



South Kesteven Local Plan

.....
helpingshapethedistrict

Consultative Draft Local Plan 2017



Information and Contacts

For further information on the Local Plan please contact the Planning Policy team. You can contact us:

By e-mail: planningpolicy@southkesteven.gov.uk

By telephone: 01476 406080

In person: Planning Policy
Council Offices
St Peter's Hill
Grantham
Lincolnshire
NG31 6PZ

By post: to the address above

The new Local Plan and all information related to it can be found via the Council's website:

www.southkesteven.co.uk/newlocalplan

Foreword

by Councillor Michael King - Cabinet Member for
Economy and Development



The purpose of this new Local Plan is to both pave the way for the delivery of high quality, sustainable, growth in South Kesteven and to ensure that we also protect and safeguard what is special about our natural and built environment in equal measure. Indeed it is the essential quality of our District that will continue to make it attractive to investors in jobs and homes.

By their very nature local plans are framework documents - they don't actually make things happen on the ground without subsequent private and public sector development and investment. However, it is the Council's firm intention to work closely with all these investors in order to grow and maintain our towns, villages and countryside as thriving local communities.

You will recognise many of the policies in the Local Plan being variations of those which have served us well in the previous Local Plan published in 2010. Although the new Plan period is to 2036 it is recognised and indeed likely, as the national and local perspective continues to change and adapt, that its policies will need to be reviewed well before then.

Some of the new or enhanced measures included in the new Local Plan are:

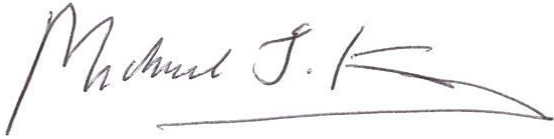
- A new strategic employment location of up to 96 hectares, centred on the King 31 site on the A1, to support the economic growth of Grantham
- Development of the Spitalgate Heath Garden Village for Grantham involving some 3,700 new homes
- Inclusion of a new strategic housing area, with associated employment, on the north side of Stamford amounting to nearly 1,300 homes
- Limited new housing sites in the north-west of Bourne to give variety and supplement the completion of Elsea Park
- New employment and housing sites in Market Deeping, including land at Linchfield Road to be masterplanned for around 675 new homes
- The introduction of a policy relaxation to allow some homes for local people with community support, in even the smallest villages
- An intention to prepare a Supplementary Planning Document to ensure good design
- Recognition of the importance of the visitor and retail economy building on the heritage and vibrancy of our market towns and villages

Some of the tried and tested policies which we aim to continue using are:

- A concentration of employment and housing growth in the four towns – Grantham, Stamford, Bourne and the Deepings
- 50% of new housing intended for Grantham in order to give it the critical mass to attract employment and higher ranking services
- A concentration of village housing in the fifteen Larger Villages
- The protection of shops, pubs and other services in villages

- For housing developments of 11 or more homes the provision of affordable homes through Section 106 Planning agreements.

I commend this first, consultation version of the draft Local Plan to you and the Council welcomes comments regarding its intent, its aims and its proposed policies, from residents, developers and businesses alike.

A handwritten signature in dark ink, reading "Michael J. King". The signature is written in a cursive style with a long, sweeping underline that extends to the right.

Michael King

Contents

i.

Foreword by Councillor Michael King - Cabinet Member for Economy and Development	2
List of Policies	7
Table of Figures	10
Summary.....	12
1. South Kesteven Local Plan 2011 - 2036	17
Neighbourhood Plans	20
District Profile	22
Supporting Evidence.....	24
Challenges for the Local Plan to address.....	32
2. The Vision for South Kesteven's Local Plan	39
Strategic Objectives for the Local Plan.....	42
3. Presumption in Favour of Sustainable Development	44
SD1: Presumption in Favour of Sustainable Development.....	44
SD2: The Principles of Sustainable Development in South Kesteven.....	44
Spatial Strategy and Settlement hierarchy.....	46
SP 1: Spatial Strategy	47
SP 2: Settlement Hierarchy	49
SP 3: Infill Development.....	49
SP 4: Development on the Edge of Settlements.....	50
SP 5: Development in the Open Countryside	51
Protecting Existing Community Facilities and Providing New Facilities	52
SP 6: Retention of Community Services and Facilities.....	53
Economic Prosperity.....	54
E1: Strategic Employment Sites	62
E2: Employment Allocations	64
E3: Expansion of Existing Businesses and Protection of Existing Employment Sites.....	66

E4: Loss of Employment Land and Buildings to Non-Employment Uses	69
E5: Rural Economy	70
E6: Other Employment Proposals	71
E7: Visitor Economy	72
Meeting Housing Needs	73
H1: Affordable Housing.....	76
H2: Self and Custom Build Housing.....	77
H3: Meeting All Housing Needs	79
H4: Gypsies and Travellers.....	80
H5: Travelling Showpeople	81
Protecting and Enhancing the Natural and Built Environments.....	83
ENV1: Landscape Character	85
ENV2: Protecting Biodiversity and Geodiversity.....	86
ENV3: Pollution Control	87
ENV4: Reducing the Risk of Flooding	90
ENV5: The Historic Environment	91
ENV6: Protecting and Enhancing Grantham Canal	92
DE1: Promoting Good Quality Design	94
SB1: Sustainable Building	96
OS1: Open Space.....	98
Renewable Energy Generation	100
RE1: Renewable Energy Generation	104
4. South Kesteven's Four Market Towns	105
Grantham.....	108
GR1: Protecting and Enhancing the Setting of Belton House and Park	109
GR5: Grantham Reserve Allocation	119
Stamford	121
STM1: Residential Allocations.....	122
STM2: Stamford Town Centre Policy	126
Bourne	128
BRN1: Residential Allocation	129
BRN2: Bourne Town Centre Policy.....	131
The Deepings	134
DEP1: Residential Allocation	135
DEP2: Market Deeping Town Centre Policy.....	138

Larger Village Allocations	141
Ancaster: Residential Allocation	142
Baston: Residential Allocation	148
Barrowby: Residential Allocation.....	151
Billingborough: Residential Allocation	154
Colsterworth: Residential Allocation	159
Corby Glen: Residential Allocation	162
Great Gonerby: Residential Allocation	165
Langtoft: Residential Allocation	170
Long Bennington: Residential Allocation	173
Morton: Residential Allocation	176
South Witham: Residential Allocation	180
Thurlby: Residential Allocation	183
5. Infrastructure and Developer Contributions	185
ID2: Transport and Strategic Transport Infrastructure	190
ID3: Broadband and Communications Infrastructure.....	193
Appendix 1 Anticipated Residential Figures.....	194
Appendix 2 Glossary	198
Appendix 3 Policies Maps	203
Appendix 4 Renewable Energy	203

List of Policies

Policy	Description
SD1	Presumption in Favour of Sustainable Development (SP)
SD2	The principles of sustainable development in South Kesteven (SP)
SP1	Spatial Strategy (SP)
SP2	Settlement hierarchy (SP)
SP3	Infill Development
SP4	Development on the Edge of Settlements
SP5	Development in the Open Countryside
SP6	Retention of community services and facilities
H1	Affordable Housing (SP)
H2	Self and Custom Build Housing on Strategic Housing Allocations (SP)
H3	Meeting All Housing Needs
H4	Gypsies and Travellers
H5	Travelling Showpeople
E1	Strategic Employment Sites (SP)
E2	Employment Sites (SP)

E3	Expansion of Existing Businesses and Protection of Existing Employment sites
E4	Loss of Employment land and Buildings to non-employment generating uses
E5	Rural Economy
E6	Other Employment
E7	Visitor Economy
ENV1	Landscape Character
ENV2	Protecting Biodiversity and Geodiversity
ENV3	Pollution Control
ENV4	Reducing The Risk Of Flooding
ENV5	The Historic Environment
ENV6	Protecting and Enhancing Grantham Canal
DE1	Promoting Good Quality Design
SB1	Sustainable Building
RE1	Renewable Energy Generation
OS1	Open Space
GR1	Protecting and Enhancing the Setting of Belton House and Park
GR2	Sustainable Transport In Grantham
GR3	Grantham Town Centre Policy

GR4	Grantham Allocations (SP)
GR5	Grantham Barracks Reserve Allocation
STM1	Stamford Allocations (SP)
STM2	Stamford Town Centre Policy
BRN1	Bourne Allocations (SP)
BRN2	Bourne Town Centre Policy
DEP1	The Deepings Allocations (SP)
DEP2	Market Deeping Town Centre Policy
LV – H1	Ancaster Residential Allocation (SP)
LV - H2	Baston Residential Allocation (SP)
LV – H3	Barrowby Residential Allocation (SP)
LV – H4	Billingborough Residential Allocation (SP)
LV – H5	Colsterworth Residential Allocation (SP)
LV – H6	Corby Glen Residential Allocation (SP)
LV – H7	Great Gonerby Residential Allocation (SP)
LV – H8	Langtoft Residential Allocation (SP)
LV – H9	Long Bennington Residential Allocation (SP)
LV – H10	Long Bennington Residential Allocation (SP)
LV – H11	Morton Residential Allocation (SP)

LV – H12	South Witham Residential Allocation (SP)
LV – H13	Thurlby Residential Allocation (SP)
ID1	Infrastructure for Growth
ID2	Transport and Strategic Transport Infrastructure (SP)
ID3	Broadband and Communications Infrastructure

Table of Figures

Figure 1 – Neighborhood Plan designation map	20
Figure 2 – South Kesteven in Geographical Context.....	23
Figure 3 - Illustration of Grantham Southern Gateway (Policy E1).....	58
Figure 4 - South Kesteven Landscape Character Area	84
Figure 5 – The four main Towns of South Kesteven Map and Infographic Data	105
Figure 6 - Grantham Town Centre Map.....	114
Figure 7 – Grantham Allocations Map	120
Figure 8 - Stamford Allocations Map	124
Figure 9 – Stamford Town Centre Map	127
Figure 10 – Bourne Town Centre Map.....	132
Figure 11 Bourne Allocations Map	133
Figure 12 – Deepings Town Centre Map	139
Figure 13 – The Deepings Allocation Map	140
Figure 14- Ancaster Location Map and Infographic.....	141
Figure 15- Ancaster Allocation Map	144
Figure 16- Barkston Location Map and Infographic Data	145
Figure 17 Baston Location Map and Infographic data.....	147
Figure 18 – Baston Allocation Map.....	149
Figure 19- Barrowby Location Map and Infographic Data.....	150
Figure 20 – Barrowby Allocation Map	152
Figure 21- Billingborough Location Map and Infographic Data	153
Figure 22 – Billingborough Allocation Map	155
Figure 23- Caythorpe Location Map and Infographic Data.....	156
Figure 24- Colsterworth Location Map and Infographic Data	158
Figure 25 – Colsterworth Allocation Map.....	160
Figure 26 – Corby Glen Location Map and Infographic Data.....	161

Figure 27 – Corby Glen Allocations Map	163
Figure 28- Great Gonerby Location Map and Infographic Data	164
Figure 29- Great Gonerby Housing Allocation	166
Figure 30- Harlaxton Location Map and Infographic Data.....	167
Figure 31- Langtoft Location Map and Infographic Data	169
Figure 32- Langtoft Allocation Map	171
Figure 33- Long Bennington Location Map and Infographic Data	172
Figure 34- Long Bennington Allocation Map	174
Figure 35- Morton Location Map and Infographic Data	175
Figure 36 – Morton Allocation Map	177
Figure 37- South Witham Location Map and Infographic Data	178
Figure 38- South Witham Allocation Map	181
Figure 39- Thurlby Location Map and Infographic Data	182
Figure 40 – Thurlby Allocation Map.....	184

Summary

Introduction

This Local Plan will encourage growth and investment in South Kesteven up to 2036. It will provide greater certainty to both guide development proposals and to appropriately inform all interested parties regarding the planning process.

The preparation of a new Local Plan provides the opportunity for local people and all other interested parties to help shape what the District will look like over at least the next 15 years, and thereby creating the policy framework that will help guide investment and development decisions over the plan period.

In essence the plan sets out an updated vision for the future of the District, it looks to establish the right amount and locations for future growth, and then guide the form, scale and type of any future developments.

The process of preparing a new Local Plan offers the Council an opportunity to proactively engage with local communities, developers, businesses, voluntary groups, public organisations, landowners and our neighbouring councils so that we can all appreciate what they think the future of the District should look like.

Key issues addressed within the Local Plan include:

- Supporting the growth of our local economy and helping to bring forward new job opportunities,
- Identifying the right amount and locations for the new homes required to meet our future needs,
- Helping to sustain and revitalise our town centres,
- Assessing the capacity of our infrastructure to meet future needs and looking to address the impact of new development on our community facilities,
- Supporting the prosperity and diversification of the rural economy,
- Improving access to open space, the countryside and recreational facilities,
- Ensuring development is well designed and energy efficient,
- Preserving and enhancing our built and natural heritage,
- Avoiding where possible the development of our productive agricultural land, and

- Making sure that issues such as flood risk are fully taken into account in planning for new development.

This document is an evidence based, new Local Plan, which sets out our ambitions for the whole of South Kesteven and its communities. It proactively allocates land for new developments whilst ensuring realism in terms of delivering its proposals.

This stage of the process seeks to consult the public and stakeholders on proposed draft policy wording and provisional site allocations. All views will be taken into account in producing a final version of the Local Plan.

Employment and Prosperity

South Kesteven District Council has an ambitious vision for the sustainable growth of the District; a vision which will not be achieved by the Council alone, but which will rely on it working alongside other public sector bodies and the private sector.

South Kesteven is home to some world-leading businesses but has significant untapped potential - offering an exciting opportunity for investment, bringing economic growth and prosperity, both to the District and the wider area beyond.

Taking account of projected population changes, the number of jobs in the District is expected to grow from 59,000 in 2011 to 67,000 by 2036.

The Local Plan aims to help meet the objectives of the Council's Economic Development (ED) Strategy, whilst recognising that it essentially sets out land use policies and proposals. It seeks to ensure that there is sufficient land available in the right locations to support a strong and growing local economy in the District.

In line with the ED Strategy, the Local Plan recognises the strategic significance of key employment sites at KING31/Spitalgate (Grantham), Exeter Fields/Empingham Road (Stamford), Spalding Road (Bourne), Peterborough Road and Northfields (The Deepings).

A range of other employment allocations are proposed across the District to create a better balance between homes and jobs in the four main towns and the larger villages and to take advantage of strategic highway connections to the A1.

Additional policies are proposed in the consultative draft Local Plan to support the expansion of existing businesses and to protect existing employment sites, as well as restricting the loss of employment land and buildings to non-employment uses.

The Local Plan also introduces a new policy which seeks to support the further development of the visitor economy in recognition of the important contribution this makes to the District.

Planning for population changes

The District of South Kesteven is projected to grow from a population of 134,000 in 2011 to 161,000 in 2036. Alongside this, the age profile of the District will also change significantly through a growing older population.

This population growth and the likely changes to households have been used to produce an assessment of the number of additional homes required in the District up to 2036. The minimum requirement for the new Local Plan is an average of 625 homes per annum for the period 2011-36. This equates to 15,625 new homes. Taking account of homes already completed and already planned for, there is a remaining amount of around 3,400 homes to be provided for in the new Local Plan, as a minimum.

Our aim is for the majority of all planned housing development to be focused upon Grantham in order to support and indeed strengthen its role as a Sub-Regional Centre.

Given their role as market towns with a range of services and facilities, the Local Plan also proposes new development in Stamford, Bourne and the Deepings

A review of the Larger Villages (formerly Local Service Centres) has been undertaken and the results show that Castle Bytham no longer has sufficient services and facilities to be classified as one. Fifteen Larger Villages have been identified and following a detailed site assessment process thirteen sites have been identified as potential housing allocations. In addition to these allocations, the plan supports sensitive infill housing development within the built-up part of settlements and the redevelopment of previously developed sites in all fifteen Larger Villages.

Some small scale development on the edge of all settlements will also be supported subject to more restrictive criteria, including evidence of substantial support from the local community.

Development in the open countryside will be restricted to essential development in order to support the rural economy.

Meeting specific housing needs

In line with our housing market assessments, the Local Plan includes policies to support affordable housing and on certain sites make plots available for custom or self-build.

The Council will encourage an appropriate mix and form of housing to meet the needs of current and future households across the District.

At present, no new sites for Gypsies, Travellers and Travelling Showpeople are proposed, although this will be kept under review in order to meet identified needs.

Site Allocations for residential development

Grantham: the majority of development proposed in the District is intended to take place in Grantham. This ensures development is located in the most sustainable location and enables Grantham to enhance its role as a sub-regional centre. Strategic housing allocations are proposed for Rectory Farm (Phases 2 and 3), Spitalgate Heath Garden Village (Southern Quadrant) and Manthorpe (subject to the outcome of a current planning appeal). A reserve allocation is proposed for the Prince William of Gloucester Barracks – here, the Ministry of Defence has announced that the site will close but further work needs to be undertaken to determine what redevelopment proposals may be suitable and when these could be delivered.

Stamford: a major extension to the north of Stamford is proposed in the consultative draft Local Plan. This will require a comprehensive masterplan for the whole of the site, including land at Quarry Farm in Rutland. This is envisaged as a high quality development responding to market demands which will have its own distinctive character whilst allowing the essential character of Stamford to be preserved. Additional allocations for residential development are proposed on land to the east of Ryhall Road and at Stamford East.

Bourne: there is still a significant amount of new housing to be completed in Bourne through the Elsea Park scheme. Further, smaller-scale developments are proposed in the North West, land off Cedar Drive and land to the West of Beaufort Drive in order to create choice in that local market.

The Deepings: planned housing growth is proposed to the east, north and west through proposed allocations at Towngate West, Millfield Road and Lichfield Road.

Larger Villages: outside the four main towns, new development is focussed on those Larger Villages where there are good levels of services and facilities. All sites within Larger Villages have been assessed to determine the right amount and right location for new development to take place, taking into account the deliverability of proposals and constraints on development. As a consequence, not all identified Larger Villages have a proposed allocation for new housing in the consultative draft Local Plan.

Protecting and Enhancing the Environment

We have a rich built and natural environment in South Kesteven. The policies of the Local Plan aim to protect and enhance the character of the District. The plan includes policies for protecting landscape and biodiversity, pollution control; reducing the risk of flooding; and the historic environment.

The Council wishes to promote good quality design in all new developments – this will be enhanced through the production of a Supplementary Planning Document for Design.

Policies with respect to sustainable building and construction and renewable energy have been updated to reflect revised Government policy and more recent developments for inclusion in the Consultative Draft Local Plan. Appendix 4 to the Local Plan covers more detailed policies

and guidance with respect to renewable energy and seeks to take forward substantial parts from the Wind Energy Supplementary Planning Document adopted by the Council in June 2013.

Existing adopted planning policies which have proven effective regarding open space and the setting of Belton House have been effectively rolled forward for inclusion in the Consultative Draft Local Plan.

Making it happen

There is a strong emphasis in the Local Plan on ensuring that proposals and policies can be delivered.

The Council has prepared an Infrastructure Delivery Plan to support the new Local Plan. This includes the Infrastructure Delivery Schedule (IDS) which identifies the physical, social and green infrastructure needed to support the vision and growth proposals included in the Plan over the plan period 2016-2026, including where known, when the infrastructure will be required and how it will be funded.

1. South Kesteven Local Plan 2011 - 2036

This is the Local Plan document for South Kesteven. It contains the policies and proposed locations for growth and investment in South Kesteven up to 2036.

The Plan period dates from 2011 to 2036 because as required by the NPPF, Plans should be forward thinking, preferably with a 15-year time horizon. It is important to consider relevant, recent planning history for the District, as this can shed light on the relevant policy considerations and trends to support the deliverability of the Local Plan.

A glossary of the terms used in this document is set out in [Appendix 2](#).

What is the Local Plan?

The Local Plan is a statutory planning document prepared by South Kesteven District Council (the Council). It sets out the planning policies that will help to determine the future location, scale, type and design of new development in the District. The Local Plan, together with neighbourhood plans, make up the “statutory development plan” which will be applied when determining future planning applications in the area. The Local Plan will provide the spatial policy framework for guiding development and change in the District of South Kesteven for the period to 2036. It will establish the key principles which will guide the location, use and form of new development. Policies from the Local Plan and other Development Plan Documents will be used to aid the determination of planning applications.

A new Local Plan for South Kesteven

Within this document you will find a vision for what South Kesteven will be like by 2036. There are also objectives to explain how the Local Plan seeks to achieve this vision, and a series of policies which set out key development proposals and principles throughout the District for enabling the delivery of both the vision and objectives. To accompany this, 50 policies maps have been prepared and are contained in [Appendix 3: Policies Maps](#). The Policies Maps depict land allocations and other land use designations. The policy reference is detailed on the Policies Maps for ease of cross reference with the Local Plan.

Why is a Local Plan being prepared?

