actual average price (£000s)
Flats	1 bed	£50-55
	2 bed	£60-85
	3 bed	£75-100
Terraced	3 bed	£75-90
	4 bed	£85-100
Semi Detached	3 bed	£95-105
	4 bed	£110-130
Detached	3 bed	£155-165
Town House	4 bed	£155-165

Source: GVA Grimley

Table 5: Current Achieved Average Prices in NG31

Unit type	No. of Bed	Average asking price (£000s)
Flats	1 bed	£55-60
	2 bed	£80-90
	3 bed	£80-120
Terraced	3 bed	£80-90
	4 bed	£90-100
Semi Detached	3 bed	£100-110
	4 bed	£120-140
Detached	3 bed	£160-170
Town House	4 bed	£160-170

Source: GVA Research

difficulties currently experienced in the housing market, local agents were supportive of bringing residential uses forward on the site. However, given the risk of oversupply in a struggling market, it should not be the primary use in any development of this site in the near or medium term.

## Office Market

### National Overview

Activity across all sectors of the commercial property market has declined sharply as a result of both the financial crisis and the recession. Both factors have forced businesses to focus on cost efficiency and investment in buildings has been reduced in consequence. The RICS has noted that occupier demand and enquiries have declined at the fastest pace since its surveys began (1998) with retail the worst sector followed by offices. The amount of available floorspace for occupation has also increased at a fast pace across all regions and in all sectors. Landlords are offering increasingly larger value incentives in order to secure lettings. At the same time that inducements have increased, the length of leases being taken by new tenants has declined. This decline in leasing activity is coupled with a large fall in capital values as a result of a rise in yields required by investors. Capital values have fallen by c 34% since July 2007, and capital values are now broadly in line with those that prevailed at the end of 2001.

To date the downturn in values has been driven largely by yield movement rather than declines in rent. However the fall has now been given further impetus as credit conditions have tightened and the economic slowdown has weighed on the outlook for commercial rents. History suggests that, even once economic growth resumes, there will be a lag before this is translated into demand for accommodation.

According to Experian, average office rents in the East Midlands will be approximately 11.2% lower by 2012 than the 2008 average. Capital values in the region are likely to decline by approximately 16.8% over the same period. Whilst this may appear pessimistic, it is worth noting that national average rents fell for more than 3 years during the recession in the early 1990s, and the current recession is considered to be more severe. On the positive side, the development cycle which preceded the recession has been much less pronounced than that of the late 1980s and there was less overbuilding.

## Grantham Overview

### Supply

Local agents have reported that Grantham currently has a poor office offer. There has been almost no change in the amount of office stock over the last 10 years. **Table 6** presents data at District Level.

The Table indicates that South Kesteven has had the least amount of new office floorspace built over the last ten years (an increase of 23%) with the exception

of West Lindsey which had an increase of 18%.

This data is corroborated by local agents, who advise that there have been no new large scale office developments in Grantham for some years. There have been examples of small office developments, such as Hill Court, on Turnpike Lane currently owned by Grantham Estates. The Maltings is the only large office block in Grantham, which was completed in the 1970s. The stock is fragmented with poor quality accommodation spread throughout the town, mostly located above retail premises.

### Demand

Current demand is mostly from small businesses already located within Grantham. Larger businesses from outside Grantham tend to gravitate towards larger and better known office locations such as Nottingham. According to local agents, this is largely due to the fact that the existing stock in Grantham is of poor quality. The lack of a large office market means that potential occupiers will discount Grantham in favour of taking advantage of agglomeration elsewhere. However, there is a consensus locally that there is latent demand for quality office space in Grantham, which could be realised if the right development came forward. Indeed, informal conversations with a local developer, Evans Easyspace who have developed new office space in Newark, have revealed that there has been interest in Grantham as a location for new development, but that there has been a shortage of available land. This is a view also supported by the Lincolnshire Employment Sites and

Premises Study 2005.

Local agents suggest that demand for office space in Grantham is mainly for units of up to 279sqm.

### Current Office Availability

Analysis of commercial property databases suggest that there is currently in the region of 3,160 sqm of office floorspace available in Grantham. On the basis of average take-up rates, this equates to approximately 4 years of notional supply. **Table 7** shows how this is split over various size brackets.