The Council is preparing a new Local Plan in order to comply with Government guidance and legislation. The National Planning Policy Framework (NPPF) was issued by Government in March

2012 and this Local Plan has been written to complement it. Should the NPPF be revised in the future then references to the NPPF in this document should be checked against the latest version of the NPPF in force at that point in time.

What is the plan period?

The plan period is from 2011 until 2036. This will provide an additional 10 years horizon beyond the current plan period (to 2026) as set out by the previous Local Plan, which was adopted 2010, and will ensure that there is at least a 15 year period after the plan is adopted by the Council (anticipated December 2018).

Sustainability Appraisal and Strategic Environmental Assessment (SEA) - what are they and why are they needed?

A Sustainability Appraisal (SA) is being carried out in order to appraise the economic, social, and environmental sustainability of the Plan's proposals. The SA process is iterative and it has been ongoing to inform the development of policies and proposals in the Local Plan. There is also a requirement under European Legislation to produce a Strategic Environmental Assessment (SEA).

In England, the requirements of the 'Environmental Assessment of Plans and Programmes Regulations 2004' must be met. The aim of SEA is to ensure environmental considerations are taken into account in the preparation and adoption of plans and programmes with a view to promoting sustainable development, by ensuring that an environmental assessment is carried out on certain plans and programmes which are likely to have significant effects on the environment. The requirements of SEA will be met through the SA for the new Local Plan.

There is a number of regulatory requirements for the production of a SA and a SEA:

Stage A: setting the context and establishing the baseline

Stage B: deciding the scope of SEA and developing policy alternatives

Stage C: assessing the effects of the plan

Stage D: consultation on the draft plan and environmental report

Stage E: monitoring the implementation of the plan.

In January 2015, The SA / SEA Scoping report was produced and consulted upon, alongside the initial Regulation 18 consultation of the Local Plan. The comments received during this consultation were considered and used to inform the next stages in the production of the SA / SEA.

The current version of the Local Plan is for consultation purposes, i.e. it is not the Publication Version (under Regulation 19). A draft SA has been produced for consultation. The draft SA consists of a number of elements, which are as follows:

- A Review of the Baseline data and SA objectives
- Assessment of compatibility between SA and Local Plan Objectives
- Assessment of Reasonable Alternatives (OAN and Points of the Compass Assessments)
- SA of less constrained sites
- SA of the draft (consultative) Local Plan

Habitat Regulations Assessment

A Habitat Regulations Assessment (HRA) will also been undertaken to assess the potential impacts of the Local Plan on Natura 2000 sites, as required under the Conservation of Habitats and Species Regulations 2010. Natura 2000 sites are nature conservation sites of European importance and are designated either as Special Protection Areas (for birds) or Special Areas of Conservation (for animals and habitats). In addition, Ramsar sites (Internationally Important Wetlands) are treated as if they were Natura 2000 sites in accordance with government policy.

Format of the Local Plan

The Local Plan initially sets out the characteristics of South Kesteven and the key issues and challenges faced within the District (this Section (1)). These are used to derive the overall vision, spatial objectives (Section 2) and strategic policies (Section 3) to deliver the vision and objectives. Area profiles are set out for the main towns and some larger villages, these area profiles include proposed allocation policies and specific town policies, e.g. retail policies (Section 4). To ensure the Local Plan is capable of being implemented, and its growth strategy is effective it is underpinned by policies requiring the delivery of the necessary and relevant infrastructure, in the right location and at the right time (Section 5).

Supporting Evidence

The preparation of the Local Plan has been underpinned by the development of a robust evidence base. The evidence takes the form of both technical studies and evidence from dialogue with the community and stakeholders. The technical studies, commissioned by the Council unless otherwise stated, can be viewed on the Council's website:

www.southkesteven.gov.uk/newlocalplan

SOUTH KESTIVEN NEW LOCAL PLAN 2011 - 2036



What are Neighbourhood Plans and their relationship to the new Local Plan?

Neighbourhood plans are prepared under separate legislation by Town and Parish Councils, and in non-parished areas by Neighbourhood Plan forums. They set out the local communities' views on the future development of their areas. Neighbourhood Plans are required to be in general conformity with the strategic policies of the Local Plan.

A number of Neighbourhood Plans have been, or are being prepared, by communities within the District, and once approved by the Council each Neighbourhood Plan will form part of the Development Plan. As the new Local Plan progresses and gains weight, any made Neighbourhood Plans, or those currently being prepared, should be reviewed by the qualifying bodies that prepared the Neighbourhood Plans, to ensure they remain consistent with the new Local Plan.

The Local Plan establishes how much housing, employment and retail development is needed to meet the anticipated needs of the District over the plan period. The Local Plan also allocates suitable sites to meet the needs identified in the Local Plan. Neighbourhood Plans which are being prepared or reviewed after the Local Plan is adopted can look to allocate additional sites for development within their designated area, however they cannot propose less development than that set out in this Local Plan.

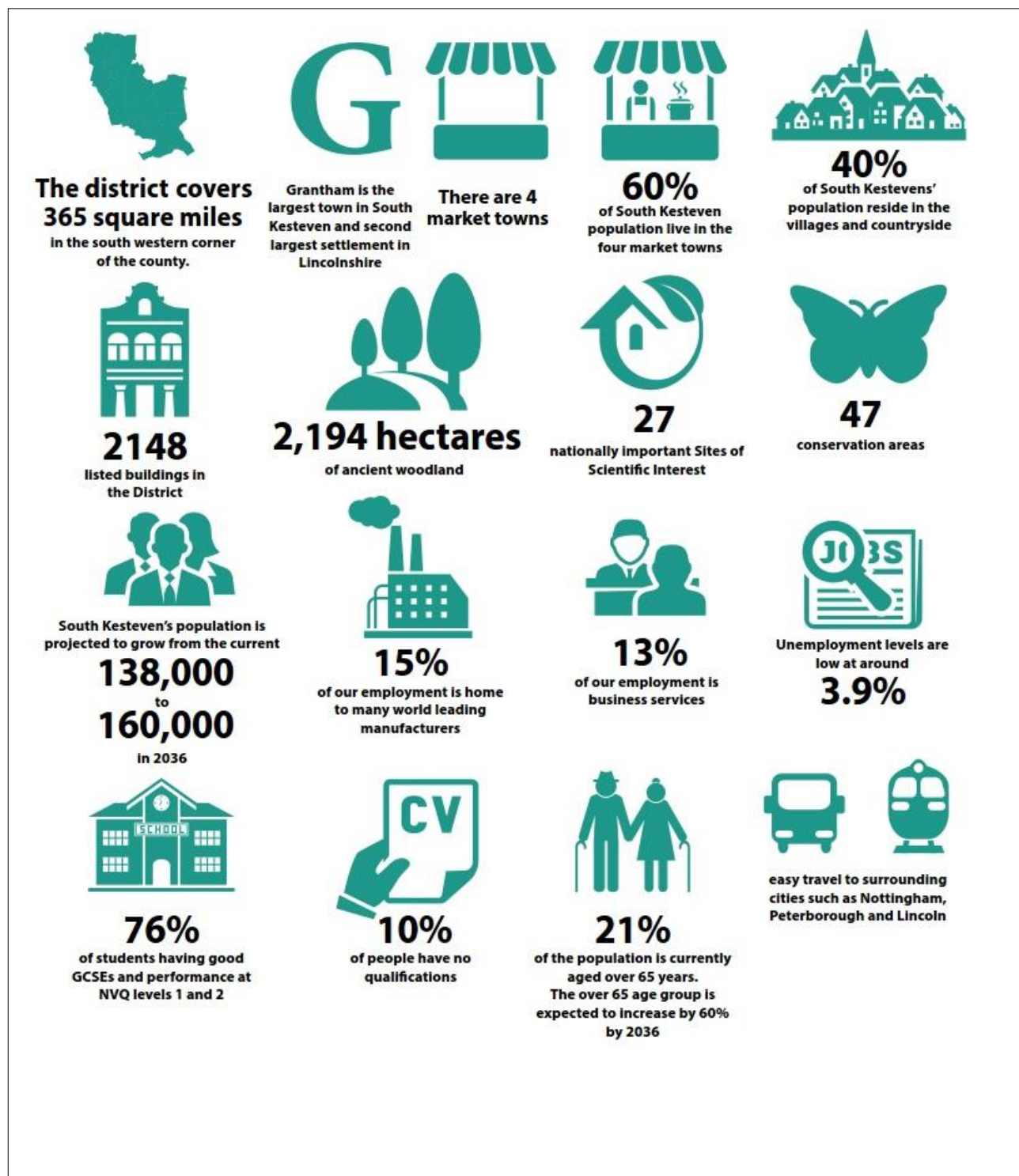
Neighbourhood Plans in South Kesteven

For up to date information on current Neighbourhood Plan Designations please visit:

www.southkesteven.gov.uk/neighbourhoodplans

Neighbourhood Plans are required to meet the basic conditions as set out in legislation. One element of this is that a Neighbourhood Plan must be in general conformity with the strategic policies contained within the Local Plan. To assist Neighbourhood Plans that are produced in South Kesteven, a [list of policies](#) is provided at the beginning of this document and against the strategic policies (SP) is shown to depict these.

District Profile



Source – Office of National Statistics 2011 Census Data <https://www.ons.gov.uk/census/2011census>

South Kesteven in Context

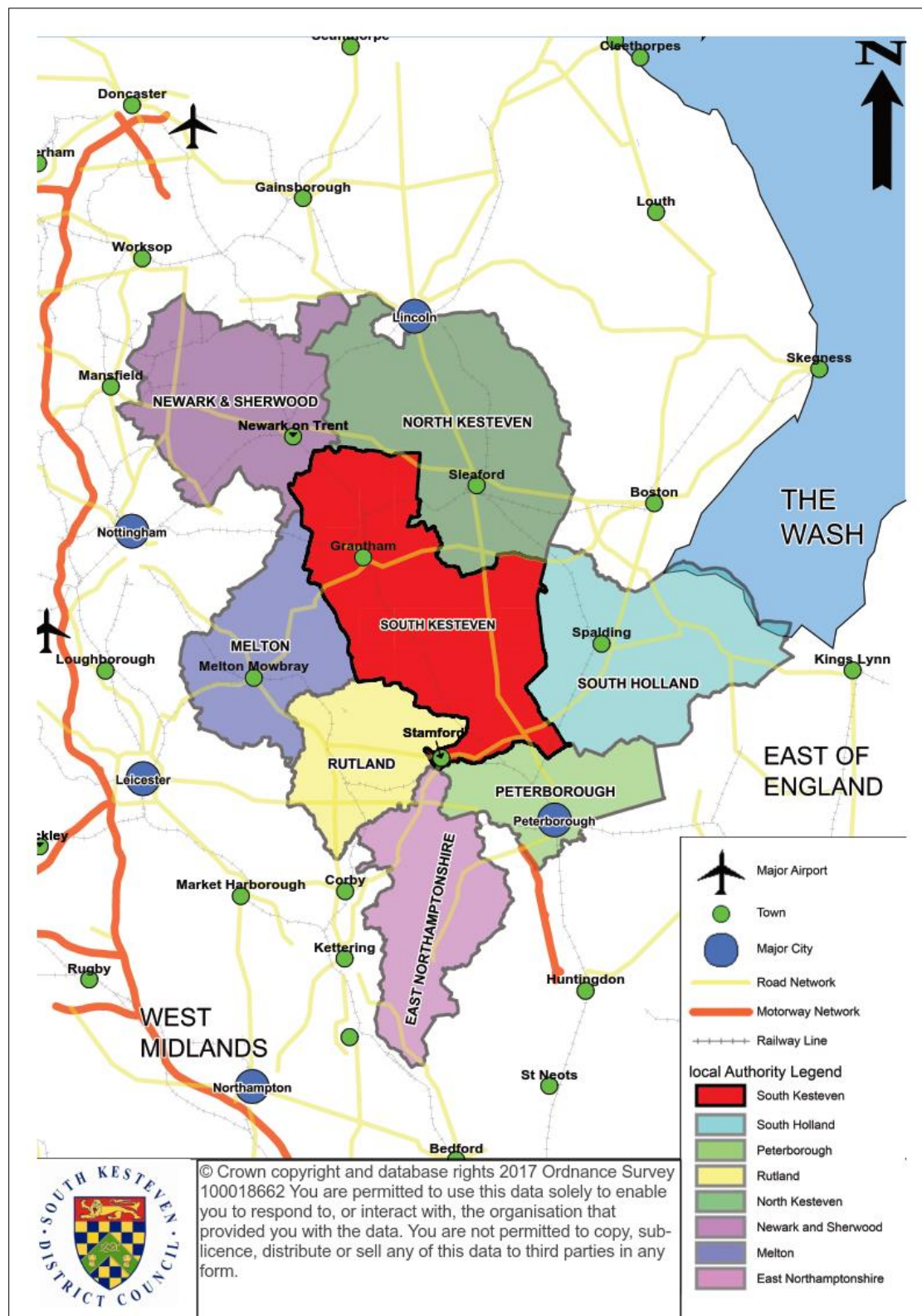


Figure 2 – South Kesteven in Geographical Context

Supporting Evidence

Housing

Strategic Housing Market Assessment (SHMA)

In 2016 an update to the Strategic Housing Market Assessment (completed in 2014 by GL Hearn) for the Peterborough sub-region (Peterborough, Rutland, South Holland and South Kesteven) and Boston was completed. The SHMA considers the objectively assessed housing need (OAN), updating previous assessments to take account of the latest demographic and economic projections. To be consistent with previous research, the report provides an assessment of housing need for the period 2011-36.

The National Planning Policy Framework (NPPF) requires the study to define the ‘full, objectively assessed need for market and affordable housing in the housing market area’ (National Planning Policy Framework (NPPF), paragraph 47). This provides a starting point for considering policies for housing provision.

[Strategic Housing Market Assessment Update Report 2016](#)

[Strategic Housing Market Assessment Update Report 2015](#)

[Strategic Housing Market Assessment Report 2014](#)

Strategic Housing Land Availability Assessment (SHLAA)

The Strategic Housing Land Availability Assessment (SHLAA) is a technical document comprising a list of sites that might have potential for housing development at some stage in the future.

The SHLAA forms part of the evidence base to support the delivery of land for housing in the District. The SHLAA contains the following information:

- a list of all sites or broad locations that have been considered, cross referenced to their locations on maps, indicating which sites have been excluded due to national policies, local designations and other suitability criteria;
- an assessment of each site or broad location, in terms of its suitability for development, availability and achievability to determine whether a site is realistically expected to be developed and when;
- the potential type and quantity of development that could be delivered on each site/broad location, including a reasonable estimate of build-out rates, setting out how any barriers to delivery could be overcome and when;
- an indicative trajectory of anticipated development

The level of housing that could potentially be provided on a site is also set out in the SHLAA. Planning Practice Guidance states that housing potential should be guided by local conditions, including housing densities. For sites where there is no suggested capacity, the sites potential has been assessed using an average development density of 30 dwellings to the hectare. A similar approach has been used when assessing the density of potential site allocations.

When developing sites, it is usual for a proportion of the site to be given over to access roads, public open space and other ancillary uses. Site areas are recorded "gross" but to reflect the realities of development, sites have been "netted" down. The larger the site, the larger the area normally given over to non-developed uses.

This SHLAA has used the following assumptions:

- up to 1ha then 95% developable area
- between 1ha and 4ha 80% is developable area
- over 4ha then 60% developable area.

[Strategic Housing Land Availability Assessments](#)

Grantham and Stamford Capacity and Limits to Growth Studies

The Capacity Studies for Grantham and Stamford were commissioned in 2015. The aim of the capacity study is to determine at both a strategic and a local level the capacity for housing and employment growth at Grantham/Stamford over the Local Plan period. In so doing, the studies identified and considered potential limits or constraints to growth, as well as the potential for these constraints to be mitigated and growth opportunities realized.

The studies were commissioned and prepared as technical, impartial and objective exercises. In determining the suitability or otherwise of land for development, the assessment was based on the physical characteristics of the land and on relevant local and national planning policy considerations. These strategic studies determine areas constrained for development and those less constrained for growth and development.

[Grantham Capacity and Limits to Growth Study 2015](#)

[Stamford Capacity and Limits to Growth Study 2015](#)

Gypsy and Traveller Accommodation Assessment (GTAA)

In November 2015, the Council and Rutland County Council commissioned a Gypsy and Traveller Accommodation Assessment (GTAA). The purpose of the assessment was to quantify

the accommodation and housing related support needs of Gypsies and Travellers (including Travelling Showpeople) in terms of residential and transit sites and negotiated stopping arrangements, and bricks and mortar accommodation for the period 2016-2036. The results will be used to inform the allocation of resources and as an evidence base for policy development in housing and planning.

[Gypsy and Traveller Accommodation Assessment 2016](#)

Five Year Housing Land Supply Assessment

The NPPF requires local planning authorities to identify and maintain a rolling supply of specific deliverable sites, sufficient to provide five years' worth of housing against their annual housing requirement. This annually produced assessment sets out the Council's assessment of whether there is a five year supply of deliverable housing land within South Kesteven District. This assessment includes details on annual housing completions throughout the District since April 2011.

[Five-year housing land supply assessment 2016](#)

Settlement Hierarchy Report 2017

The Settlement Hierarchy Report (2017) is based upon the village survey data which was first gathered in 2015 (and then checked in 2016). The document considers the role and function of different settlements across the District and examines different methodologies for determining what level they should be in the Settlement Hierarchy. The document primarily focuses on the previous Local Service Centres (LSCs) and whether they should still be treated differently than other settlements in the District. It also examines whether there are any villages that should move higher in the settlement hierarchy or should no longer remain as a Local Service Centre. Local Service Centres are now designated as Larger Villages within this Local Plan.

[Settlement Hierarchy Report 2017](#)

Sites Assessment Background Report 2017

A number of separate pieces of work have been undertaken with regards the potential site allocations, for example, the Sustainability Appraisal, site visits and infrastructure planning. The Site Assessment Background Report summaries each of these individual pieces of work and concludes on the reasons why a site was or was not selected as an allocation in the Consultative Draft Local Plan.

[Site Assessment Background Report 2017](#)

Employment and Economy

Employment Land Study (ELS)

In 2015 the Council commissioned an Employment Land Study (ELS) of the District. An ELS provides an assessment of supply, and demand for, employment land across the District. The ELS will be used to inform the future approach to the provision, protection, release or enhancement of employment land and premises. The review updates and builds on the existing employment land evidence base and the 2010 Employment Land study. The ELS was carried out in parallel with the Grantham Capacity and Limits to Growth Study.

[Employment Land Study 2015](#)

[Review of Alma Park Industrial Estate 2015](#)

Retail

Retail Needs and Town Centre Study 2010

A retail needs and town centre study was conducted by NLP (Nathan Litchfield & Partners) for South Kesteven in 2010, the key objectives of the study were to:

- Assess the future need and capacity for retail, leisure and other town centre uses.
- Assess existing supply and demand for retail, leisure and other main town centres uses.
- Assess future demand and the potential future role and capacity within existing centres.
- Assess the role, vitality and viability of the designated centres; and identification of the centres where development will be focused,
- Identify sites for accommodating future development and opportunities for growth of existing centres.

Retail Study 2015

AECOM/Savills were commissioned by the Council to carry out an updated Retail Study in 2015. The study forms the evidence base in relation to retail policies for the emerging South Kesteven Local Plan 2011 – 2036. As the previous study by NLP was produced in 2010, an updated Household Survey was completed for the 2015 study and this supports a revised Retail Capacity Assessment for the main towns of Grantham, Stamford, Bourne and Market Deeping. A full review of the policy background and of the respective centres was also undertaken to inform the assessment and parallel exercises were also commissioned in relation to the capacity for convenience and comparison retail development within those town centres.

[Retail Needs and Town Centre Study \(2010\)](#)

[Retail Study 2015](#)

Transport

The Local Transport Plan (LTP) sets out the overall strategy and delivery arrangements for transport across the whole of Lincolnshire, aiming to support growth, tackle congestion, improve accessibility, making roads safer and supporting the larger settlements of the County. The LTP and the Local Plan are aligned with each other's objectives. The Local Plan aims to support the development of a sustainable, efficient and safe transport system, increasing sustainable methods of travel, protect the environment and improve access to key services.

The 4th Lincolnshire LTP covering 2013/14 to 2022/23 sets out the following objectives for Lincolnshire:

- Assist the sustainable economic growth of Lincolnshire, and the wider region, through improvements to the transport network;
- Improve access to employment and key services by widening travel choices, especially for those without a car;
- Make travel for all modes safer and , in particular, reduce the number and severity of road casualties;
- Maintain the transport system to standards which allow safe and efficient movement of people and goods;
- Protect and enhance the built and natural environment of the County by reducing the adverse impacts of traffic, including HGVs;
- Improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment;
- Minimise carbon emissions from transport across the County.

Grantham Transport Study

In 2005, Lincolnshire County Council (LCC) commissioned a transport study for Grantham. The aim of this study was to look at all of the issues that relate to transport in the town and set out a range of local proposals to tackle congestion and improve transport options. In 2014 the study was reviewed. This review set out four key aims:

- Making Grantham a better place in which to live, work and shop
- Making alternative ways of travelling more attractive
- Making the most of the railway station;
- Helping people get around town more easily; and
- Catering for new developments

[Grantham Transport Study](#)

Environment

Strategic Flood Risk Assessment (SFRA) 2017

The NPPF and associated Planning Practice Guidance for Flood Risk and Coastal Change (PPG) emphasize the active role Local Planning Authorities should take to ensure that flood risk is understood and managed effectively and sustainably throughout all stages of the planning process. The NPPF outlines that Local Plans should be supported by a Strategic Flood Risk Assessment (SFRA) and Planning Authorities should use the findings to inform strategic land use planning.

The purpose of the revised SFRA is to collate and analyse the most up to date readily available flood risk information for all sources of flooding, to provide an overview of flood risk issues across the District. This will be used by SKDC to inform the application of the Sequential Test for future site allocations. The revised SFRA will also provide more detailed information regarding the nature of flood risk to enable further assessment of those sites where the Exception Test may be required.

[Strategic flood Risk Assessment \(2017\)](#)

Water Cycle Studies (WCS)

A Water Cycle Study (WCS) was completed for South Kesteven District Council in 2011, this was prepared in addition to a town specific WCS for Grantham (January 2010), which was required due to the Town's Growth Point status. The WCS assessed proposed growth for possible implications on the water environment, and water infrastructure. The WCS's results were then used to inform necessary water infrastructure provision, which is included in a Local Development Framework (LDF). The LDF sits alongside the Local Plan to ensure future developments fund the necessary infrastructure needed to support growth. Together the WCS and the LDF demonstrate workable solutions to future constraints or pressures on the water environment and water infrastructure resulting from growth proposed in the previous Local Plan.

[Water cycle Study 2009/2010](#)

Water Cycle Study Update (WCS) 2016

The Water Cycle Study Update (2016) determines whether the conclusions of the 2011 detailed WCS, and the Grantham specific WCS (2010) are still valid, and where required, provides details of additional water cycle solutions (such as infrastructure) required to support future growth and the locations for growth as identified in the draft Local Plan.

[Water cycle study 2016](#)

Points of the Compass 2017

These appraisals divides the areas around certain towns and villages into sections and looks at the constraints of each section, relating them back to the various sustainability themes. This piece of work aids the identification of future directions of growth in these settlements. The points of the compass analysis is contained within the [Sustainability Appraisal \(Point of the Compass 2017\)](#).

Open Space Review 2017

An audit of the existing provision of open space was carried out in 2017. This refreshes the original 2009 Open Space Study and provides a robust evidence base for determining the open space requirements on new development proposals.

[Open Space Review 2017](#)

Review of Local Wildlife Sites 2017

In 2014, South Kesteven District Council commissioned Ecology Consultancy to carry out a review of 208 existing Sites of Nature Conservation Importance (SNCIs) and two additional sites (Langtoft Former Gravel Pits and Grantham Allotments, Harrowby) in order to assess each sites' ecological value and conclude their resulting designation status.

Of the original list of 210 sites scheduled for survey;

- Thirteen sites were de-selected from the review process.
- Two sites (Row Wood & Ringstone Woods and Stainby Warren & Gunby Dale) were split into separate sites and each was assessed separately.
- One site was added (Irnham Hall Grounds)
- Fifty-two sites could not be assessed; 20 of these were sites where it was not possible to determine the landowner or to view the sites from public land and 32 of the sites were owned by nine landowners who refused to give permission for surveyors to access the sites. These sites will remain as SNCIs.
- Access to an additional site, Langtoft Former Gravel Pits was denied and this site will therefore remain without a designation.

Each site was surveyed to identify plant species present and to collect data about a range of other habitat features as defined by the Greater Lincolnshire Nature Partnership (GLNP) (2006) in its guidance for the selection of Local Wildlife Sites (LWS) for the historic county of Lincolnshire. Incidental faunal records were also collected during each survey. The information gathered was then used to evaluate each site against the Local Wildlife Site selection criteria and to make recommendations as to which sites should be considered by the Local Wildlife Sites Panel for designation.

The results were combined with earlier work undertaken by the GLNP to produce the new LWS and SNCI layers on the Policies Map.

[Review of Local Wildlife Sites 2017](#)

Challenges for the Local Plan to address

A number of interrelated issues illustrated by the [District Profile](#) need to be addressed if sustainable growth is to be delivered in South Kesteven. These set the context for the overall vision and objectives of this Plan.

South Kesteven has a number of features that make it an attractive location for sustainable growth and prosperity. These include:

- A location at the heart of England with good regional, national and international transport links
- The attractive rural setting and generally high quality of life
- Reasonable house prices
- Regionally higher educational attainment (at NVQ Levels 1 and 2)
- The availability of employment sites and other development opportunities

Similarly to other locations, South Kesteven also has a number of challenges that need to be considered. These challenges are set out in the table below, and have been categorised as economic, social or environmental issues:

Economic Challenges	Social Challenges	Environmental Challenges
<ul style="list-style-type: none">• High levels of car dependency and outward commuting by South Kesteven residents	<ul style="list-style-type: none">• 625 new homes are needed annually over the period 2011-2036 to meet our Objectively Assessed Need (OAN)	<ul style="list-style-type: none">• Need to protect and enhance local wildlife, its habitats and important natural features
<ul style="list-style-type: none">• A 'skills base' gap – provide access to training to ensure that those seeking to enter the labour market have the right skills to do so.	<ul style="list-style-type: none">• A mix of housing types and tenures is required to meet local needs. There is a particular demand on two and three bed properties, arising from newly forming households and older households seeking to downsize.	<ul style="list-style-type: none">• There are heritage assets at risk within the District. Continue monitoring these and react to any heritage feature at risk within South Kesteven.

Economic Challenges	Social Challenges	Environmental Challenges
<ul style="list-style-type: none"> • Having the right amount and type of employment land/business space. Ensuring employment provision is affordable. There is currently a shortage of available serviced and well located employment sites, and premises, which is constraining the development of new employment opportunities in key locations across the District. 	<ul style="list-style-type: none"> • Numbers of older people living in the District is expected to increase significantly over the plan period - this has significant implications for meeting housing, health and care needs 	<ul style="list-style-type: none"> • Flooding from rivers has limited scope in South Kesteven but surface water run-off may be an issue in some areas.
<ul style="list-style-type: none"> • Promoting sustainable tourism whilst protecting the unique culture, environment and heritage of South Kesteven. 	<ul style="list-style-type: none"> • Increasing need for specialist or extra care housing – support this through targeted new build provision and providing adaptations to existing housing stock 	<ul style="list-style-type: none"> • Some wastewater treatment works in South Kesteven do not have capacity to accept further wastewater from future growth, without an increase in the volumes they are consented to discharge
<ul style="list-style-type: none"> • Raising the awareness of South Kesteven as a place to visit, invest and do business 	<ul style="list-style-type: none"> • Areas such as Stamford with high house prices and shortage of affordable housing. 	<ul style="list-style-type: none"> • Reducing pollution and managing the District's contribution to harmful carbon emissions and climate change.
<ul style="list-style-type: none"> • Supporting and ensuring our market towns are vibrant and attractive to residents and visitors 		

Economic Challenges	Social Challenges	Environmental Challenges
<ul style="list-style-type: none"> • A1, A52, and East Coast Mainline provide strategic transport routes which provide economic opportunities for South Kesteven – there is a need to ensure the District fully exploits these and builds upon the economic growth in Cambridge and Peterborough to the South. 		

Whilst categorising the challenges for the Local Plan aids our understanding of the issues facing the District, as is often the case, issues and challenges are rarely neatly confined to a single category and are often interrelated. So, whilst growth is inevitable if the District is to continue supporting its growing population, growth does not only mean increases to housing and population but also growth in the local economy, increased provision of jobs and improved infrastructure. There are important social, economic and environmental issues which need tackling, inequalities to address, and services to be improved and through a coordinated approach to sustainable growth and supporting development these challenges can be tackled head on.

Delivering Sustainable Growth

The Local Plan plays a key role in delivering the District’s sustainable growth. The Local Plan evidence base establishes the appropriate amount of new homes, jobs, retail and infrastructure needed in the District up to 2036. The Local Plan uses this evidence together with evidence of environmental, landscape and social assets to ensure we plan for an appropriate balance of development in the right locations and of the right scale. This balance will help to achieve sustainable growth where we ensure that changes and development today meet our current and future needs but does not compromise the ability of future generations to meet their needs and have a high quality of life.

Locations for Development

Locations for growth need to be identified for new housing, employment and other development to meet the needs and aspirations of the local community in the period to 2036. The need for new development requires careful consideration and balance against the need to protect South Kesteven's character. While Grantham, Stamford, Bourne and The Deepings are the most sustainable locations for new development, the needs of the rural areas also need to be met. Some development of an appropriate scale is acceptable and sustainable in the larger villages where some local services are available. Development in these locations may help to maintain or enhance the vitality of the community and meet local needs by providing a choice of housing and opportunities for work. New development will need to be located and designed to reflect the fact that much of the District has limited public transport services and is relatively inaccessible without private transport.

Changes to the Prince William of Gloucester Barracks in Grantham have been proposed by the Ministry of Defense (MOD) and are expected to take place during the plan period. Suitable re-uses for this site and any other military bases will need to be determined should they be closed and proposed for other uses.

Creating Sustainable Communities

There is a requirement for 15,625 additional new dwellings in South Kesteven from the period 2011 to 2036. The Local Plan allocates suitable sites to meet this housing requirement and will provide a trajectory which indicates how much housing development is expected to take place in each year of the plan period. The number of older people living in the District is expected to increase significantly over the plan period - this has significant implications for meeting housing, health and care needs, which the plan needs to positively respond to. There will be a need to plan for self-build and custom house building and to meet any requirements for starter homes that may be introduced by the government.

There is also a need to identify suitable sites for Gypsies and Travellers in South Kesteven District. The Gypsy and Travellers Accommodation Needs Assessment (GTAA) has identified a need for up to 32 pitches for Gypsies and Travellers to 2036 and 9 yards (or plots) for Travelling Showpersons until 2036. This need can be accommodated within the District through careful consideration of both the needs of the travelling community and the settled community. The relevant policies are contained within the [Meeting Housing Needs](#) section under sub-section [Gypsies and Travellers](#).

Building our Economy and Supporting Infrastructure

New land for employment will be needed to meet the needs of existing employers and to attract new ones into South Kesteven. At present there are high levels of out commuting from South Kesteven to surrounding areas while conversely existing employers find it difficult to recruit staff. Although wages of residents are slightly higher than the East Midlands regional average, there is a limited range of work opportunities in the District and workplace based earnings and skills are lower than regional averages. There is a need to ensure that those seeking to enter the labour market have the right skills and that we understand the demand for skills in our employment market so that access to training is appropriate. The needs of the rural economy need to be catered for, including farm diversification and use of redundant farm buildings. Tourism is an important element of South Kesteven's economy and suitable policies are needed to promote tourism development in suitable locations. All four market towns act as the main service centres and need to maximise their appeal to visitors, businesses and investors. The vitality and viability of the town centres needs to be positively enhanced. This includes making appropriate provision for new retail and leisure facilities and environmental enhancements where needed. There is a need to maximise the locational potential of parts of the District with good access to the A1, A52 as well as the East Coast mainline, as these strategic transport routes provide economic opportunities. Sustainable forms of transport need to be improved and further integrated in order to encourage public transport, walking and cycling as alternatives to car travel.

Sustaining our Environment

The high quality of the District's landscape and countryside, cultural heritage, archaeological and built environments should be protected and enhanced, with the importance of local distinctiveness recognised. The design of new development should be of the highest quality to take account of the need to reduce the opportunities for crime, fear of crime and anti-social behaviour, ensuring that the natural and built environment is not adversely affected and new development reflects energy, resource efficiency and waste management issues. There is a need to protect natural resources and conserve and enhance biodiversity by protecting wildlife and its habitats whilst promoting "green infrastructure" through new and existing development. The need for open spaces and opportunities for recreation facilities also requires careful consideration. The effects of climate change require consideration, including any contribution towards meeting renewable energy targets. Proposals and locations for energy generation from renewable sources must comply with the relevant Local Plan policies and new developments should consider the scope for on-site power generation.

Duty to Cooperate

The Duty to Cooperate was introduced by the Localism Act 2011, and amends the Planning and Compulsory Purchase Act 2004. It places a legal duty on local planning authorities, like South Kesteven, to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters.

This means that South Kesteven District Council has a “Duty to Co-operate” with neighbouring authorities, and the authorities should work together to ensure that all strategic issues arising from this Local Plan, and others, which may have cross boundary implications are appropriately considered.

The Duty to Cooperate is not a duty to agree, but local planning authorities should make every effort to secure the necessary cooperation on strategic cross boundary matters before they submit their Local Plans for examination. Local planning authorities must demonstrate how they have complied with the duty at the independent examination of their Local Plans. If a local planning authority cannot demonstrate that it has complied with the duty then the Local Plan will not be able to proceed further in examination.

South Kesteven is actively engaged with the three other authorities of the Peterborough Sub-Regional Housing Market Area. These are:

- Peterborough City Council
- Rutland County Council
- South Holland District Council

The four planning authorities have been collaborating on an ongoing basis to meet the requirements of the NPPF. The main outputs from this collaboration have been a joint SHMA and two subsequent updates, which identify the scale and mix of housing needed across the Housing Market Area between 2011 and 2036. This sets out the definitive position on objectively-assessed housing need for each of the four local authorities.

Duty to Cooperate

A Memorandum of Understanding (MOU) has been prepared and signed by the four authorities. This sets out the agreed position between the authorities with regards to objectively-assessed housing need and confirms that the full housing need for the Housing Market Area can be met by each local authority.

The MOU provides a clear demonstration that the four authorities have effectively cooperated to plan for issues related to objectively-assessed need and consequential cross-boundary impacts.

[Memorandum of Understanding relating to the Peterborough Sub-Regional Housing Market Area 2017](#)

2. The Vision for South Kesteven's Local Plan

The vision for South Kesteven's new Local Plan looks to maximise the potential of the District, through supporting the delivery of jobs, growing the economy, enhancing the role of the town centres, and enabling villages and smaller settlements to deliver appropriate forms of sustainable growth. Together these will aim to provide a high quality of life to residents throughout the District, making South Kesteven a place where people want to live, work, invest and visit.

2036 Vision for South Kesteven

In 2036 South Kesteven will continue to be a vibrant part of Lincolnshire. It will have strong links to the growing economies of Peterborough, Cambridge and London, in particular. The distinctive local character, unique local heritage and environmental and cultural assets will be a source of enjoyment of all.

The District will have a successful, diverse economy providing employment opportunities for the local workforce, who are equipped with a wide range of skills to meet employer needs. It will be an area of sustainable, high quality growth and a popular place to work, live, visit and invest in.

South Kesteven will provide a high quality of life, consisting of sustainable urban and rural communities where people want to live and work and are able to do so in a range of different environments. The District will be a safe place to live with strong communities.

The network of town and village centres will grow and develop appropriately, according to their size, and will provide a range of accessible services in a good environment. This will be achieved by:

- Creating the right balance of jobs, housing, services 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 that is welcoming to all.

Grantham

Grantham's role as the Sub-Regional Centre will be strengthened through significant housing and employment growth. The town will capitalise on its status as the sub-regional centre for Southern Lincolnshire and its position between Lincoln and Peterborough. The town will develop employment opportunities, particularly through the

provision of a new junction to the A1 as part of the proposed Southern Relief Road, making Grantham an even more successful sub-regional centre and leisure destination, providing for both the local community and visitors from a wider area.

A new major Sustainable Urban Extension to the south of the town will be developed at Spitalgate Heath following the “garden village” principles, there will be further significant residential development to the north and north-west of the town.

New employment opportunities, together with the good educational offer of the town, will help to retain and develop skills and talent.

The town centre will a safe and attractive environment for people to shop, live and spend their leisure time. Pedestrians and other non-car users can move around safely and comfortably and there will be improved walking and cycling links from surrounding residential areas.

Stamford

The town will grow through a sustainable urban extension to the north providing a vibrant, well-designed, appropriately structured development that addresses local housing need and provides tangible benefits for both new and existing residents. The Stamford North Extension (SNE) will foster high quality public realm, built form and landscaping, whilst enabling the essential character of the historic town to be preserved.

Stamford will remain as a historic town with a rural market town and thriving tourist destination. The important heritage assets and green spaces will be preserved.

The local economy will be supported through the supply of land to develop a diverse, range of employment opportunities, resulting in a vibrant and modern economy, with increased jobs and enhanced prosperity that has capitalised on the location close to the A1 and links with Peterborough and Cambridge. The growth will be supported by improvements to infrastructure and services and will enable all sections of the community to enjoy a sustainable way of life.

Bourne

Bourne will have further developed its distinctive market town role. Elsea Park will be completed and well integrated into the town. Other small scale residential development will support this urban extension.

The Plan will preserve Bourne’s defining assets, including the heritage assets and green spaces. The economy of the town will be supported through the supply of appropriate land to develop a robust modern economy to increase jobs and enhance prosperity, particularly with respect to its relationship with food production and the Fenland economy. The growth will be supported by improvements to infrastructure and services and will enable all sections of the community to enjoy a sustainable way of life.

The Deepings

The Deepings will have further developed its distinctive market town role. Planned growth will take place through new developments to the east, north and west of the town to meet local needs and respond to market demands.

The Plan will seek to ensure that The Deepings' defining assets, are retained and enhanced, as are the important heritage assets and green spaces.

The economy of the town will be supported through the supply of appropriate land to develop a diverse, vibrant and modern economy to increase jobs, enhance prosperity and provide a better balance between housing and employment growth. The growth will be supported by improvements to infrastructure and services and will enable all sections of the community to enjoy a sustainable way of life

Villages and Countryside

Outside the four main towns, new development will be focused primarily on those villages where there are good levels of services and facilities, having regard to the environmental and infrastructure capacity of those villages and the desire to safeguard existing services and employment.

All villages will retain their diversity and vitality, with thriving communities, well planned and carefully managed development. The villages will have sufficient jobs and homes for local people. Larger villages will continue to provide the necessary day-to-day services to ensure rural communities have choice in terms of homes, work and recreation.

The specialised needs of rural communities will be met through appropriate development that meets local needs. The diversification of the rural economy will be encouraged while recognising the importance of supporting the important agricultural economy and protection of important environmental assets.

Strategic Objectives for the Local Plan

To help prepare detailed policies and proposals, the overarching objectives of the Local Plan need to be clearly set out. The objectives listed below have been used in a consistent way in both this document and the parallel Sustainability Appraisal process. As before, with the challenges facing the Local Plan, the Strategic Objectives have been categorised as either economic, social or environmental.

The table below details the Strategic Objectives of the Local Plan;

Economic Enhancing Prosperity	Objective 1	To welcome and encourage development that supports the sustainable growth and diversification of the local economy
	Objective 2	To develop a strong, successful and sustainable economy that provides a range of employment opportunities for local people by: Providing a range of well-located sites and premises for employment Supporting the retention of existing jobs and the development of local businesses Promoting additional growth and diversification of the District's economy, particularly in "knowledge-rich" business and higher skill level jobs Actively attracting inward investment: Encouraging the attainment of high educational qualifications and skill levels; and Stimulating tourism. Supporting the important agricultural economy and protecting quality farmland
	Objective 3	To broaden and diversify the employment base of the District to meet the needs of a changing local economy by: Identifying development opportunities for specific employment sectors within Grantham, Stamford, Bourne and The Deepings; Ensuring an adequate and appropriate supply of land and premises; Increasing inward investment; and Encouraging appropriate employment and diversification schemes to assist the rural economy and supporting existing employment uses in sustainable and accessible locations throughout the District.
	Objective 4	To strengthen the economic vitality and viability of town centres by adapting to changing consumer patterns in shopping and leisure.
	Objective 5	To facilitate and sustain a network of sustainable communities which offer a sense of place, that are safe, inclusive and can respond to the needs of local people, establishing an appropriate spatial strategy that will guide the scale, location and form of new development across the District, providing the long term basis for the planning of South Kesteven.