Table 7: Office Availability and Take-up by Size in Grantham

Size	SqM Available	Annual Average Takeup (SqM)	Notional Years Supply
<185 sq.m	784	215	4
185-465 sq.m	1791	123	15
465-1,850 sq.m	583	147	4
1,850 sq.m +	0	382	0
Total	3158	867	4

Source: Focus

The amount of available space is very low in comparison with other local centres of similar size, Newark currently has approximately 14,876 sqm available and Spalding has 7,880 sqm available according to the same property database. However, it is also an indication of the lack of activity in the Grantham office market that such a

Table 6 Change in Office Floorspace (1998-2008)

	000s Sq M	Change 1998-2008					
		Apr08	Apr05	Apr01	Apr98	Sq M	%
Boston	56	51	48	39	17		44%
East Lindsey	92	79	80	66	26		39%
Lincoln	194	181	178	155	39		25%
North Kesteven	83	64	53	50	33		66%
South Holland	53	46	38	36	17		47%
South Kesteven	107	99	90	87	20		23%
West Lindsey	67	62	62	57	10		18%

Source: VOA

low amount of available space equates to 4 years supply.

## Station Approach Site

The office market in Grantham is currently suffering from a poor supply of serviced land meaning that the current level of stock cannot be increased easily. The poor quality of the majority of existing space, coupled with the lack of precedent means that Grantham suffers from a poor reputation as an office location. Rents and yields reflect this, with capital values averaging at £1,000-1,150 sqm for Victorian conversions and £1,300/1,400 per sqm for newer, better quality space. This, coupled with relatively high overall build costs of £2,200-2,500 per sqm, excluding land, means that there is little incentive for speculative development.

However, given Grantham's good transport links to local business centres and London, there is consensus that Grantham could develop into a good office location should a flagship development come forward. If successful, it would serve to attract investment from businesses not currently located in Grantham. This would serve to raise its profile as an office location.

Given its proximity to Grantham Station and to the town centre, the Station Approach Site is a natural location for such an office development.

## Retail Market

### National Overview

Many of the comments made previously in respect of the office market and the decline in capital values apply equally to the retail market. Further, the fall in values for retail property have recently become more pronounced as the retail sector has been hit particularly hard. The evergrowing list of retailers going into administration is adding to the vacant accommodation and rental values are falling.

Recent growth projections provided by Experian Business Strategies, February 2009, now suggest that trends influenced by the spending boom up to 2007 is unlikely to be repeated for

many years. It predicts a weak upturn, and suggests that up to 2016 the growth in comparison goods will be c 1.3% (3.7% post 2016) and 0.2% p.a. for convenience goods (0.3% post 2016).

According to Experian, average high street retail rents in the East Midlands will continue to decline until 2012. Rents in the region will be approximately 16.9% lower by 2012 than the 2008 average. Capital values will decline by approximately 10.4% over the same period.

Local agents indicate that the existing retail floorspace in Grantham is largely of low quality and modest in size. This acts as an inhibitor to large multiple retailers moving into the town, who traditionally require larger, higher quality space.

## Demand for Retail

Grantham's retail catchment overlaps with those of nearby Newark and Stamford. As a result, Grantham's core shopping catchment is limited to a ten mile radius around the town. PROMIS estimates Grantham's shopping

Table 8: Change in Retail Floorspace (1998-2008)

	000s Sq M	Apr08	Apr05	Apr01	Apr98	Change 1998-2008	
	%					Sq M	%
Boston	157	155	168	136	21	15%	
East Lindsey	278	265	294	263	15	6%	
Lincoln	333	326	341	312	21	7%	
North Kesteven	87	83	104	87	0	0%	
South Holland	133	128	141	134	-1	-1%	
South Kesteven	319	309	301	242	77	32%	
West Lindsey	109	91	101	85	24	28%	

Source: VOA

## Grantham Overview

### Supply of Retail

**Table 8** shows the change in retail floorspace at District level between 1998 and 2008, the latest date for which VOA data is available.