		Objective 6	To facilitate and enhance the role of Grantham as an important Sub-Regional centre by ensuring the town is the main focus for new housing, employment and other facilities, as well as enhancing the role and function of the market towns of Stamford, Bourne and The Deepings.
		Objective 7	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.
		Objective 8	To retain and improve accessibility for all to employment, services, community, leisure and cultural activities through: Integrating development and transport provision, ensuring new development is located where it is most accessible by a range of modes of transport; Retaining and upgrading existing infrastructure related to transport and communications; and Ensuring choice and encouraging the use of public transport, walking and cycling, for as many journeys as possible.
		Objective 9	To make provision for an adequate supply and choice of land for new housing, employment, retail, leisure, culture and other necessary development, to meet the needs of the District to the year 2036, and in so doing improve the quality of life for all, whilst safeguarding the best and most versatile of our agricultural land.
	Social Housing and Community Needs	Objective 10	To ensure that new residential development includes a mix and range of housing types which are suitable for a variety of needs, including the need for affordable and local-need housing in the District.
		Objective 11	To support new and existing community infrastructure, and to ensure that relevant community and other infrastructure such as facilities for leisure, open space, green infrastructure, health, education, affordable housing, transport, water infrastructure and the arts arising from new development is delivered through on and off site contributions.
	Environmental Protection and Enhancement of Environment	Objective 12	To protect and promote the enhancement, sensitive use and management of the District's natural, historic and cultural assets and the built environment through good design that respects important local characteristics, ensuring new development is well designed, promotes local distinctiveness, integrates effectively with its setting and secures community safety.
		Objective 13	To plan for and reduce the impacts of climate change including ensuring that new development is not exposed unnecessarily to the risk of flooding or increases the risk of flooding elsewhere.
		Objective 14	To promote the prudent use of finite resources and the positive use of renewable resources, through the design, location and layout of development and by optimising the use of existing infrastructure, wherever possible.

3. Presumption in Favour of Sustainable Development

The spatial policies are intended to provide the overarching framework for development within the District, providing the locational strategy to be adopted when allocating land for development. Government policy through the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) is to promote the more efficient use of land by locating development, wherever possible, on previously developed land in sustainable locations.

SD1: Presumption in Favour of Sustainable Development

When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, in order to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application, or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise - taking into account whether:

- any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole;
- or specific policies in that Framework indicate that development should be restricted

SD2: The Principles of Sustainable Development in South Kesteven

Development proposals in South Kesteven will be expected to minimise the impact on climate change and contribute towards creating a strong, stable and more diverse economy. New development proposals shall consider how they can proactively minimise:

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

avoid:

- development of land at risk of flooding or where it would exacerbate the risk of flooding elsewhere

encourage:

- the use of previously developed land or conversion or redevelopment of vacant and under-used land and buildings within settlements before the development of new greenfield land

enhance and maintain:

- the character of the towns, villages and landscape;
- the District's environmental, cultural and heritage assets;
- the provision, or contribution towards any services and infrastructure needed to support the development

Spatial Strategy and Settlement hierarchy

The Local Plan needs to plan for the future provision of new housing. The population of South Kesteven District is expected to grow by 26,168 residents across the plan period, and that growth in population is translated into a need for additional new housing throughout the district.

Previously the Core Strategy had a requirement for 13,600 new homes from the period 2006 to 2026. This equated to a minimum requirement of providing an average of 680 new homes annually. To date 8,784 new homes have been completed against the Core Strategy's target figure of 13,600, roughly in line with the minimum requirement.

However, since the Core Strategy was adopted there has been considerable change to national planning policy, and the District's demographic profile. The SHMA update (2017) assessed the Objectively Assessed Need for South Kesteven as an average 625 dwellings per annum. This equates a minimum requirement to provide an additional 15,625 new homes over the plan period.

Between 2011-12 and 2015-16 there have been 2,942 housing completions, and there are 9,302 other new dwellings already planned for or consented. The remaining amount, 3,381 dwellings, will be provided for in the new Local Plan as a minimum. Details on housing completions are recorded in the annually produced [five-year housing land supply assessment](#).

Having a strong known supply is a good position for the Local Plan to be in, as it means that only the most suitable and sustainable land options need to be considered in order for the District to meet its housing need. It also enables the District to consider promoting more land for development which is a position supported by National Planning Policy.

Based on the context, vision and objectives of the Local Plan, [Policy SP1](#) sets out the overarching spatial strategy for the Local Plan. This is then followed by [Policy SP2 - Settlement hierarchy](#).

SP 1: Spatial Strategy

The Local Plan will deliver sustainable growth across the District and throughout the Plan Period (2011 – 2036). The Objectively Assessed Need for South Kesteven is 15,625 new dwellings. This equates to 625 new homes for each year of the plan period.

To do this the Local Plan sets a series of allocations to meet both housing and employment need throughout the plan period. All allocations proposed in the plan are the most suitable and sustainable development options. The plan allocates a variety of site types and sizes to ensure choice is provided to the market and deliverability supported.

The overall strategy of the Plan is to deliver sustainable growth, including new housing and job creation, in order to facilitate growth in the local economy and support local residents. The focus for the majority of growth is in and around the four market towns. Development should create strong, sustainable, cohesive and inclusive communities, making the most effective use of previously developed land (where possible) and enabling a larger number of people to access jobs, services and facilities locally. Development should provide the scale and mix of housing types that will meet the identified need for South Kesteven (as informed by the Peterborough Sub Regional Housing Market Assessments (SHMA)) and a range of new job opportunities in order to secure balanced communities (as informed by the Employment Land Study (ELS)).

Decisions on investment in services and facilities, and on the location and scale of new development, will be taken on the basis of the Settlement Hierarchy.

Grantham is a sub-regional centre and to ensure that Grantham continues to function effectively as a sub-regional centre both for the District and wider region, the majority of growth both already consented and proposed in the Local Plan is focused on Grantham.

The four towns - Grantham, Stamford, Bourne and The Deepings offer services and facilities to their local communities as well as supporting the network of larger villages and smaller settlements located around them. To ensure the continued success of these Market Towns development proposals which support and enhance their role as service centres will be supported. The Local Plan will aim to protect existing retail and community facilities and to ensure that new housing and employment-generating development is sustainably located so as to compliment the natural and built environments of the four Towns.

After the four main towns – Grantham, Stamford, Bourne and The Deepings. The Larger Villages ([as listed in Policy SP2](#)) are considered to be the next most sustainable locations for growth within the District and therefore should positively contribute towards meeting the Districts overall growth needs. Allocations are proposed in some of these settlements, and the appropriateness of these sites has been demonstrated through a separate appraisal process.

Infrastructure capacity issues have been identified at some settlements and planning applications will be expected to help address the deficiencies in infrastructure, where relevant.

The Larger Villages not only support their own communities but also fulfil the role of being a service centre to the smaller settlements and rural areas around them. Development within the Larger Villages may help to retain or improve the range of services available to both the larger villages and the other settlements served by them. The capacity of services (such as education, sewerage and water disposal) in some of these larger villages is at or near capacity. In some cases a planned new development may bring about the provision of additional infrastructure which will resolve these issues. However, to ensure that existing infrastructure is not overstretched, outside of the allocated sites other development within the Larger Villages will be carefully managed and should be small scale (generally expected to be on sites of no more than 11 dwellings).

In the small villages, there is limited capacity to accommodate new development, and whilst previously development was completely restricted in these locations, it is the intention of the Local Plan to allow small, sensitive infill developments (generally expected to be no more than 3 dwellings) so that these smaller communities can positively respond to the housing needs of their people.

For development proposals on the edge of a settlement these shall only be considered appropriate on land that is substantially enclosed but outside of the urban form of a settlement and where its edge is clearly defined by a physical feature that also acts as a barrier to further growth (such as a road). The proposal should not visually extend building into the open countryside.

In the open countryside development proposals will be restricted, unless exceptional circumstances apply. This will ensure that development is located in the most sustainable and suitable locations, but also enables those essential needs of rural communities and the rural economy to be accommodated.

SP 2: Settlement Hierarchy

In order to address the District's growth needs the Local Plan proposes that:

- the majority of development will be focused in Grantham in order to support and strengthen its role as a Sub-Regional Centre. New development proposals will be supported on appropriate and deliverable brownfield sites and on sustainable greenfield sites (including urban extensions), where development will not compromise the town's nature and character.
- development which maintains and supports the role of the three market towns of Stamford, Bourne and the Deepings, will be allowed, provided that it does not compromise their nature and character. Priority will be given to the delivery of sustainable sites within the built up part of the town and appropriate edge of settlement extensions.
- In the Larger Villages, defined below, appropriate development will be supported, provided that it does not compromise the nature and character of the settlement.

<i>Ancaster</i>	<i>Barkston</i>
<i>Barrowby</i>	<i>Baston</i>
<i>Billingborough</i>	<i>Caythorpe</i>
<i>Colsterworth</i>	<i>Corby Glen</i>
<i>Great Gonerby</i>	<i>Harlaxton</i>
<i>Langtoft</i>	<i>Long Bennington</i>
<i>Morton</i>	<i>South Witham</i>
<i>Thurlby</i>	

SP 3: Infill Development

In all settlements infill development, which is in accordance with all other relevant Local Plan policies, will be supported provided that:

- i) it is within a substantially built up frontage or re-development opportunity (previously development land);
- ii) it is within the main built up part of the settlement;
- iii) it does not cause harm or unacceptably impact upon the occupiers amenity of adjacent properties;
- iv) it does not extend the pattern of development beyond the existing built form; and
- v) it is in keeping with the character of the area and is sensitive to the setting of adjacent properties.

SP 4: Development on the Edge of Settlements

Proposals for development on the edge of a settlement, which are in accordance with all other relevant Local Plan policies, will be supported provided that the following essential criteria are met.

The proposal must:

- i) demonstrate clear evidence of substantial support from the local community through an appropriate, thorough and proportionate pre-application community consultation exercise;
- ii) be well designed and appropriate in size / scale, layout and character to the setting and area;
- iii) be adjacent to the existing pattern of development for the area;
- iv) be appropriate to the landscape, environmental and heritage characteristics of the area and;
- v) In the case of housing development, meet a proven local need, for affordable housing as a rural exception and/or seek to address a specific targeted need for local market housing;

Schemes for local affordable housing as a rural exception, must demonstrate that;

- a) they are justified by demonstrable evidence of local need, via an appropriate local housing needs survey and;
- b) the scheme meets the need of current residents who are in need of affordable housing, or those who have a local connection to the area as defined in the Council's published housing allocations policy; and
- c) the occupation of the dwellings will be secured in perpetuity to meet local need.

Schemes for local market housing, on the edge of settlements, must demonstrate to the Council's satisfaction that:

they meet specific market housing need of current residents or those who have a local connection to the area.

As an exception the Council may consider market housing which does not fulfill a local need or relate to a local connection in order to cross-subsidise essential affordable housing provision, which is located on the edge of settlements. In such cases the total number of market dwellings must:

- 1. not exceed the number of affordable homes needed
- 2. be supported by the submission of a robust viability assessment which demonstrates that the scheme only promotes the minimum number of market houses required to make the scheme viable (viability assessment will be independently verified) and;
- 3. guarantee the delivery of the associated affordable housing provision.

In addition to the essential criteria above, applicants must demonstrate how their proposal :

- would not compromise the delivery of a permitted or allocated development

- site/s in the area or area immediate surrounding the proposal, in particular opportunities to bring forward previously developed land; and
- will not have a detrimental cumulative impact on the social, physical and environmental quality of the area.
- Accords with either the Grantham or Stamford Capacity and Limits to Growth studies, or for sites in the Larger Villages, accords with the points of the compass analysis contained within the Sustainability Appraisal.

SP 5: Development in the Open Countryside

Development in the open countryside will be limited to that which has an essential need to be located outside of the existing built form of a settlement.

In such instances, the following types of development will be supported:

- agriculture, forestry or equine development
- rural diversification projects
- replacement dwellings (on a one for one basis) or;
- conversion of buildings provided that the existing building(s) contributes to the character or appearance of the local area by virtue of their historic, traditional or vernacular form; and
- are in sound structural condition; and
- are suitable for conversion without substantial alteration, extension or rebuilding, and that the works to be undertaken do not detract from the character of the building(s) or their setting.

Protecting Existing Community Facilities and Providing New Facilities

The on-going provision of local services and facilities is of critical importance to the sustainability of the District's towns and villages. Proposals that would result in the loss of existing community facilities will be resisted, unless it can be demonstrated that the facility is no longer viable, there are alternative facilities to meet the local need at an equally accessible location, or an alternative local service/facility is proposed.

The settlement hierarchy ranks settlements based on various factors, such as the availability of local services and access to sustainable transport options. The settlement hierarchy aids decision making as it identifies those settlements most suitable for accommodating new homes, new jobs and investment in services, facilities and infrastructure.

The District's four towns provide a wide range of local services and facilities which serve a much wider population. Whilst the majority of these facilities are located within the town centres, communities are also served by more localised facilities such as corner shops, public houses, schools and GP's. Maintaining the role of town centres and smaller local centres within the towns plays an important role in promoting and supporting sustainable lifestyles.

The Larger Villages are the most sustainable villages in the District and as such they will be the focus for development outside of Grantham, Stamford, Bourne and the Deepings. The assessment of the larger villages took the following into consideration: Primary school, food shop, public transport, village hall, post office, public house, open space, play space, doctor, police / fire, secondary school, other businesses. The sustainability of these settlements could be undermined if services are lost or facilities significantly reduced.

Whilst not acting as service centres, the small villages and rural areas also have services and facilities that also need to be protected therefore policy [SP 6: Retention of community services and facilities](#) should apply in these locations also.

Community facilities are not defined in the Plan, although they could include: community/village halls, village shops, post offices, schools, health services, care homes, public houses, playing fields and allotments. It is not intended that this list is exhaustive, and any facility or service which enjoys wide support could be regarded as belonging to the "community". A vital community role is provided by public houses, village shops, post offices, community halls and garages.

SP 6: Retention of Community Services and Facilities

Applications for the change of use of all community facilities which would result in the loss of community use will be resisted unless it is clearly demonstrated that; there are alternative facilities available and active in the same area which would fulfil the role of the existing use/building, and

the existing use is no longer viable (supported by documentary evidence), and there is no realistic prospect of the premises being re-used for alternative business or community facility use.

The proposal must also demonstrate that consideration has been given to: the re-use of the premises for an alternative community business or facility and that effort has been made to try to secure such a re-use; and the potential impact closure may have on the area and its community, with regard to public use and support for both the existing and proposed use.

Proposals for new community facilities will be supported, and should wherever feasible:

- Prioritise and promote access by walking, cycling and public transport.

Community facilities may have a local or wider catchment area, and their accessibility should be considered proportionately relative to their purpose, scale and catchment area and:

- Be accessible for all members of society;
- Be designed so that they are adaptable and can be easily altered to respond to future demands if necessary; and
Where applicable,
- where applicable be operated without detriment to local residents: this especially applies to facilities which are open in the evening, such as leisure and recreation facilities

Economic Prosperity

This section sets out how this Plan will aim to meet the objectives of the Council's Economic Development Strategy in order to deliver strong and sustainable local economic growth in South Kesteven. It also seeks to take account of the aims of national guidance by ensuring that well located, good quality employment land which is attractive to businesses is allocated in appropriate, accessible and sustainable locations. This Local Plan is both aspirational and realistic in supporting job creation and prosperity by taking a positive approach to sustainable local economic growth.

National, Regional and Local Policy

The National Planning Policy Framework (NPPF) outlines the principles that Local Planning Authorities should follow in preparing their evidence base to inform employment land policies.

The NPPF also sets out the Government's requirement for how employment policy should be shaped in Local Plans. It highlights that the Government is committed to securing economic growth in order to create jobs and prosperity and sets out that its commitment to ensuring the planning system does everything it can to support sustainable economic growth. Planning needs to operate to encourage sustainable economic growth and not act as an impediment to it. To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of businesses and support an economy fit for the 21st Century. South Kesteven has extensive rural areas and the NPPF recognises that planning policies should also support economic growth in rural areas in order to promote a strong rural economy.

South Kesteven is a founding member of the Greater Lincolnshire Local Enterprise Partnership (GLLEP), although there is also a strong functional economic relationship to the south of the District with the Greater Cambridge and Greater Peterborough Local Enterprise Partnership (GCGPLEP). The GLLEP has identified a number of key growth sectors within the local economy which can be exploited to grow the economy and create additional job opportunities. These sectors are: Renewables; Care Services; Visitor economy; Ports and Logistics; Manufacturing; and Agri-food. The GLLEP's Strategic Economic Plan sets ambitious growth targets for the entire Greater Lincolnshire economy, with high level estimates suggesting economic growth of £3.2 billion and delivering up to 100,000 new homes.

South Kesteven forms part of the Greater Peterborough functional economic area which is aligned to the Strategic Housing Market Area covering the local authorities of Peterborough,

South Holland and Rutland. This area in turn forms part of the Greater Cambridge and Greater Peterborough Local Enterprise Partnership (GCGP LEP). The GCGP LEP area covers Cambridgeshire, Peterborough, Rutland, Cambridge, East Cambridgeshire, Fenland, Huntingdonshire and South Cambridgeshire Districts but beyond these administrative boundaries the economic influence extends to parts of North Hertfordshire, Uttlesford, St. Edmundsbury, Forest Heath, South Holland, and King's Lynn and West Norfolk. In total, the LEP area boasts a population of 1.3 million, around 700,000 jobs and 60,000 enterprises. The GCGP LEP goal is to develop an internationally competitive, nationally significant economy bringing together the diverse strengths of the area. Priorities for growth across the LEP area and the whole of its economy are set out in the Strategic Economic Plan (SEP) (2014) which was submitted to Government as part of the Growth Deal process. The SEP aims to realise the area's significant potential for continued growth through a range of targeted interventions

The Economic Development Strategy for South Kesteven highlights that the future economic goals should focus on:

- More and “better” jobs – to address the relatively low job density, the low workplace productivity, occupational profile, and poor density of employment in high growth, high value sectors;
- Strengthening skills progression – building on our excellent schools to ease progression to NVQ3/4 and higher level skills alongside a strategy that takes advantage of our excellent quality of life to encourage enterprise and create local employment alternatives to commuting;
- Encouraging innovation and enterprise – to build upon business strengths (engineering, agrifood, specialist manufacturing, financial/business services, visitor economy) to improve competitiveness, productivity and our reputation for attracting and retaining business investment;
- Place-making: making our places, particularly our four towns as employment centres (and especially the town centres within these), work much better for businesses in order to retain and attract investment and jobs – a strong focus to be on our ambition to establish Grantham as a leading sub-regional centre.

Local Issues

The Council commissioned a review to the District's Employment Land Study (ELS) in early 2015. The ELS provides an assessment of supply and demand of employment land in the district to form an evidence base to support the review of policies and preparation of South Kesteven's new Local Plan.

The ELS has been used to inform the future approach to the provision, protection, release or enhancement of employment land and premises. The review updates and builds on the existing employment land evidence base and the 2010 Employment Land study. The process for selecting existing and potential employment sites to survey corresponds to the National Planning Practice Guidance (NPPG). This includes all those employment clusters surveyed as part of the 2010 ELS and a number of additional clusters identified since 2010. In total 57 employment clusters were assessed as part of the study.

The ELS demonstrated a high degree of take-up of land allocated for employment use in the District and puts forward a strategy for new allocations based on sustainability principles. These principles are:

- The District has historically seen a good take up of employment land allocations, but the current shortage of available, serviced, well located allocated sites is constraining the development of new employment opportunities in key locations.
- Redevelopment of existing employment sites and premises for non-employment uses should be carefully considered and restricted where sites are considered to be suitable for modern business uses.
- Where employment land has been lost to other uses there could be a need to provide additional employment land to compensate for that loss.
- The A1, A15, A52 and A607 are strategic transport routes which provide important economic opportunities for the District, especially for storage and distribution uses which have not to date been capitalised upon by the district.
- There is the opportunity for Grantham to more fully exploit its excellent rail connections and proximity to the A1.
- With appropriate land allocations there is a real opportunity to meet modern demands for office (Business Park), industrial and distribution sectors and capitalize upon the growth of such sectors in key locations.
- In order to achieve sustainable growth, there is a need to redress the balance between housing development and employment opportunities in parts of the District, particularly Stamford, Bourne and the Deepings, where in recent years housing growth has dominated, sometimes to the detriment of employment provision.

The recommendations of the study have been used together with the District Council's own objectives and aspirations to establish realistic and deliverable targets for new employment land supply.

The Local Plan aims to ensure that there is sufficient employment land available in the right places to support a strong and growing economy. The plan also aims to provide flexibility and choice to the market in seeking to facilitate high levels of growth, capitalising on the strengths and opportunities in South Kesteven. Overall, the employment policies aim to meet the following objectives:

- Delivering a “step-change” in the local economy of Grantham in order to attract investment and jobs in order to make the town a leading sub-regional centre;
- Providing choice to the market so that business and job growth is not constrained by the lack of suitable available sites;
- Making it easier for key growth sectors and growing businesses to achieve their potential;
- Encouraging new inward investment as well as the growth of indigenous businesses;
- Supporting innovation and enterprise.

A key need is bringing forward serviced land for employment use, in suitable locations, in a timeframe that meets market demands as well as the growth requirements as set out in this Local Plan. Initially, the Council has identified key strategic sites where it will particularly focus attention and work with landowners and developers to facilitate servicing the land and making it available for development. The Council particularly wishes to see the first buildings on each site. These sites are identified within the Council's Economic Development Strategy and have been chosen because of locational factors and/or due to the specific contribution their development would make to enhancing the local economy.

[Policy E1](#) recognises the strategic significance of key employment sites across the District in line with the Council's economic development strategy. The Grantham Southern Gateway is a site of some 96 hectares and provides for major investment opportunities for sustainable employment to support the growth of Grantham, taking advantage of direct access to the A1 and proposed Southern Relief Road (illustrated in Figure 3). As part of a balanced employment offer, some parts of this strategic site may be suitable for other employment generating uses outside B use classes, as specified in Policy E1 below.

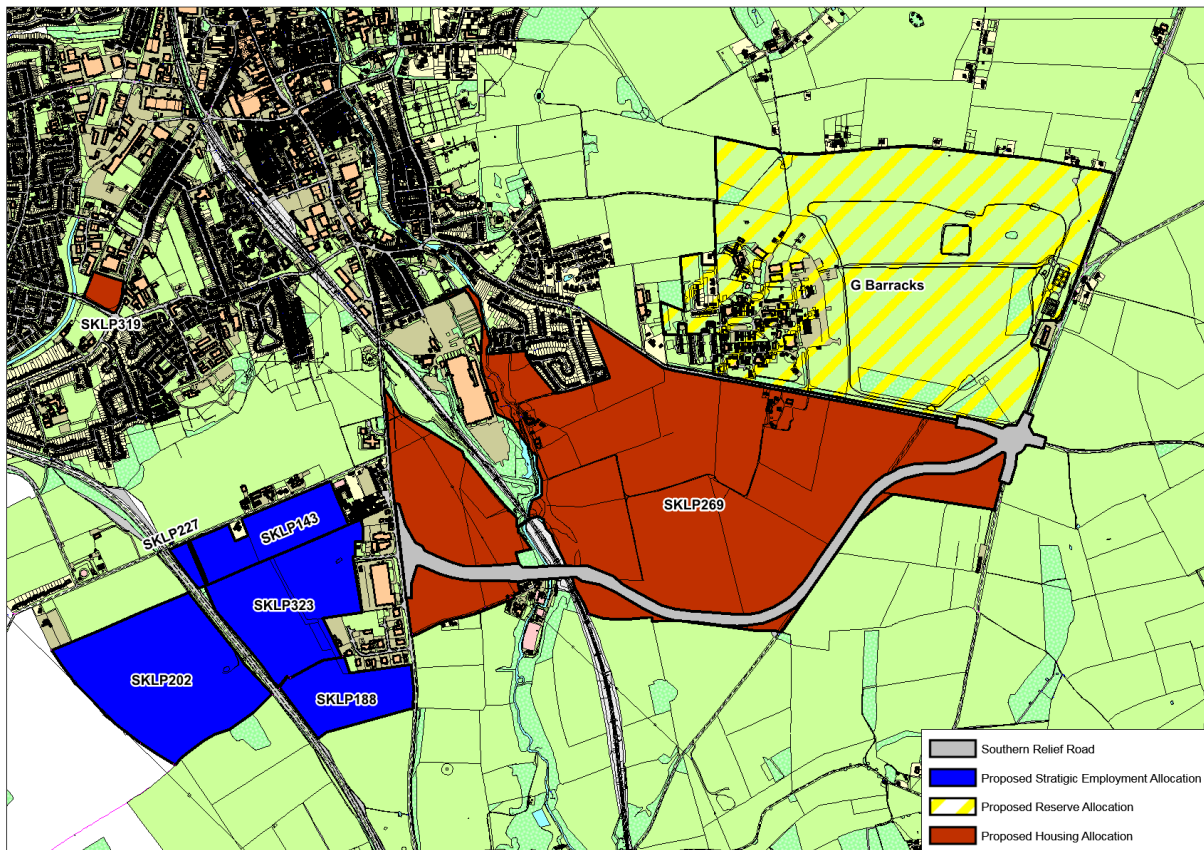


Figure 3 - Illustration of Grantham Southern Gateway (Policy E1)

The Exeter Fields/Empingham Road site in Stamford offers the opportunity to provide high quality employment accommodation next to the A1 as part of a mixed use development scheme. The site to the south of Spalding Road in Bourne is well located for employment development potentially aimed at supporting the growth of agri-food businesses. Two strategic sites in the Deepings, at Peterborough Road and Northfields, likewise are well located to provide employment to meet the growing needs of local businesses, particularly building upon the success of the nearby Eventus Business Innovation Centre.

The strategy of Policies E1 and E2 is to focus economic development on Grantham in the first instance, and then the other three market towns and the A1 corridor. In terms of quantity of land needed, the Employment Land Study (ELS) identified the future demand for jobs, and employment land and premises in South Kesteven. There is a need for Grantham to increase its supply of attractive modern office and business premises; in particular, the need for high quality business park premises with good access to the strategic highway network has been identified. Access to the strategic highway network also means that Grantham is well placed to accommodate major visitor attractions. The housing growth expected in the town over the plan

period will require the creation of a considerable number of new jobs if out-commuting is to be reduced.

The strategy for Stamford is to provide for high quality modern office and industrial premises and ancillary uses. Whilst the redevelopment of suitable previously developed land and sites within the town centre will be a priority, it is acknowledged that additional employment land will also need to be identified. To address this, sites which afford good access to the strategic road network and which can be sympathetically integrated within the local landscape will be identified and allocated.

In Bourne, there is a need to match housing growth with opportunities for employment and to improve the vitality and viability of the town centre. In the Deepings a supply of employment land will ensure that demand for sites and premises for new and existing local employment opportunities can be met.

Overall the employment strategy will help to create a better balance between homes and jobs in all four towns, providing the opportunity to reduce out-commuting in the south of the District and create a sustainable pattern of development. To take account of the strategic highway connections offered by the A1 land has also been identified (including, Grantham, Great Gonerby, and Roseland Business Park, Long Bennington) which could accommodate a proportion of B2: General Industrial and B8: Storage and Distribution Development.

To meet the objectives of the Council's Economic Development Strategy the Council will encourage businesses of all sizes, including entrepreneurs, by ensuring that a portfolio of land and buildings, with a range of sizes, uses and locations, with access to a good transport network is available. This will support the delivery of a successful, competitive and well-balanced business environment across the district.

The Council's objective to broaden and diversify the employment base of the District will be delivered by identifying development opportunities and sites for employment use within Grantham, Stamford, Bourne and the Deepings. This will be supplemented by encouraging appropriate rural employment, tourist related opportunities and appropriate diversification schemes in the district's rural areas.

Proposals will be supported which assist in the delivery of economic prosperity and job growth in the area. Further land will be brought forward towards the end of the plan period, if demand is proven under the "plan, monitor, manage" approach.

The Employment Land Study (ELS) (2015) identifies a need for between 46.7ha to 79.1ha of industrial land and 21,800sqm to 27,400sqm of office floorspace in the District from 2015 to 2036. The proposed allocations seek to meet the top end of this requirement and allocate a further 72.91 hectares of employment land, in order to offer choice to the market. In total the Local Plan proposes 154.75 hectares of employment land (detailed under Policies E1 and E2).

Whilst this is significantly higher than the requirement identified in the ELS, over half of the allocations were included in the previous Local Plan. The new Local Plan seeks to offer choice to the market through the identification of new land for a range of employment uses, whilst also maintaining the economic focus of previously identified employment sites.

These employment allocations will translate into jobs for the local economy. To demonstrate this, the table below sets out the number of jobs that the target levels of employment land, as identified in the ELS would achieve. These calculations are based on the Homes and Communities Agency (HCA) standard job densities assumptions.

Use Class	Category	Sector	Density requirement per employee (sqm)	Identified requirement office space (lower) (21,800 sqm)*	Identified requirement office space (upper)(27,400 sqm)*	Identified requirement industrial space (lower)(28ha / 280,000 sqm)*#	Identified requirement industrial space (upper) (47.5ha / 475,000 sqm)*#	Note+
B1a	General Office	Corporate	13	1,677	2,108	n/a	n/a	NIA
		Professional Services	12	1,817	2,283	n/a	n/a	NIA
		Public Sector	12	1,817	2,283	n/a	n/a	NIA
		TMT	11	1,982	2,491	n/a	n/a	NIA
		Finance and Insurance	10	2,180	2,740	n/a	n/a	NIA
	Call Centres		8	2,725	3,425	n/a	n/a	NIA
B1b	Research & Development Space		40-60	545-363	685-457	n/a	n/a	NIA
Average of above categories			16.6		1,482	24,600 sqm		
B1c	Light Industrial		47	n/a	n/a	5,957	10,106	NIA
B2	Industrial and Manufacturing		36	n/a	n/a	7,778	13,194	GIA

B8	Storage and Distribution	National Distribution Centre	95	n/a	n/a	2,947	5,000	GEA
		Regional Distribution Centre	77	n/a	n/a	3,636	6,168	GEA
		‘Final Mile’ Distribution Centre	70	n/a	n/a	4,000	6,786	GEA
Average of above categories			65	377,500		5,808		
Average total jobs generation			7,290					

*The totals in each column are either / or and should not be treated as a combined total.

The hectareage has been discounted, using standard SHLAA discounters, i.e. 40% of the site is discounted for sites over 4 hectares.

+The average density for the different use classes are calculated using different measurements, i.e. Net Internal Area (NIA) Gross Internal Area (GIA) and Gross External Area (GEA). For illustrative purposes, they have been treated in the same manner and combined to give an average total number of jobs. This number should be treated as indicative only. It should be noted, that there are also other types of employment (specialist B use classes and other use classes) that could also be included in the above table, however the above list reflects the most likely employment generating uses.

The Local Plan allocates additional employment land, in order to support choice in the local market and boost the delivery of employment completions throughout the plan period. Using the same job density assumptions as detailed in the table above, the indicative jobs generation of the proposed employment allocations has been calculated also.

The table below sets out the level of jobs (average) that the proposed allocations could achieve, if the entire allocation of 154.75ha was delivered in either the B1 – office category or the B2 – B8 categories - industrial:

Indicative jobs generation from proposed employment allocations		
Use Class	Density (sqm)	Total (92.85ha / 928,500 sqm)*#
Average (B1a&B1b)	16.6	55,934
Average (B1c, B2, B8)	65	14,285

*The totals in each column are either / or and should not be treated as a combined total.

The hectareage has been discounted, using standard SHLAA discounters, i.e. 40% of the site is discounted for sites over 4 hectares.

At this point in time, the final use (B1 – offices, B2 – industrial, or B8 – warehousing) of each proposed allocation is unknown, and it would be impractical for the Local Plan to specifically

identify sites and their possible end use, as not only would this limit market choice but it could also have implications for deliverability. Therefore, the jobs generation calculation should be treated with caution, as whilst the allocations proposed in the Local Plan will generate significantly more jobs than identified by the ELS, the end category of the jobs created is not yet known in full.

The following policies set out how the provision of employment land and premises will be achieved, supported and protected throughout the District. These policies will be applied to applications for employment generating uses, proposals related to existing employment sites and applications which could result in a loss of employment.

E1: Strategic Employment Sites

These sites are considered to be of strategic employment importance given their relationship to principal areas of growth and their accessibility via the strategic road network. Proposals will not be supported that cause harm to the strategic employment focus of these sites.

Appropriate proposals for new B1, B2 and/or B8 uses and/or redevelopment of for B1, B2 and/or B8 uses on the Strategic Employment Sites identified on the Policies Map and listed below will be supported where proposals:

- do not conflict with neighbouring land uses;
- scale does not harm the character and/or amenities of the locality; and
- do not impact unacceptably on the local and/or strategic highway network.

Other employment generating uses outside of the B-use classes may also be appropriate on the specific sites identified below and will be considered where the promoter actively engages with the Council and an end-user for the proposal has been secured.

Site Reference	Address	Hectares
GR.SE1*#	Grantham Southern Gateway, comprising:	94.65
(SKLP323)	KING 31;	28.40
(SKLP277 and SKLP143)	Land South of Gorse Lane (Other employment generating uses, outside of the B-use classes may also be appropriate on these sites, and will be considered where the promoter actively engages with the Council and an end-user for the proposal has been secured);	15.20
		13.72

(SKLP188)	Land West of B1174 and East of A1 (Other employment generating uses, outside of the B-use classes may also be appropriate on these sites, and will be considered where the promoter actively engages with the Council and an end-user for the proposal has been secured);	
(SKLP202)	Land West of A1 (Other employment generating uses, outside of the B-use classes may also be appropriate on these sites, and will be considered where the promoter actively engages with the Council and an end-user for the proposal has been secured)	37.33
ST. SE1* (SKL131)	Exeter Fields, Empingham Road, Stamford	9.80
BO. SE1 (SKLP277)	Land South of Spalding Road, Bourne	8.00
DEP. SE1 (SKLP 281)	Land fronting Peterborough Road, Market Deeping	4.20
DEP. SE2 (SKLP177)	Extension to Northfields Industrial Estate, Market Deeping	14.00

To encourage the delivery of these sites, the Council will consider supporting initial infrastructure provision that enables the first buildings to be bought forward

*This site is situated within a Minerals Safeguarding Area. Before considering a planning application or allocation for this site a Minerals Assessment will be required.

This site has implemented planning permission for B1, B2 and B8 uses.

E2: Employment Allocations

Appropriate proposals for new B1, B2 and/or B8 uses and/or redevelopment to B1, B2 and/or B8 uses on employment sites identified on the Policies Map and listed below will be supported where proposals:

- do not conflict with neighbouring land uses;
- scale does not harm the character and/or amenities of the area; and
- do not impact unacceptably on the local and/or strategic highway network.

Other employment generating uses, outside of the B-use classes may also be appropriate on these sites, and will be considered where the promoter actively engages with the Council and an end-user for the proposal has been secured.

Site Reference	Address	Hectares
ST. E1* (SKLP322)	Land East of Ryhall Road, Stamford	3.80
BO. E1 (SKLP236)	Adjacent to A151 Raymond Mays Way (Elsea Park), Bourne	1.20
BO. E2 (SKLP276)	Land North of Manning Road and West of Meadow Road, Bourne	16.10
BO. E3 (SKLP279)	Land North of Bourne Eau and East of Car Dyke, Bourne	3.00

* This site is situated within a Minerals Safeguarding Area. Before considering a planning application or allocation for this site a Minerals Assessment will be required.

Supporting Existing Businesses and Protecting Existing Employment Sites

The NPPG requires plan makers to be proactive in identifying as wide a range of sites as possible, including existing sites that could be improved, intensified or changed. In respect of existing employment sites the ELS assessed whether they continued to be fit for employment purposes. The results of this assessment have been incorporated into the policy below [\(E3\)](#) which seeks to protect existing employment sites which are suitable for continued employment uses and provided locally important employment.

Alma Park Industrial Estate

Specific to Grantham, and as part of the Grantham Capacity Study, a study was prepared which considered whether the Alma Park industrial estate may have long term potential to be considered for alternative uses.

Alma Park is an established industrial estate served by Alma Park Road and Londonthorpe Road. In order to travel west towards the A1 and A52 towards Nottingham occupiers need to drive along Harrowby Lane through primarily residential areas and the town centre.

Alma Park comprises of a range of mainly purpose built steel framed industrial buildings occupied by a range of businesses including Windfield Engineering, Newark Concrete, Quality Furniture Limited, Chandlers Oil and Gas and various vehicle related users. There is also a small modern business park of industrial starter units known as Limesquare Business Park. The estate is owned by many different landowners including owner occupiers and investors.

As additional employment land is released both in Grantham and across the District, there will be opportunities for businesses on the Alma Park Industrial Estate whose property requirements may have changed or who are in a poor quality buildings to relocate. This may free up certain sites within the industrial estate and over time the area could be master planned and some of the peripheral sites on the southern edge close to the existing residential areas could be redeveloped for alternative uses, including residential. Any redevelopment of the estate will very much be dependent upon when land becomes available, and the fragmented nature of the Estate's ownership means that this would only realistically take place over a period of many years.

Viability and residual use values are a considerable constraint to the future redevelopment of this site. Currently, if a unit were to become vacate on the Estate it is likely that if the existing

building was still in a reasonable condition the existing use value would exceed the values associated with residential development.

The recommendation arising for this study is that Alma Park Industrial Estate is likely to remain an active employment site for the foreseeable future and therefore the site is proposed for protection under [Policy E3](#).

E3: Expansion of Existing Businesses and Protection of Existing Employment Sites

The expansion of existing businesses will be supported, provided that:

- existing buildings are re-used where possible;
- vacant land on existing employment sites is first considered;
- the expansion does not conflict with neighbouring land uses;
- the expansion will not impact unacceptably on the local and/or strategic highway network; and
- the proposal will not have an adverse impact on the character and appearance of the area and/or the amenities of neighbouring occupiers.

The following locally important employment sites will be protected to ensure continued provision of locally important employment opportunities. Proposals for the re-development of these sites, outside of employment generating uses will be resisted.

<i>Site Address</i>	<i>Site Reference</i>	<i>Area (ha)</i>
Alma Park & Withabrook Park Industrial Estate, Grantham	G27	34.98
Autumn Park Industrial Estate, Dysart Road, Grantham	G18	4.58
Belton Lane Industrial Estate, Grantham	G25	1.97
Burton Lane/High Dyke, Easton, Grantham	R7	26.55
Dysart Road, Grantham	G8	0.70
Gonerby Hill Foot, Grantham	G5	4.10
Gonerby Moor, Grantham	R3	45.30

<i>Site Address</i>	<i>Site Reference</i>	<i>Area (ha)</i>
Gonerby Road, Grantham	G6	7.90
Fire Station, Harlaxton Road, Grantham	G12	2.30
Inner Street, Grantham	G24	2.40
Land at junction of Dysart Road and Kempton Way, Grantham	G17	7.00
Land North of Earlesfield Lane, Grantham	G16	10.60
Land South of Earlesfield Lane, Grantham	G15	5.60
London Road Industrial Estate, Grantham	G21	3.20
North end of Trent Road, Grantham	G9	2.10
North of Dysart Road/ west of Railway line, Grantham	G19	4.10
Londonthorpe Lane, Grantham	G26	5.10
Spittlegate Level, Grantham	G20	15.80
Springfield Park Industrial Estate, Grantham	G13	7.70
Swingbridge Road, Grantham	G11	14.20
Venture Way, Grantham	G10	11.00
Old Hampsons Site, Harlaxton Road, Grantham	G28	0.80
Old School, Station Road, Grantham	G22	0.40
East of Ryhall Road, Stamford	S6	4.10
Foundary Road, Stamford	S9	10.00
Gwash Way, East of Ryhall Road, Stamford	S5	2.70

<i>Site Address</i>	<i>Site Reference</i>	<i>Area (ha)</i>
Land North of Barnack Road, Stamford	S8	6.40
Land south of Uffington Road, Stamford	S2	0.40
North of Barnack Road, Stamford	S1	8.20
North of Uffington Road, Stamford	S7	2.20
East of Cherry Holt Road, Bourne	B7	9.10
East of Cherry Holt Road, Bourne	B9	15.00
Pinfold Industrial Estate and adjacent area, Bourne	B6	13.40
West of Cherry Hold Road, Bourne	B8	6.60
Northfields Industrial Estate, Market Deeping	D3	21.10
Honey Pot Lane, Colsterworth	R8	10.20
Land adjacent to A1 Colsterworth	R4	9.50
King Street Industrial Estate, Langtoft	R9	2.60
Long Bennington Business Park, Main Road, Long Bennington	R5	2.80
Roseland Business Park near Long Bennington	R1	6.10
White Leather Square, Billingborough	R6	4.30

E4: Loss of Employment Land and Buildings to Non-Employment Uses

In addition to the sites allocated in Policies E1 and E2 and the locally important employment sites listed in Policy E3, the Council will seek to retain and enhance existing areas of employment use, unless it can be demonstrated that:

- The site is vacant and no longer appropriate or viable as an employment site or allocation and there is evidence that effective, robust and proportionate marketing of the employment land and buildings has taken place;
- Redevelopment will deliver wider regeneration benefits;
- An alternative use would not be detrimental to the overall supply and quality of employment land within the district; or
- An alternative use would resolve existing conflicts between land uses.

Rural Economy

Whilst a significant proportion of the population lives in rural areas outside the four main towns of South Kesteven, the majority of employment-generating development is within the four towns. There are limited employment opportunities in most of the larger villages but outside the four towns, agriculture still remains the major source of employment. The National Planning Policy Framework recognises the need to support sustainable growth and businesses in rural areas, and also that diversification into non-agricultural use is vital to ensure the continuing vitality of rural areas. Local authorities are encouraged to establish criteria to be applied to planning applications for farm diversification, and to support diversification for business purposes. The size and impact of such schemes should remain in-keeping with their rural location. To help deliver the Government's Tourism Strategy, it is also important to support sustainable rural tourism and leisure developments where these will benefit rural businesses, communities and visitors and enrich the character of the local area.