According to PROMIS, around 13% of the total retail floorspace in Grantham is within the town's two managed shopping centres – the Isaac Newton Shopping Centre, which opened in 1985, and the George Shopping Centre, which opened in 1992. According to local agents, there is a poor retail offer in Grantham in comparison with local competitors such as Newark and Nottingham. Occupiers are mainly standard market town retailers made up of a mix of local businesses and multiples. Key multiple retailers include Marks & Spencer, Asda, Co-op, Morrisons, Boots, WH Smith and Superdrug.

population to be about 50,000 and ranks the town 184 of the PROMIS centres, which is below the average for PROMIS Average Towns. This is corroborated by local agents, who indicate that many of Grantham's potential shoppers choose to travel to Newark or Peterborough where they can find greater variety. Another reason for shoppers choosing to travel elsewhere is that travel by vehicles through Grantham's town centre has been compromised by two years of road works; these have recently come to an end. Nevertheless, it is clear that Grantham needs to improve the variety and quality of its retail offer if it wishes to retain existing demand from shoppers and attract new demand from elsewhere.

According to local agents, occupier demand is muted with one agent indicating that the big high street names she had spoken with had no plans to enter Grantham for another 2-3

years. Her enquiries were carried out before the current recession, and so it is possible that any plans for entry into Grantham will be postponed until the economy recovers. This lack of interest in Grantham from high-profile retailers is corroborated by the findings of the South Kesteven District Council Retail Needs Study 2006, which indicates that, as of June 2006, retailer requirements for comparison floorspace in Grantham are limited.

As of end of 2008, local agents placed prime Zone A rents at £592 sqm with prime retail yields at approximately 7%. Yields are likely to have moved to 8% since this time.

## Current Retail Availability

Analysis of commercial property databases suggest that there is currently in the region of 5,600 sqm of retail floorspace available in Grantham. On the basis of average take-up rates, this equates to approximately 3 years of notional supply. **Table 9** shows how this is split over various size brackets.

Table 9: Office Availability and Take-up by Size in Grantham

Size	SqM Available	Annual Average Takeup (SqM)	Notional Years Supply
<185 sq.m	2255	168	13
185-465 sq.m	2171	520	4
465-1,850 sq.m	1,163	850	1
1,850 sq.m +	-	465	0
<b>Total</b>	<b>5589</b>	<b>2003</b>	<b>3</b>

Source: Focus

The majority of the vacant floorspace is within the smallest size bracket, equating to 13 years notional supply. There is no space available in the largest size bracket and only 1,163 sqm in the second largest size bracket (465-1,850 sqm), equating to 0 and 1 years notional supply respectively. These figures illustrate the view that retailers favour larger units.

## Station Approach Site

It is clear that there is a need in Grantham for greater diversity and

higher quality in its retail offer to make it more competitive with nearby towns and cities such as Newark and Peterborough. However, it is not felt that the Station Approach Site is the correct location to bring a quality retail development forward. It would be better to concentrate such improvements closer to the town centre. However, there is potential for some supporting convenience retail on the Station Approach Site, which could service commuters and office workers.

## Industrial Market

### National Overview

A rapid deterioration in the outlook for both the manufacturing and retailing sectors will undoubtedly impact on rental growth over the next 2-3 years. Recent changes to empty rates relief are also having a negative impact.

Prime industrial rents have held broadly steady, with weakening occupier demand being reflected in increasing incentives. However, on the IPD average measure, rents are now falling and we expect average rental values to fall.

According to Experian, average industrial rents in the East Midlands will continue to decline until at least 2013. Average industrial rents in the region will be approximately 24% lower by 2013 than the 2008 average. Capital values will decline by approximately 16.6% over the same period.

## Grantham Overview

### Supply of Industrial

South Kesteven is the major location for industrial stock in Lincolnshire, as shown in **Table 10**.

Of the commercial markets reviewed in this section, the industrial market is the largest, with the most amount of total floorspace.

Grantham Estates has recently completed construction of a new industrial scheme at Inner Street, south west of the southern part of the Station Approach Site on the western side of the railway. The units are brick clad, business/trade counter units finished to shell ready for use as offices, workshop or warehouse and are between 80 -700 sqm. The rent is quoted at £60 per sqm on easy in and easy out terms.

### Demand for Industrial

Demand for industrial space is mainly from local businesses already located in Grantham or who are looking to locate to Grantham from nearby. Local agents indicate that demand for industrial space in Grantham is mainly for 180-500 sqm units with eaves height of 6.5 m. However, there is some indication that a small number of 950 sqm units

Table 10 – Change in Industrial Floorspace (1998-2008)

	000s Sq M	Apr08	Apr05	Apr01	Apr98	Change 1998-2008	
						Sq M	%
Boston	662	625	625	625	37	6%	
East Lindsey	822	794	893	840	-18	-2%	
Lincoln	644	682	742	743	-99	-13%	
North Kesteven	658	584	599	566	92	16%	
South Holland	889	819	827	760	129	17%	
South Kesteven	1136	1134	1200	1178	-42	-4%	
West Lindsey	622	597	644	689	-67	-10%	

Source: VOA

could be accommodated.