Intensive agriculture for food production forms a key economic feature of South Kesteven's extensive rural area. Some types of businesses are quite naturally accommodated in the countryside or on the edges of rural settlements based on the rural economy. Policy SP2 identifies the opportunities for appropriate development on the edge of all settlements across South Kesteven which can assist in supporting the rural economy of the District. For some sectors such as agri-food, horticulture and tourism, it is important to acknowledge that this kind of discrete development should be supported where it is demonstrated to be sustainable and appropriate.

E5: Rural Economy

Proposals for the expansion of existing employment development and opportunities for new employment-generating uses within or on the edge of a settlement will generally be supported, provided that the scale of the proposal is appropriate to its location, and it will not have an adverse impact on the character and setting of the area, or negatively impact on neighbouring land uses through visual, noise, traffic or pollution impacts.

In addition, outside settlements proposals for the following types of small business schemes will be supported, provided that it is demonstrated that the business will help to support, or regenerate the rural economy:

Farming;
Forestry;
Equine;
Rural enterprise;
Sport and Recreation; and
Tourism

Proposals must demonstrate that they meet all of the following criteria:

1. be of a scale appropriate to the rural location.
2. be for a use(s) which is(are) appropriate or necessary in a rural location, providing local employment opportunities which make a positive contribution to supporting the rural economy.
3. the use / development respects the character and appearance of the local landscape, having particular regard to the Landscape Character Assessment, and will not negatively impact on existing neighbouring uses through noise, traffic, light and pollution impacts.
4. avoids harm to areas, features or species which are protected because they are important for wildlife, biodiversity, natural, cultural or historic assets, including their wider settings.

Schemes will also be required to ensure that the development meets the requirements of national and local planning policies which control the form, scale, design and impact of new development.

Any new building or extension to an existing building will only be permitted where it is clearly demonstrated that it is an essential element of the viability of the business proposal. The scale, design and construction of any new building or extension must be appropriate to its rural setting and fully justified by the business proposal.

Proposals which generate high levels of visitor traffic or increased public use, such as large scale sport and leisure facilities should only be permitted within or on the edge of the towns and Larger Villages, or where they can be easily accessed by public transport, foot and cycle.

In accordance with the NPPF, Economic Development is defined as development, including those within the B Use Classes*, public and community uses and main town centre uses (but excluding housing development). It can therefore include retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities). All of the above generate employment and would therefore be acceptable in terms of Policy [E6: Other Employment Proposals](#), however it should be noted that a lot of the above uses are main town centre uses and would be subject to a sequential test to determine development was taking place in an appropriate location. Other uses, not listed above, can also be classified as employment generating, e.g. care homes.

*B use classes are office, research and development, light industrial, general industrial and storage and distribution.

E6: Other Employment Proposals

Other employment proposals not covered by the above policies E1 to E5 will be considered on their merits taking account of:

- where there is a clear demonstration that there are no suitable or appropriate sites or buildings within allocated sites or the built up area of existing settlements;
- any adverse impact on the character and appearance of the area and the amenity of neighbouring uses;
- any adverse impact on the local highway network;
- any likely adverse impact on the viability of delivering any allocated employment site; and;
- any business case which demonstrates that the business requires a location outside an allocated employment site.

The Visitor Economy

The visitor economy is an important part of South Kesteven's local economy. The District attracts over 2.2 million visitors a year, generating over £156 million and supporting 2,500 jobs. In addition to the architectural and historical beauty of the District's villages and countryside other major attractions within the District are Belton House, Wolsthorpe Manor, the Georgian heritage of Stamford, Grimsthorpe Manor, Easton walled garden and St Wulfram's Church in Grantham, the rural parts of the District provide attractions through walking and cycling routes, canal and waterways, aviation history and other varied attractions. The importance of this sector is recognised by the GLLEP Strategic Economic Plan. Policy [E7](#) seeks to encourage the sustainable growth in the District's visitor economy, which in turn will support growth in the local economy. The importance of the Grantham Canal to the visitor economy is also recognised and policy [ENV6: Protecting and Enhancing Grantham Canal](#) seeks to safeguard this important local asset.

E7: Visitor Economy

Proposals for the further development of the local visitor economy will be supported where these:

- allow provision for visitors which is appropriate in use and character to South Kesteven's settlements and countryside;
- enhance existing tourist and visitor facilities; aid the retention and/or enhancement of existing overnight accommodation and the provision of new overnight accommodation;
- allow new tourism provision and initiatives where these would also benefit local communities and support the local economy; or
- allow new tourism development of an appropriate scale and use which utilises existing historic buildings in the countryside whilst respecting their character.

In all cases proposals should be of a scale appropriate to the setting of the area and a sequential test should be applied where appropriate.

Proposals which generate high levels of visitor traffic or increased public use of tourist facilities should only be permitted within or on the edge of the towns and Larger Villages, or where they can be easily accessed by public transport, foot and cycle.

To ensure that tourism-related development does not result in the creation of permanent living accommodation, conditions may be imposed which restrict the use and/or period of occupation.

Meeting Housing Needs

Affordable Housing

Ensuring an adequate supply of housing which is affordable for local incomes is an essential element of building a thriving and sustainable local economy and helps to promote social inclusion. The planning system plays a central role in increasing the supply of Affordable Housing by creating mixed and balanced communities.

Affordable Housing is defined in the NPPF as “social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market”. Intermediate housing is “homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition”. The Council is required by the NPPF to meet the full, objectively assessed need for both market and Affordable Housing in its housing market area.

The [Strategic Housing Market Assessment 2014 \(SHMA\)](#) (part updated in 2017) demonstrates that the supply of Affordable Housing (which meets the definition above) is a particular problem in South Kesteven. The SHMA identifies a need for 343 additional Affordable Homes each year. This represents almost 50% of the overall annual housing requirements for the district. The need for affordable decent housing is one of the key issues to be addressed by the Council, however it is accepted that the total need identified cannot be delivered each year and the Council’s Housing Delivery Plan proposes the delivery of 100 additional Affordable Homes per year. To achieve this target [Policy H1](#) establishes that housing schemes of 11 or more dwellings (or greater than 1000m² gross floorspace) should make provision for 35% of the scheme to be Affordable Housing, ensuring an appropriate element of affordable units is provided in association with normal market housing schemes across the District. On larger sites it may be appropriate to phase the delivery of Affordable Housing over the lifetime of the development. This provides a challenging but achievable target which reflects the overall level of need but considers the feasibility and viability of providing for Affordable Housing.

The Council has commissioned a Whole Plan Viability Study which will assess the viability of this requirement for a range of site typologies and locations across the District. It should therefore be assumed that the Affordable Housing requirement is viable and deliverable on all sites unless it is demonstrated that abnormal costs affect the individual site viability. The general presumption will be that the cost of providing Affordable Housing will be offset in the negotiation of the land purchase or option.

In all cases it should be assumed that public funding will not be available at the outset, and that the site value will be calculated at the time of assessing viability. Where there is disagreement about the viability of a site, a reduced Affordable Housing contribution would need to be justified by the applicant through clear evidence set out in a viability assessment. The Council may have such viability assessments independently assessed and where this is required the applicant will be expected to meet the cost of this independent assessment.

An updated Housing Supplementary Planning Document (SPD) will be prepared covering developer contributions and will provide more detailed guidance on the implementation of policies in this plan which relate to the provision of both market and Affordable Housing. The SPD will cover the provision of Affordable Housing both on and off site. The SPD will provide detailed guidance on design and types of housing; the Council's approach to allocations and lettings; delivery mechanisms; assessing viability, overage clauses and the approach which will be taken where the [Policy H1: Affordable Housing](#) target cannot be achieved.

Sites which are allocated for residential development in the Local Plan will be expected to provide an appropriate mix of housing types, sizes and tenures. This shall include the provision of up to 35%, of the site's capacity, as Affordable Housing. Regard will be given to the size, scale and mix of development proposed and the potential impact Affordable Housing and other necessary infrastructure provision may have upon overall viability and feasibility

The Sustainable Urban Extensions (SUEs) and larger housing allocations are expected to be delivered in phases over the plan period. As such they have the potential to deliver a varying amount of Affordable Housing across the lifetime of the development, as viability may change. The Council will ensure that mechanisms are in place through planning conditions and /or S106 agreements to consider the appropriate amount of Affordable Housing in each phase of the development. On larger sites it may be appropriate to also phase the delivery of Affordable Housing over the lifetime of the development.

The normal expectation is that sites meeting the policy threshold will provide Affordable Housing on site, however there may be circumstances where this is considered to be impractical or inappropriate. In such cases the Council may consider appropriate off-site provision or a commuted sum payment in lieu of on-site provision.

Where the applicant claims that there are abnormal costs that cannot be offset by depreciated land value or where they cannot be recouped in the open market sale price for the new homes then viability will need to be assessed. If following the completion of a viability assessment the applicant is able to demonstrate that there are genuine viability problems then a revision may

be agreed either to the overall amount of Affordable Housing provision or to the property mix and/or tenure type. In some circumstances, where it can be robustly justified, the Council may be willing to accept all, or an element, of the Affordable Housing to be provided off-site, in the local area. The Council has total discretion on the location of the alternative site. Applicants will have to provide proportionally more affordable units on the off-site land than was originally proposed on the application site. This is because there is an increase in the number of market units being developed on the original site.

The least preferred option is for a financial contribution, however where a financial contribution is acceptable to the Council, the sums payable in lieu of Affordable Housing shall be calculated as being equivalent to the difference between the open market value of the agreed number of units which are being provided on site and the purchase value that a registered housing provider (RHP)/Council would be willing to pay for these units as Affordable Housing units. For rented units, RHP values are assumed to be equivalent to 40% of open market value (OMV) and for intermediate units RHP values are assumed to be equivalent to 60% OMV.

The guideline that approximately 80% of Affordable Housing should be for rent and 20% intermediate housing is based on the recommendations of the SHMA (2014). This may be varied to reflect local circumstances where evidenced by local housing needs studies.

Starter Homes

In 2016 the Government asked for expressions of interest from forward thinking Local Authorities to work with the Homes and Communities Agency to access Starter Home funding. Funding is focused on the early delivery of this new type of national affordable housing. On 4th January 2017 the Government announced nationally that it will support 30 Starter Home Land Fund Partners and South Kesteven District Council was announced as such a partner.

The Council has subsequently entered into a formal collaboration agreement with the Homes and Communities Agency. The two organisations are working together to assess the deliverability of a range of Council owned sites for the purpose of delivering starter homes. This partnership approach will support the acquisition and remediation of suitable land for starter home developments that can then be built out by developers by 2020.

H1: Affordable Housing

All developments comprising 11 or more dwellings (or greater than 1000m² gross floorspace) should make provision for 35% of the scheme's total capacity as Affordable Housing. This should be provided within the development site. In exceptional circumstances the Council may accept Affordable Housing provision off site; or as a commuted sum in lieu, depending on the viability and specifics of an individual site.

Proposals which, seek to under-develop or split sites in a way that is likely to reduce the Affordable Housing contribution and/or promote off-site provision will not be acceptable.

All Affordable Housing will be expected to:

1. include a mix of socially rented/affordable rent/intermediate rent and intermediate market housing appropriate to the current evidence of local need and local incomes as advised by the Council
2. be well integrated with the open market housing through layout, siting, design and style
3. be of an appropriate size, property type and internal floorspace to meet the need identified by the current evidence of housing need for that ward
4. meet the accessible homes standard applicable in that location.

The size and location of groups of Affordable Homes should be discussed and agreed with the Council.

The Council will expect this requirement to be met in all cases unless financial evidence indicates that this would be unviable in relation to the specifics of an individual scheme. Where there is disagreement about viability of a site a lower provision must be justified through clear evidence set out in a viability assessment which the Council may have independently assessed. The Applicant will be expected to meet the cost of this assessment.

Where commuted sum payments in lieu of provision have been agreed, they will be used where possible for the provision of Affordable Housing within the vicinity of the development site. In other circumstances contributions may be pooled to provide affordable housing elsewhere in the district.

Self and Custom Build Housing

The Government's intention is that there should be a significant increase in self-build and custom housebuilding to 20,000 plots nationally by 2020.

New requirements for local planning authorities to maintain registers of people and organisations wishing to acquire plots of land for self-build and custom housebuilding projects were introduced in 2016. The Council is required to have regard to the register in its planning, housing and other functions.

The Council is required to grant planning permission for a sufficient number of plots to meet the demand, as evidenced by the numbers of people on Part 1 of its Self-build and Custom Housebuilding Register. [Policy H2](#) will ensure that sufficient self-build and custom build plots will become available on strategic housing allocations, in the district to meet the requirements of the Council's self-build and custom build register.

Policies [SP3](#) and [SP4](#) also enable the provision of self and custom build housing on smaller plots located within or on the edge of a settlement, provided the specified requirements are met.

H2: Self and Custom Build Housing

On sites of 400 or more units, up to 2% of the plots will be provided for self and custom build housing. Provision shall consist of serviced plots made available to purchase by individuals on the Self and Custom Build register, held by the District.

The requirement for self and custom build housing shall be incorporated into the masterplanning of the following allocations;

- Stamford North
- The Deepings East
- Grantham – Northwest Quadrant Phase 3
- Corby Glen Allocation

Specialist Housing Provision

The [Strategic Housing Market Assessment \(SHMA\) 2014](#) recommends that housing provision in South Kesteven should be monitored against the following broad mix of market and affordable housing provision over the period to 2036:

	1-bed	2-bed	3-bed	4+ bed
Market	0-5%	30-35%	45-50%	15-20%
Affordable	20-25%	40-45%	25-30%	5-10%

The SHMA (2014) identifies that the number of older people in the District (aged 55+) is expected to increase by more than 50% during the period 2011 to 2036. The SHMA also indicated an increase in the number of people with dementia and mobility problems over the plan period (see table below). This together with an expected rise in the number of single person households this is expected to give rise to a need for smaller properties and bungalows, and specialist or extra care housing. Some of this provision will need to be Affordable Housing.

Estimated Population Change for range of Health Issues (2011 to 2036)

Type of illness/disability	2011	2036	Change	% increase
Dementia	1,808	4,324	2,516	139%
Mobility Problems	4,731	10,077	5,346	113%

The need for Extra Care and elderly accommodation and Dementia Accommodation is identified in the County Council's Adult Social Care Position Statement 2013. This identifies a need for 30 x 50 bed care homes or extra care unit across Lincolnshire for 7 years from 2015. There is a need for 178 Extra Care Units over the next 15 years in South Kesteven. A 48 unit private Extra Care and two Extra Care affordable schemes (of 34 and 48 units) have already been provided, and a 70 unit Extra Care is to commence 2014/15. A 60 bed Dementia Care Unit is currently under construction

The Local Plan aims to ensure that new housing provision in the District over the next 20 years meets the changing needs of the population. An appropriate mix of housing is necessary to secure mixed and balanced communities where people's needs and aspirations for new housing are met. [Policy H3: Meeting all Housing Needs](#) seeks to ensure greater choice in the types of homes entering the housing market. This will ensure that future development proposals can positively respond to local housing need. This continues the emphasis on local housing meeting local communities need as set out by the [Housing White Paper 2012: Fixing our broken housing market](#).

H3: Meeting All Housing Needs

All proposals for residential development should provide appropriate type and sized dwellings to meet the needs of current and future households in the District.

New housing proposals shall also:

1. Enable older people and the most vulnerable to promote, secure and sustain their independence in a home appropriate to their circumstances, including through the provision of specialist housing across all tenures in sustainable locations. This will include provision for retirement accommodation, extra care and residential care housing and other forms of supported housing.
2. Enable the provision of high quality family housing that meets changing household needs and responds to market demand.
3. Enable the provision of high quality and affordable housing for younger people and accommodation that considers specialist needs and ensures that young people can live close to their families and work opportunities within the district
4. Increase choice in the housing market, including new build private sector rented accommodation (Build to Rent).

Gypsies and Travellers

In November 2015, South Kesteven District Council and Rutland County Council commissioned an updated [Gypsy and Traveller Accommodation Assessment \(GTAA\)](#). The Planning Policy for Traveller Sites (August 2015), and Gypsy and Traveller Accommodation Needs Assessments (October 2007) oblige local authorities to assess the level of need for Gypsy and Traveller sites. The Equality Act 2010 also ensures that some members of the Gypsy and Irish Traveller communities are afforded legal protection against discrimination.

The GTAA quantified the accommodation and housing related needs of Gypsies and Travellers (including Travelling Showpeople) in terms of residential, transit sites, negotiated stopping arrangements, and bricks and mortar accommodation for the period 2016-2036. The GTAA has been used to inform policy development in the Local Plan.

For South Kesteven District there is an identified need for 32 residential pitches during the period 2016 to 2036. The need arises as follows over this period:

2016 – 2021 – 16 pitches or 3.2 pitches per annum

2021- 2026 – 5 pitches or 1 pitch per annum

2026-2031 – 5 pitches or 1 pitch per annum

2031-2036 – 6 pitches or 1.2 pitches per annum

H4: Gypsies and Travellers

Proposals for residential Gypsy and Traveller pitches will be supported where:

- the proposed site provides an acceptable living environment for its residents;
- the site has good access to the highway network and will not cause traffic congestion or safety problems;
- the site is near or adjoining a residential area; the site is accessible to shops, schools and health facilities by public transport, on foot or by bicycle.
- the site is not identified as an area at risk of flooding in the Strategic Flood Risk Assessment (SFRA).
- the site will not over dominate the residential (settled) community and not place undue pressure on the local infrastructure.

The 2015 Gypsy and Traveller Accommodation Assessment (GTAA) also identifies a need for 9 plots for Travelling Showpersons during the plan period (from 2016 to 2036).

This need arises as follows over the plan period:

2016 – 2021 – 5 plots

2021- 2026 – 1 plot

2026-2031 – 1 plot

2031-2036 – 2 plots

As with all evidence of housing need the data is only deemed accurate for the first five years (2016-2021) as after this period families and individuals tend to identify their own housing solutions. Therefore, to ensure the Local Plan is positively responding to need an update to the assessment will be commissioned in 2021, or earlier, to assess if there has been any changes to need, and the plan will be revised accordingly.

H5: Travelling Showpeople

Proposals for residential yards (or plots) for Travelling Showpeople will be supported where:

- the site has good access to the highway network and will not cause traffic congestion or safety problems.
- the site includes sufficient space for storage and maintenance of equipment and the parking and manoeuvring of all vehicles associated with the occupiers.
- the site should respect the scale of the nearest settled community and not place undue pressure on the local infrastructure.
- the site is not identified as an area at risk of flooding in the SFRA.
- the site is accessible to shops, schools and health facilities by public transport, on foot or by bicycle.

Around one fifth of Gypsies and Travellers nationally reside on unauthorised developments or encampments, the Government responded to this with increased funding for site provision and the £60m Homes and Communities Agency (HCA) funding for 2011-2015 has been fully committed. Despite increased powers for local authorities to deal with anti-social behaviour and to evict where necessary, the Government has acknowledged that increased site provision is the most effective means of dealing with unauthorised developments and encampments, and the policies above seek to proactively encourage proposals for Gypsy and Traveller accommodation to come forward.

Compared with the national picture, South Kesteven experiences considerably fewer unauthorised encampments. However, there is still a need for local authorities to consider how issues around unauthorised encampments can be resolved, including considering adopting the 'negotiated stopping' model.

The GTAA recorded low levels of unauthorised encampments within South Kesteven District, however as there is currently no transit provision a negotiated stopping policy is recommended to address unauthorised encampments for set periods of time. This would be in place of any formal transit provision.

The Council, as a public body with a statutory duty for meeting the needs of the Travelling community. A negotiated stopping policy, would make provision for temporary stopping arrangements throughout the District, which in turn could reduce levels of unauthorised encampments and support the travelling community. The negotiated stopping policy will be subject to separate consultation and consideration as a policy position of the Council, rather than a Local Plan policy relating to land use.

Protecting and Enhancing the Natural and Built Environments

The Natural Environment

Landscape Character

The South Kesteven Landscape Character Assessment has been used by the Council to inform its Landscape Policy. This approach was adopted in the 2010 Core Strategy. This piece of evidence has not been updated since then, however given it comments on landscape character which has not significantly altered this piece of evidence is not considered out of date.

More recently, the Council has commissioned the [Grantham Capacity and Limits to Growth Study \(July 2015\)](#) and the [Stamford Capacity and Limits to Growth Study \(November 2015\)](#). These documents were produced to inform the preparation of the new Local Plan.

The aim of the capacity studies was to determine at both a strategic and a local level the theoretical capacity for housing and employment growth at the two towns over the Local Plan period. In so doing, the studies identify and consider limits and/or constraints to that growth, as well as the potential for these constraints to be mitigated and for opportunities for growth to be maximised. In determining the suitability or otherwise of land for development, the assessment has been based on the physical characteristics of the land and on relevant local and national planning policy considerations.

In addition to the Capacity Studies, the Council has commissioned a Sustainability Appraisal for the new Local Plan. 'Points of the Compass' appraisals have been produced as part of this. These appraisals divide the areas around certain towns and villages into sections and look at the constraints of each section, relating them back to the various sustainability themes. Whilst not as detailed as the Capacity Studies, they can be used as a guide when considering the location of new development. 'Points of the Compass' assessments have been produced for the following towns and villages: Bourne, the Deepings, Ancaster Barkston, Barrowby, Baston, Billingborough, Caythorpe and Frieston, Colsterworth, Corby Glen, Great Gonerby, Harlaxton, Langtoft, Long Bennington, Morton, South Witham and Thurlby and Northorpe.

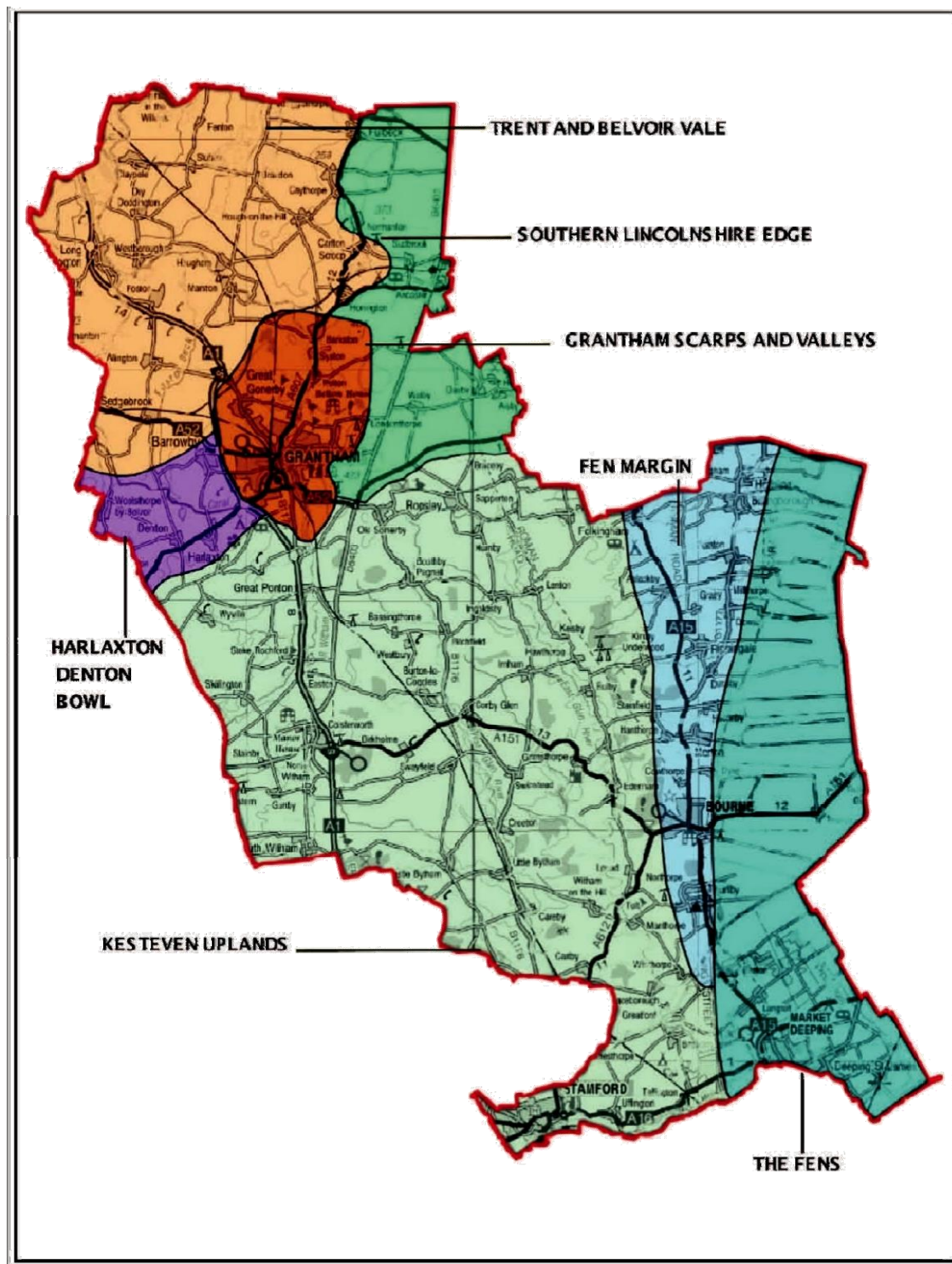


Figure 4-South Kesteven Landscape Character Area

ENV1: Landscape Character

South Kesteven's Landscape Character Areas are identified on the map above (Figure 4). Development must be appropriate to the character and significant natural, historic and cultural attributes and features of the landscape within which it is situated, and contribute to its conservation, enhancement or restoration.

In assessing the impact of proposed development on the Landscape, relevant Landscape Character Appraisals should be considered, including those produced to inform the Local Plan and Neighbourhood Plans. Consideration should also be given to the Capacity and Limits to Growth Studies produced for Grantham and Stamford and the Points of the Compass Assessments prepared for the Larger Villages.

Biodiversity and Geodiversity

The planning system should contribute to and enhance the natural and local environment by:

- protecting and enhancing valued landscapes, geological conservation interests and soils;
- recognising the wider benefits of ecosystems;
- minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and
- remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

The following nature sites are present within SKDC:

Designation	Number of Sites
Natura 2000 (Special Areas of Conservation)	2
Sites of Special Scientific Interest (SSSI)	27
National Nature Reserves (NNRs)	None
Local Wildlife Sites (LWS)	228
Sites of Nature Conservation Interests (SNCI)	64
Local Geological Sites (LGS)	15
Important Geological and Geomorphological sites (RIGs)	4

ENV2: Protecting Biodiversity and Geodiversity

The Council, working in partnership with all relevant stakeholders, will facilitate the conservation, enhancement and promotion of the biodiversity and geological interest of the natural environment throughout the District.

Proposals that are likely to have a significant effect on an International Site will be considered in the context of the statutory protection which is afforded to the site.

Proposals that are likely to have an adverse effect on a National Site (alone or in combination) will not normally be permitted, except where the benefits of development in that location clearly outweigh both the impact on the site and any broader impacts on the wider network of National Sites.

In instances where development proposals will have a negative impact on a Local Wildlife Site (or other site of nature or geological importance), it should first be ascertained whether impacts could be avoided, if this is not possible, then they should be mitigated. If mitigation is not possible, then compensation will be sought.

Pollution Control

The NPPF sets out the need for local authorities to consider the impact of new development on noise, air and light pollution. This aims to ensure that new developments do not harm existing residents, future residents or the natural environment. This includes minimising air, noise, light pollution, managing odour and maintaining or improving water quality to ensure that new developments are not harmful to other land uses, human health, tranquillity or the natural and built environment. The NPPF states that the local plan should seek to avoid and mitigate the impacts of pollution associated with development.

Potentially noisy developments will be expected to be accompanied by an appropriate noise assessment. Developers will be required to demonstrate the potential impact of proposals on the environment and on residential amenity and the ability to mitigate to an acceptable level.

Light pollution refers to the effect of excessive or intrusive lighting arising from poor or insensitive design. The Council will seek to reduce light pollution by encouraging the installation of appropriate lighting and only permitting lighting proposals which would not adversely affect amenity or public safety. Lights should be appropriately shielded, directed to the ground and sited to minimise any impact on adjoining areas, and of a height and illumination level of the minimum required to serve their purpose.

There is one Air Quality Management Area (AQMA) within the District. This is located in Grantham. It is shown on the Policies Map (Grantham Inset). This AQMA is within the urban area where air pollution results mainly from traffic. Air quality will be considered when assessing development proposals, particularly in or near the AQMA and where significant doubt arises as to the air quality impact then a cautious approach will be applied.

ENV3: Pollution Control

Development that, on its own or cumulatively, would result in significant air, light, noise or other environmental pollution or harm to amenity, health or safety will only be permitted if the potential adverse effects can be mitigated to an acceptable level by other environmental controls, or by measures included in the proposals.

Where applicable mitigation should be provided in accordance with measures from the Council's Air Quality Action Plan (AQAP) This may be achieved by the imposition of planning conditions or through a planning obligation.

New development should not exacerbate air quality in the existing Air Quality Management Area (AQMA).

Reducing the risk of Flooding

Paragraph 100 of the NPPF states that inappropriate development in areas of flooding should be avoided by directing development away from areas of highest risk. Where development is necessary in such areas, it should be made safe without increasing flood risk elsewhere.

The NPPF also states that Local Plans should be supported by Strategic Flood Risk Assessment (SFRA) and develop policies to manage flood risk from all sources, taking account of advice from the Environment Agency and other relevant flood risk management bodies, such as lead local flood authorities and internal drainage boards. South Kesteven has commissioned a new SFRA in line with the NPPF requirements and this will be the starting point for consideration of the sequential and the exception tests.

Local Plans should apply a risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change, by:

- applying the Sequential Test;
- if necessary, applying the Exception Test;
- safeguarding land from development that is required for current and future flood management;
- using opportunities offered by new development to reduce the causes and impacts of flooding; and
- where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to facilitate the relocation of development, including housing, to more sustainable locations.

The Sequential Test is a decision-making tool designed to ensure that sites at little or no risk of flooding are developed in preference to sites at higher risk, so avoiding the development of sites that are inappropriate on flood risk grounds. Where this cannot be avoided, application of the Exception Test allows for the possibility of some development in flood risk areas taking place if flood risk is clearly outweighed by other sustainability drivers.

The Sequential Test is applied at all stages in the planning process, both between different flood zones and within a flood zone. All opportunities to locate new developments (except Water Compatible) in reasonably available areas of little or no flood risk should be explored, prior to any decision to locate them in areas of higher risk.

The Exception Test, as set out in Paragraph 102 of the NPPF, is a method to demonstrate and help ensure that the flood risk to people and property will be managed satisfactorily, while allowing necessary development to go ahead in situations where suitable sites at lower risk of flooding are not available. For the Exception Test to be passed:

- it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, and
- A site-specific Flood Risk Assessment (FRA), informed by a Level 2 SFRA where one has been prepared, must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

ENV4: Reducing the Risk of Flooding

Development should be located in the lowest areas of flood risk, in accordance with the South Kesteven Strategic Flood Risk Assessment (SFRA). Where this is not possible the sequential approach to development will be applied. Where the requirements of the sequential test are met, the exception test will be applied, where necessary.

A Flood Risk Assessment (FRA) will be required for all development in Flood Zones 2 and 3 and for sites greater than 1 hectare in Flood Zone 1, and where a development site is located in an area known to have experienced flood problems from any flood source, including critical drainage.

All development must avoid increasing flood risk elsewhere. Runoff from the site post development must not exceed pre-development rates for all storm events up to and including the 1% Annual Exceedance Probability (AEP)* storm event with an allowance for climate change. The appropriate climate change allowances should be defined using relevant Environment Agency guidance.

Surface water should be managed effectively on site. All planning applications should be accompanied by a statement of how surface water is to be managed and in particular where it is to be discharged. On-site attenuation and infiltration will be required as part of any new development wherever possible. The long-term maintenance of structures such as balancing ponds must be agreed in principle prior to permission being granted.

Where development takes place in Flood Zones 2 and 3, opportunities should be sought to:

- Reduce flooding by considering the layout and form of the development and the appropriate application of sustainable drainage techniques;
- Relocate existing development to land in zones with a lower probability of flooding; and
- Create space for flooding to occur by restoring functional floodplains and flood flow pathways and by identifying allocating and safeguarding open space for storage.

*1% Annual Exceedance Probability (AEP): 1 in 100 chance of flooding in any one year

The Historic Environment

The National Planning Policy Framework (NPPF) states that the Local Plan should set a positive strategy for the conservation and enjoyment of the Historic Environment. The Local Plan should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- the desirability of new development making a positive contribution to local character and distinctiveness; and
- opportunities to draw on the contribution made by the historic environment to the character of a place.

The Council has adopted a number of policies relating to the historic environment in the past and to date a number of conservation area appraisals have been produced and 47 conservation areas declared. At the time of publishing the Local Plan, the District had the following designated heritage assets:

Conservation Areas	47
Listed Buildings	2148
Scheduled Monuments	95
Historic Parks and Gardens	9

ENV5: The Historic Environment

The Council will seek to protect and enhance heritage assets and their settings in keeping with the policies in the National Planning Policy Framework.

Development that is likely to cause harm to the significance of a heritage asset or its setting will only be granted permission where the public benefits of the proposal outweigh the potential harm. Proposals which would preserve or enhance the significance of the asset shall be considered favourably.

Proposals will be expected to take Conservation Area Appraisals into account, where these have been adopted by the Council.

Where development affecting archaeological sites is acceptable in principle, the Council will seek to ensure mitigation of impact through preservation of the remains in situ as a preferred solution. When in situ preservation is not practical, the developer will be required to make adequate provision for excavation and recording before or during development.

The Grantham Canal

The 33-mile long Grantham Canal was built in the 18th Century as a reliable transport connection between Grantham and Nottingham through the Vale of Belvoir. Whilst the canal officially closed in 1936 it was retained for land drainage and much of the canal remained in water due to agreements for irrigating agriculture. Strategic road infrastructure and associated bridges now constrain the canal's navigation but the canal and towpaths are still accessible to walkers and cyclists. The Grantham canal is recognised for its nationally and regionally significant landscape, wildlife and heritage features.

To support the [emerging strategy for the Grantham Canal](#), commissioned by the Canal and River Trust on behalf of the Grantham Canal Partnership, Policy [ENV6](#) of the Local Plan requires future development proposals to both protect and enhance the stretch of the Grantham canal that runs through the District. The local plan seeks to safeguard the canal so that its long term potential as an asset to support growth of the local economy and boost tourism can be fully realised.

ENV6: Protecting and Enhancing Grantham Canal

- 1) The alignment of the Grantham Canal, as shown indicatively on the Policies Map, shall be safeguarded with a view to its long term re-establishment as a navigable waterway, by:
 - ensuring that development protects the integrity of the canal alignment and its associated structures; and
 - ensuring that where the canal is affected by development, the alignment is protected or an alternative alignment is provided; and
 - ensuring associated infrastructure of development does not prejudice the delivery of the canal.
- 2) Proposals will be permitted that are designed to develop the canal's recreational, nature conservation and tourism potential, in particular, the use of the line of the canal for tourism potential.
- 3) Proposals shall only be permitted if it can be demonstrated that there is no unacceptable risk to ecology, flood risk, water resources and water quality.

The Built Environment

Promoting Good Quality Design

The National Planning Policy Framework states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

Local and Neighbourhood Plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics. Planning policies and decisions should aim to ensure that developments:

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- establish a strong sense of local distinctiveness and place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- are visually attractive as a result of good design, high quality architecture and appropriate landscaping.

Planning policies and any related decisions should not be overly prescriptive and should seek to promote local distinctiveness, rather than a particular style. The Council has not previously produced any specific design standards for the District, however a number of parishes have produced Village Design Statements, which have been adopted by the Council. In addition to Local Plan policies the Council will prepare a new Supplementary Planning Document (SPD) to encourage the delivery of good quality design in all new developments across the District.

DE1: Promoting Good Quality Design

To ensure high quality design is achieved throughout the District, all development proposals will be expected to:

- Make a positive contribution to the local distinctiveness, vernacular and character of the area. Proposals should reinforce local identity and not have an adverse impact on the streetscene, settlement pattern or the landscape / townscape character of the surrounding area. Proposals should be of an appropriate scale, density, massing, height and material, given the context of the area;
- Ensure there is no adverse impact on the amenity of neighbouring users in terms of noise, light pollution, loss of privacy and loss of light and have regard to features that minimise crime and the fear of crime;
- Provide sufficient private amenity space, suitable to the type and amount of development proposed;

Development proposals should seek to:

- Retain and incorporate important on site features, such as trees and hedgerows and incorporate, where possible, nature conservation and biodiversity enhancement into the development;
- Provide well designed hard and soft landscaping; and
- Effectively incorporate onsite infrastructure, such as flood mitigation systems or green infrastructure, as appropriate.

All development must demonstrate compliance with:

- Building for Life 12;
- Lifetime Homes;
- Neighbourhood Plan policies;
- Manual for Streets guidance and relevant Lincolnshire County Council guidance.
- Also village design statements, where approved by the Council, should be taken into consideration.

All Large Scale or other Major Developments (defined by the Council) will undergo an independent Design Review. The Council and the Applicant will be equally involved in the selection of a review panel. The costs associated with the Design Review will be covered, in full, by the Applicant.

Sustainable Building and Construction

The National Planning Policy Framework (NPPF) sets out that planning plays a key role in delivering reductions to greenhouse gas emissions, minimising vulnerability and providing resilience to climate change. The NPPF also notes that planning supports the delivery of renewable and low carbon energy and associated infrastructure.

The conservation of fuel and power and water efficiency are matters that are covered by building regulations, however, planning can deliver higher rates of efficiency over and above the levels set out in the Building Regulations.

The energy hierarchy classifies energy options and sets out that organisations and individuals should pursue energy options in the following order (it should be noted that it is not possible to implement all of these through planning regimes):

- Reduce the need for energy
- Use energy more efficiently
- Use renewable energy
- Use low carbon sources
- Use conventional energy

The South Kesteven District Water Cycle Study was updated in October 2016. This recommended that, in order to move towards a more 'water neutral position' and to enhance sustainability of development coming forward, a policy should be developed that ensures all housing is as water efficient as possible, and that new housing development should go beyond mandatory Building Regulations requirements. It recommended a policy of setting the Building Regulations optional requirement target of 110 l/h/d. It also recommended non-domestic buildings should as a minimum reach 'Good' BREEAM status.

SB1: Sustainable Building

All development proposals will be expected to mitigate against and adapt to climate change, to comply with national and contribute to local targets on reducing carbon emissions and energy use unless it can be demonstrated that compliance with the policy is not viable or feasible.

1. Energy consumption

New development should demonstrate how carbon dioxide emissions have been minimised in accordance with the following energy hierarchy:

- a) Using less energy through energy efficient building design and construction, including thermal insulation, passive ventilation and cooling;
- b) Utilising energy efficient supplies – including connecting to available heat and power networks; and
- c) Maximising use of renewable and low carbon energy generation system

2. Water Resources

New development should seek to achieve a 'water neutral position' and promote enhanced sustainability. To achieve this, the following standards will be expected from new development:

- a) New housing:
is expected to be as water efficient as possible. Proposals which do not meet the Building Regulations optional requirement target of 110 l/h/d must demonstrate how and why this standard cannot be attained as part of the specific development scheme proposed.
- b) Non-domestic buildings:
will be expected to reach 'Good' BREEAM status as a minimum.
- c) Major development schemes:
will be expected to provide a programme of water efficiency promotion and consumer education, as part of the new development with the aim of behavioural change with regards to water use.

3. Contributing to Low-Carbon Travel

All new development should demonstrate how they can support low-carbon travel, to achieve this:

- a) new residential development will be expected to provide electric car charging points
- b) new commercial developments shall make provision for electric car charging points. The number of charging points required will be determined on a case by case basis.

Open Space

A [Study of Open Space, Sport and Recreation in South Kesteven \(2009\)](#) assessed the open space and sports needs of the District. The study examined the quantity, quality and accessibility of open space provision and considered the local needs of the population and the demands that will be made by future development. An audit of the existing provision of open space was carried out in 2017 to refresh the evidence base for determining the appropriate open space requirements for new development, ensuring that it remains robust and up-to-date. This is summarised by the [South Kesteven Open Space, Sports and Recreation Facilities Report \(2017\)](#). Where there are local deficiencies in open space provision, the open space standards of policy OS1 will be applied to development proposals to secure new provision.

It is important to protect and increase the existing provision of open space, to meet the future needs associated with development. New development should provide opportunities to provide new and/or improve existing open spaces. This provision could be either on or off-site depending on the scale and nature of the development.

Local open space standards for South Kesteven have been developed based on the assessment of the needs in the 2009 study and are set out in policy OS1 below. Proposals for new residential development should contribute to the provision of open space in areas where the standards are not met already.

Open space should be well designed and maintained using best practice principles in “Fields in Trust: Guidance for Outdoor Sport and Play”. High quality open spaces that are welcoming and well-kept are valued and enjoyed by everyone. These in turn contribute to healthy living, biodiversity and wildlife conservation, sustainable development and environmental education.

OS1: Open Space

The standards in the table below will be used to ensure the availability of adequate open space* for all areas. They will be used to ensure adequate levels of provision for each type of open space, based on existing and future needs. This will be achieved by both protecting existing open space and by opportunities to deliver additional open space where it is required.