Occupiers favour Grantham as an industrial location due to its proximity to the A1. As a result, higher rents are achievable on the western side of the railway. The height restriction of the railway bridge is also a factor. This has resulted in most new development taking place to the west of the railway.

Local agents suggest that average rents are at £54 per sqm with a yield of around 9.5%. This equates to a capital value of approximately £570 per sqm, less purchaser's costs.

notional years supply. **Table 11** shows how availability is split over various size brackets.

The majority of the vacant floorspace is within the largest size bracket of more than 1,850 sqm, comprising 67% of the total available space. The poor quality of the annual take-up figures makes it difficult to draw any strong conclusions regarding where the current demand is targeted at in terms of the size of units. **Table 12** breaks down the available floorspace in Grantham in terms of length of time it has been on the market.

sqm, with possibly a larger unit of 929 sqm. Lease terms should be flexible in order to encourage ease of letting.

## Hotel Market

### National Overview

Hotel investment over the past few years has increasingly entered the mainstream of property investment, providing the attractions of a secure long-term income stream, generally strong covenants and limited obsolescence. The budget hotel sector is experiencing particularly rapid growth, with some 150,000 additional rooms forecast to be built by the end of 2010.

The hotel sector is highly competitive with hotels becoming attractive real estate assets and with hotel real estate values increasing. This has brought to the forefront a diverse range of private investors seeking property investments with predictable income streams. Private equity firms have been particularly active, securing ownership of approximately 38.4% of the hotel transactions completed globally in 2005 and 2006, with this trend continuing throughout 2007 and into 2008.

Table 13: Summary of UK Hotel Performance

	2007	2008	Change
Occupancy	80.6%	77.4%	-3.2 Pts
Room Rate	£92.89	£91.43	-1.6%
Room RevPar	£74.89	£70.79	-5.5%

Source: TRI Hospitality

Table 11: Industrial Availability and Take-up by Size in Grantham

Size	SqM Available	Annual Average Takeup (SqM)	Notional Years Supply
<185 sq.m	2107	117	18
185-465 sq.m	3194	446	7
465-1,850 sq.m	23555	707	33
1,850 sq.m +	58,595	5280	11
Total	87451	6551	13

Source: Focus

Table 12 Grantham Industrial Availability by Length of Time on Market

Size	0-3 Months	3-6 Months	6+ Months	Total
	SqM Available	SqM Available	SqM Available	
<185 sq.m	1529	316	262	2107
185-465 sq.m	1562	186	1446	3194
465-1,850 sq.m	1671	-	21884	23555
1,850 sq.m +	36,463	12,099	10,033	58,595
Total	41225	12601	33625	87451

Source: Focus

## Current Industrial Availability

Analysis of commercial property databases suggest that there is currently in the region of 87,500 sqm of industrial floorspace available in Grantham. On the basis of average take-up rates, this equates to approximately 13 years of notional supply. However, it should be noted that GVA Grimley has reservations about the quality of the data sitting behind the annual average takeup figures. It is likely that they under-represent the level of takeup resulting in inflated figures for the

The Table shows that of the 23,555 sqm of space available in the 465-1,850 sqm size bracket, 21,884 sqm (92%) has been on the market for 6 months or more. This suggests an oversupply of units of this size.

## Station Approach Site

Local agents and developers are positive about industrial uses on the southern part of the Station Approach site, despite it being located on the eastern side of the railway. Achievable rents at this location are indicated by local agents to be at a maximum of £59 per sqm. Units should be between 185-465

The performance of the UK hotel sector was strong in 2007, and growth continued into 2008. Figures from TRI Hospitality show that revenue per available room (RevPar) grew nationally at 8.9% in 2007 with further growth of 4.4% in the 5 months to May 2008. This has generally been driven by higher room rates. However, more recent figures from TRI Hospitality, for October 2008, show an overall decline in occupancy, room rate and room RevPar across the UK, indicating a dramatic decline in the latter half of 2008. The results are summarised in **Table 13** below.

Recent forecasts by Deloitte, PwC and TRI are now pessimistic as to revenue and occupancy. Regional hotels are not expected to suffer as much as those in London, with Rev Par falling c 7.9-11.6%, occupancy down by c 2.9-7.9% and average room rates down by 4-5%. However, the outlook for 2010 suggests that hotels across the regions could start to recover.

The property investment market has witnessed rapid falls in values over the past 12 months, with the IPD index recording a fall in capital values of 19.3% over the period. This has been driven principally by an upward movement in yields, with some sectors experiencing yields rising typically by 1.5% since the peak of the market in mid-2007. Hotel investments have

hotels currently located in Grantham. These are listed in **Table 14**.

## Demand for Hotels

User demand for hotel rooms in Grantham is mainly derived from business travelers. There is also some demand from leisure visitors, although this is not significant in comparison to the business demand. Business demand is usually for budget hotel rooms. Moypark, a local food distribution business, has particularly high demand for rooms for directors, often requiring more than 20 rooms per month. The company currently uses Belton Woods, Angel & Royal and Ramada – these are the better quality hotels in the Grantham area.

Given that much of the expected demand for the hotel is associated with any office development coming forward, it may be that the hotel is contingent on the successful creation of a new office market on the Station Approach Site.

The only party to have expressed an interest in the Station Approach Site is Millennium and Copthorne Hotels, who would wish for a management contract of a 150 bedroom, 4 star hotel under its Copthorne brand.

Table 14: Branded Hotels in the Grantham Area

Hotel	Rooms	Conference Capacity	Stars	Facilities
De Vere Belton Woods	136	245	4	Country estate resort
The Olde Barn Hotel	112	300	3	Restaurant, bar, spa
Premier Inn Grantham	92	-	2	Limited service
Ramada Grantham	89	200	2	Restaurant, bar
Travelodge South Witham	32	-	2	Limited service
Travelodge A1	30	-	2	Limited service
Travelodge Colsterworth	30	-	2	Limited service
Angel & Royal	29	-	2	Restaurant, bar
Best Western Kings Hotel	21	20	2	Restaurant, bar
<b>TOTAL</b>	<b>571</b>	<b>765</b>	<b>-</b>	<b>-</b>

Source: Draft Lincolnshire Hotel Market Prospectus 2008

generally followed this trend, although have been cushioned slightly in some cases by the strength of tenant covenants (such as Travelodge and Whitbread), the usually 25 to 30 year terms offered, and the fixed or RPI linked increases available in many leases.

## Grantham Overview

### Supply of Hotels

The Grantham area has the highest density of hotel supply in the county. The Draft Lincolnshire Hotel Market Prospectus 2008 identifies 9 branded

## Station Approach Site

Given Grantham's Growth Point Status and the potential demand for office space on the Station Approach Site, there is potential demand from the business sector for a hotel of circa 120 rooms. The nature of the business demand indicates that any hotel coming forward on this site should be a budget hotel. However, GVA Grimley's research indicates that Travelodge and Whitbread are both satisfied that they are already adequately represented in the area. These are the hotels which have the strongest covenant in the sector.

London West End	Belfast	Bristol	Edinburgh	Leeds	Newcastle
10 Stratton Street London W1J 8JR	Rose Building Third Floor 16 Howard Street Belfast BT1 6PA	University Gate Park Row Bristol BS1 5UB	Quayside House 127 Fountainbridge Edinburgh EH3 9QG	First Floor, City Point 29 King Street Leeds LS1 2HL	Yorkshire Chambers 112/118 Pilgrim Street Newcastle upon Tyne NE1 6LL
London City	Birmingham	Cardiff	Glasgow	Liverpool	Manchester
80 Cheapside London EC2V 6EE	3 Brindleyplace Birmingham B1 2JB	One Kingsway Cardiff CF10 3AN	206 St Vincent Street Glasgow G2 5SG	Mercury Court Tithebarn Street Liverpool L2 2QP	81 Fountain Street Manchester M2 2EE

[www.gvagrimley.co.uk](http://www.gvagrimley.co.uk)  
08449 02 03 04

Published by GVA Grimley Ltd – 10 Stratton Street, London W1J 8JR  
© copyright GVA Grimley Ltd

 Printed on recycled paper