	Standard	Component Parts	
Informal /Natural green space	2.0 ha per 1000 population within 480m (10mins walk time)	Informal open space, natural green space, e.g. woodland, wetland, meadow and heath, green infrastructure, routeways and corridors	
Outdoor sports space	1.0 ha per 1000 population within 480m (10mins walk time)	Dedicated outdoor sports pitch provision (includes grass pitch provision and sometimes hard/synthetic surfaces)	
Other Open Space	0.8ha per 1000 population within 480m (10mins walk time)	Play equipped space	0.15ha
		Young Persons spaces	0.15ha
		Allotments	0.20ha
		Parks	0.30ha

Providing New Open Space

To ensure that new housing developments provide sufficient new (or improved) open space to meet the needs of the development, the above standards will be applied to all development proposals for new housing that are capable of providing 10 or more dwellings. Development proposals will be assessed against current open space provision, in areas that do not currently meet the standards for open space, the development proposal will be required to make appropriate provision, based upon the standards above.

New open space provision should form an integral part of the development layout. It should be easily accessible by means of pedestrian connections through the development and should be designed to ensure that it is clearly visible to the public.

All new open space provision should take account of best practice guidance and design principles. The longevity of new open space provision shall be safeguarded, through agreed management and maintenance arrangements.

Where open space cannot be provided on-site as part of the development an off-site financial contribution for the provision of a new open space, or to improve the quality of existing open space within the locality of the proposal, will be expected.

Protecting Existing Open Space

All existing open space including allotments, parks, equipped play space, sport pitches and informal natural open space, route ways and corridors will be protected.

Development proposals for existing open spaces will only be permitted where it is demonstrated that

- the proposal will provide increased or improved open space and/or recreational facilities, or
- the site is not required to meet the local standard set out above, or
- equivalent (or better) replacement provision is to be made within the locality, and
- the site does not support important or protected habitats or species.

* open space includes allotments, parks, equipped play space, sports pitches and informal natural open space, routeways and corridors.

Renewable Energy Generation

The Council is the responsible local planning authority for renewable and low carbon development. As such, the Local Plan needs to consider how to plan positively for renewable energy and its delivery. The context to the Renewable Energy Policy [\(RE1\)](#) in the Local Plan is provided by the National Planning Policy Framework (NPPF) 2012, the Planning Practice Guidance for Renewable and Low Carbon Energy 2015 and by Ministerial statements; in particular the written ministerial statement made by the Secretary of State for Communities and Local Government on 18 June 2015.

National and Local Context

The 2015 Planning Guidance states “*when drawing up a Local Plan local planning authorities should first consider what the local potential is for renewable and low carbon energy generation. In considering that potential, the matters local planning authorities should think about include:*

- *the range of technologies that could be accommodated and the policies needed to encourage their development in the right places;*
- *the costs of many renewable energy technologies are falling, potentially increasing their attractiveness and the number of proposals;*
- *different technologies have different impacts and the impacts can vary by place;*
- *the UK has legal commitments to cut greenhouse gases and meet increased energy demand from renewable sources. Whilst local authorities should design their policies to maximise renewable and low carbon energy development, there is no quota which the Local Plan has to deliver.”*

This Section of the Local Plan deals primarily with the three main sources of on-shore energy generation likely to be proposed in the District - solar photovoltaic, wind energy and biomass energy. Other possible sources of renewable energy will be considered along the lines of the general proposals for these three sources. Whilst on-shore wind has been a major contributor of renewable energy over the last 15 years its forecast additional capacity has been greatly overtaken by offshore wind. Government subsidies for on-shore wind in the form of the Renewables Obligation has now been completely phased out by April 2017. Even though on-shore wind is becoming less costly and like all the major renewable sources moving towards “grid parity”, this is bound to affect demand. It is also not seen as a major provider of new development because of population and environmental constraints. The Government’s National Infrastructure Delivery Plan 2016 to 2020/21 (para 6.28) sees the key energy technologies for market support as new nuclear, gas and offshore wind.

Subsidies have also been reduced for Solar PV energy generation and this form of renewable energy has an even larger cost reduction trend and is expected to reach viability without subsidy (grid parity) soonest. The Government has also made it clear in its Solar PV Strategy that regarding renewable energy from Solar PV it sees the greatest potential being from roof-mounted panels on the estimated 250,000 hectares of south-facing industrial and commercial roofs in England. The Council recognises this approach as having the greatest potential, with significantly less adverse impacts (such as the loss of agricultural land) compared with large scale ground mounted panels and therefore wishes to encourage such provision.

The Council intends to operate a criteria-based policy towards any new proposals for renewable energy generation in the District. This approach is covered in the National Planning Policy Guidance and has served the District well in the form of SKDC's June 2013 Wind Energy Supplementary Planning Document, the content of which has been reviewed and updated to inform [Appendix 4](#) of this Local Plan. The criteria based approach will assist developers in considering the constraints on any renewable energy generation proposals as well as their benefits and thus to identify any potentially suitable locations.

The Council therefore will consider any planning applications for renewable energy which pass the tests set out in [Appendix 4](#) of this Local Plan covering wind energy, solar PV and Biomass. For other forms of renewable energy the criteria will be adapted from those in the [Appendix 4](#). The criteria headings are as follows:

For Wind Energy generation

- Landscape and visual amenity
- Residential amenity
- Cumulative impact
- Ecology, Biodiversity and ornithology
- Historic Environment
- Hydrology
- Traffic and Transport
- Noise and Vibration

- Socio-economic and other impacts
- Shadow Flicker
- Aviation
- Telecommunications
- Agricultural land

For Solar Photovoltaic generation:

- Visual impact on landscape or heritage settings
- Visual impact upon dwellings or communities
- Cumulative impact
- Noise
- Highways and safety
- Nature conservation
- Agricultural land

For Biomass generation:

- Visual impact on landscape or heritage settings
- Visual impact upon dwellings or communities
- Highways and safety
- Noise
- Highways and safety
- Nature conservation
- Straw Drop
- Emissions/Pollution

- Fire risk
- Storage on site

A crucial context to consideration of renewable energy projects will be the importance of agriculture and food production in South Kesteven. This sector is not only key in the local economy but also the District, as part of Lincolnshire, provides a strategic role in national food production. This strength is rooted in the quality of the District's farmland. Renewable energy projects that displace or conflict with this economic asset will be unlikely to be considered favourably.

A further consideration in balancing the advantages of renewable energy generation with any harm to residents, the environment or local economy will be the amount of energy to be generated compared with the measure of any adverse impacts.

All planning applications for renewable energy should contain parallel detailed proposals for power transmission (whether over-ground or underground) as the impact of power lines upon local communities and landscapes is a material consideration. Whilst proximity to gridlines is an important consideration for developers, the Council is aware that a trade-off must be achieved between absolute proximity and environmental and other considerations.

The Local Plan does not identify specific areas suitable for renewable provision, instead it sets out the key criteria that shall be taken into consideration when proposals for renewable energy provision are received. [Policy RE1](#) and [Appendix 4](#) set the context to enable the identification of potentially suitable sites for renewable energy development.

In addition to these, and in accordance with the Written Ministerial Statement, should a wind energy proposal or any renewable energy proposal come forward from a local community, or a local community working in partnership with a developer, wish to deliver renewable energy in their local area, the proposal will be encouraged, provided that it meets the relevant criteria as set out in [policy RE1](#) and the accompanying [Appendix 4](#).

To further support communities in their consideration of all renewable proposals, local communities via their parish councils, or equivalent, will be consulted on planning applications for renewable energy. In consulting local communities the Council will consider the geographic reach of a proposal, in relation to both possible and cumulative impact. This will sometimes involve consulting proximal parish councils as well as the one(s) where the proposal is located. This may include parishes in adjoining local planning authority areas, in which case the Council

will liaise with those corresponding local authorities. In considering consultation responses greatest weight will be placed on the views of those communities and parish councils which are closest to, or most greatly affected by the proposed development. The [Statement of Community Involvement \(SCI\)](#) will be updated accordingly to accommodate this.

RE1: Renewable Energy Generation

Proposals for renewable energy generation will be supported subject to meeting the detailed criteria as set out in the accompanying Renewable Energy [Appendix 4](#) and provided that:

- The proposal does not negatively impact the District's agricultural land asset;
- The proposal can demonstrate the support of affected local communities;
- The proposal includes details for the transmission of power produced;
- The proposal details that all apparatus related to renewable energy production will be removed from the site when power production ceases;

and any other relevant Local Plan policies and national planning policy.

4. South Kesteven's Four Market Towns

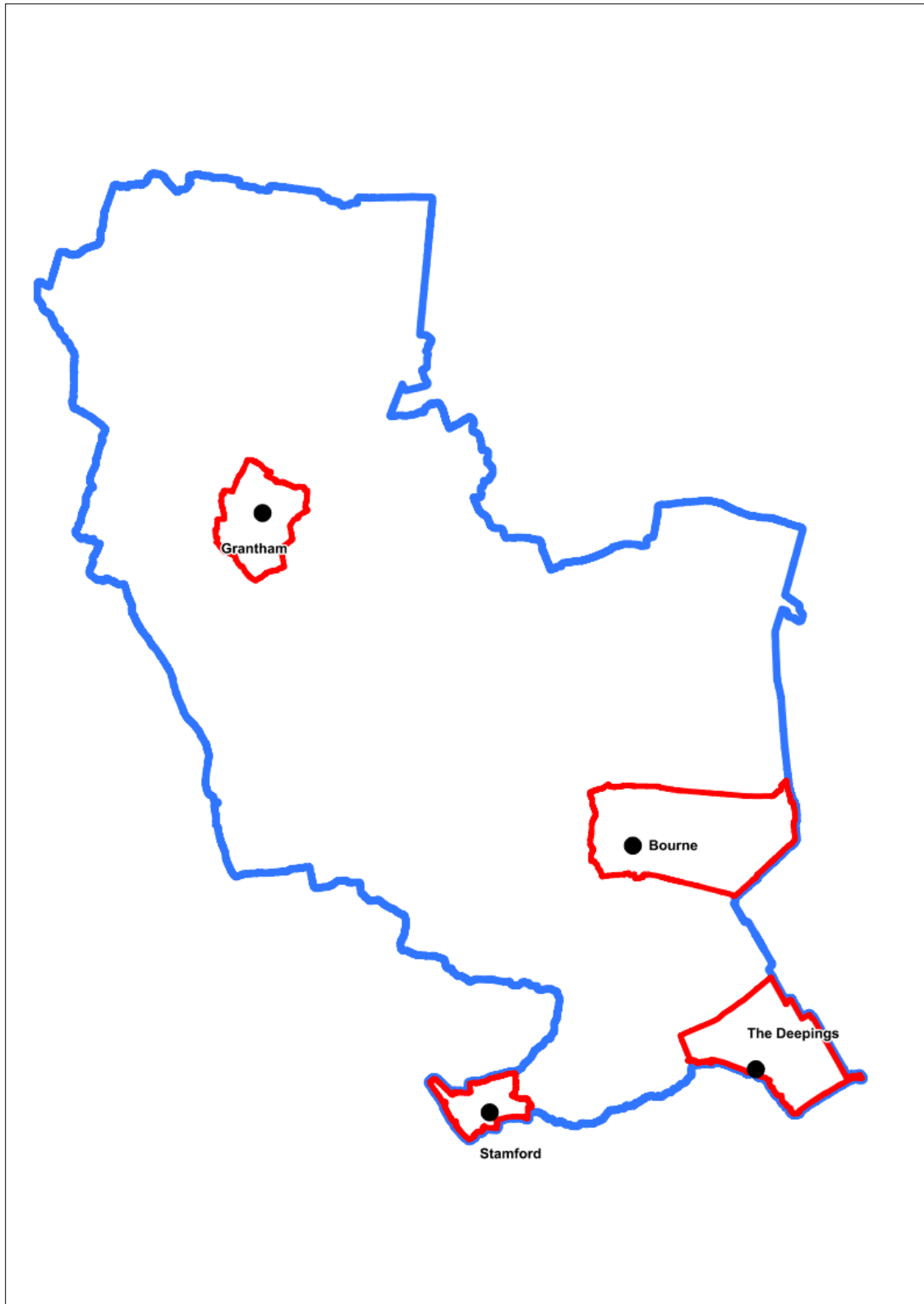


Figure 5 – The four main Towns of South Kesteven Map and Infographic Data.

Grantham's Profile



Population – 41998



47% of the population is in Full or Part time employment



Number of properties - (2011) 15450 - primarily detached houses



Average age of the population is 40



10% of the population is retired

Stamford's Profile



Population – 19701



50% of the population is in Full or Part time employment



Number of properties - (2011) 8994 - primarily detached houses



Average age of the population is 42



11% of the population is retired

Source – Office of National Statistics 2011 Census Data <https://www.ons.gov.uk/census/2011census>

Bourne's Profile



Population – 14456



47% of the population is in Full or Part time employment



Number of properties - (2011) 6342 - primarily detached houses



Average age of the population is 42



11% of the population is retired

The Deepings' Profile



Population – 13314



50% of the population is in Full or Part time employment



Number of properties - (2011) 5570- primarily detached houses



Average age of the population is 42



12% of the population is retired

Source – Office of National Statistics 2011 Census Data <https://www.ons.gov.uk/census/2011census>

Grantham

Grantham is located around 26 miles south of Lincoln and 24 miles east of Nottingham. It is the largest settlement within the District of South Kesteven, and the second largest settlement in Lincolnshire. The town has historically been of strategic importance due to its location on the River Witham, along with the Great North Road and with the East coast Main Line running through it. It has good strategic connections to London, Peterborough, Newark, Lincoln and Nottingham. Being the largest town in the District, Grantham was previously awarded Growth Point status in 2006, in order to support an ambitious growth agenda, aimed at strengthening and enhancing Grantham's position as a major economic centre within Lincolnshire. Whilst formally Grantham's Growth Point status has concluded, the projects associated with it are still active and work continues to ensure that Grantham fulfills its ambition to be a leading sub-regional centre offering high quality retail, leisure, residential and employment opportunities to the whole of its hinterland.

Grantham also has an historic and diverse town centre, with the full range of facilities, which you would expect to find in an urban centre of over 41,000 people. Many of the major national retailers have stores in the town, including branches of the leading supermarkets and the major banks.

Grantham's Historic Environment

In the centre of Grantham is the Grade 1 listed St. Wulfram's parish church. The church and its immediate setting are important features of the Conservation Area and the wider area, they are also the most historic parts, and as such are highly significant in their historic importance, and therefore very sensitive to any change or alteration. The views to the spire of St Wulfram's Church are one of the defining characteristics of Grantham. St Wulfram's spire is prominent in both short and long views and should be safeguarded from development both within and outside the town that could have a detrimental impact on these views.

The Grade 1 listed Belton House and its Grade 1 registered historic park and garden are internationally significant heritage assets located in close proximity to the northern edge of the existing built up area of Grantham.

In recognition of its importance the Council and the National Trust commissioned the Belton House and Park Setting study to define the extent of the setting of these heritage assets and to

inform policy formulation and decision-making for development proposals within the defined area.

Protecting and enhancing the setting, to the extent defined in the adopted Belton House and Park Setting Study, is important in maintaining its significance as a heritage asset. In accordance with [policy GR1](#) development proposals will need to demonstrate what, if any, impact there will be on the setting of Belton House and Park through the preparation of a Heritage Impact Statement.

GR1: Protecting and Enhancing the Setting of Belton House and Park

Belton House and its Historic Park and Garden are nationally and internationally significant heritage assets located in close proximity to the northern edge of the existing built-up area of Grantham. Protecting and enhancing their setting, using the Belton House and Park Setting study to inform the assessment of the impacts, is important to maintaining their significance as heritage assets. Proposals will need to demonstrate what, if any, impact there will be on the setting of Belton House and Park through the preparation of a Heritage Impact Statement, and how through their location, scale, design, landscaping and materials they have taken account of the setting of Belton, and that any adverse impacts have been removed and/or mitigated.

Support Grantham's Economy

The town's economy has traditionally been reliant on industries like manufacturing, engineering, construction and wholesale retail trade. However, the distribution and tourism service sectors have taken an increased role in employment provision over recent years with much of the town's employment now focused within the service sector.

Education within the town is good, with Key Stage Two results in line with the national averages and a good GCSE performance. There are several secondary schools in the town, including two Grammar schools and a further education collage.

Employment in the town is mainly focused in the town centre; but also at other locations such as Alma Park industrial Estate and Spittlegate Level industrial area, near to the A1. Unemployment in the town is at 3.7% which is higher than the District average of 2.0%.

The Local Plan seeks to strengthen the District's economy and through the identification of a series of strategic employment sites (see [E1: Strategic Employment Sites](#)) and employment allocations (see [E2: Employment Allocations](#)) seeks to further enhance Grantham's local

economy such that Grantham can sustain its role as an effective sub-regional centre. The proposed strategic employment site in Grantham ([E1:GR.SE1](#)) recognises the benefit the delivery of employment generating uses on this site will bring to the local economy. Also, the location of this site means that it benefits from good connectivity and the new junction to the A1 will further support this site's attractiveness.

In recognition of the new A1 junction being delivered in conjunction with developments to Grantham South, further land adjoining the strategic employment site is also identified for employment allocations ([E2:GR.E1](#) [GR.E2](#) [GR.E3](#)). Delivery of employment generating uses on these sites will further support Grantham's economy, as well as the wider District's economy.

Sustainable Transport in Grantham

The growth of the town requires an efficient transport network which enables services and facilities to be accessible to all, whilst also helping to reduce congestion and minimising the environmental impact of transport, particularly through the town centre.

Grantham lies adjacent to the A1 and it is currently bisected by the A52. As trunk roads the A1 and A52 (west) are the responsibility of Highways England rather than Lincolnshire County Council. Development proposals which may have an effect on the trunk road network, including the capacity of junctions onto and off the trunk road network will be considered by Highways England as well as Lincolnshire County Council. Development proposals may therefore, require a strategic highway solution involving both LCC and Highways England.

In 2005, LCC commissioned a transport study for Grantham. The aim of this study was to look at all of the issues that relate to transport in the town and set out a range of local proposals to tackle congestion and improve transport options. In 2014 the study was reviewed. This review set out five key aims:

- Making Grantham a better place in which to live, work and shop
- Making alternative ways of travelling more attractive
- Making the most of the railway station;
- Helping people get around town more easily; and
- Catering for new developments.

Lincolnshire County Council has proposals for significant highway infrastructure which will be delivered in Grantham during the plan period. This includes the construction of the Grantham Southern Relief Road (GSRR). This infrastructure will support and enable the growth of the town by opening up access to key development sites and by providing mitigation to traffic

growth associated with all planned development. It is important to recognize the benefit and mitigation that this infrastructure will provide to all development sites within the Grantham Transport strategy area. Development proposals will therefore be expected to make appropriate direct provision or a financial contribution to the delivery of this enhanced infrastructure. Where opportunities for the forward funding of strategic transport infrastructure projects exist, these will be explored, in partnership with Lincolnshire County Council, or Highways England in the case of the A1 and A52 (west of the A1) trunk roads.

GR2: Sustainable Transport in Grantham

All development proposals within the Grantham Transport Strategy area (defined on the policies map) should make an appropriate contribution to necessary transport improvements and the delivery of the objectives of the Grantham Transport Strategy, either directly where appropriate (such as the provision of infrastructure or through the contribution of land to directly enable a scheme to occur) or indirectly (such as through appropriate developer contributions to an identified scheme).

Grantham Town Centre

The Local Plan will seek to encourage retail proposals that support and enhance Grantham's developing role as a sub-regional shopping and leisure destination.

The historic fabric of Grantham's town centre creates good potential for investment, regeneration and enhancement despite it having experienced the national pattern of increased shop vacancies. Grantham's sub-regional status and its distance from the key shopping centres of Peterborough and Nottingham means it should in theory be operating at a higher retail level than is currently being achieved.

Part of Grantham town centre's under achievement is due to significant expenditure leakage into centres such as Peterborough, Nottingham and even Leicester. Expenditure leakage is the technical term for shoppers exhibiting choice; shoppers choose other locations because of the variety those locations can offer them, which in turn impacts the offers available within the centre not being visited, in this instance Grantham town centre. Grantham is not large enough to re-create itself as another Peterborough or Nottingham, but it can still build a critical mass in terms of its population and look to reinvent and to reinvigorate itself as a sub-regional shopping and leisure destination. Wider local infrastructure issues, such as congestion within the town centre, will be addressed through the delivery of the Plan.

The policy sets out what will be encouraged within Grantham town centre to enable this shift towards a better shopping and leisure destination not just for the District's resident population, but also workers and visitors.

GR3: Grantham: Town Centre Policy

The Grantham town centre boundary and the Primary Shopping frontages are defined on the policies map (shown below).

- Within the town centre, development or reuse of buildings for a range of uses including retail, leisure, offices, food and drink, cultural and residential will be supported.
- Within the Primary Shopping frontages proposals for new premises, conversions or change of use to A1 retail (shops) will be encouraged, subject to the proposal contributing positively to the character and appeal of the town centre. Other A-uses will be supported provided that they positively contribute to the Town Centre either through generating footfall or providing supplementary uses, i.e. banks, cafes.
- Within the town centre boundary, proposals for A-uses will be supported, as well as proposals for Offices (B1), Health Care, Day Nurseries, (D1) and leisure and tourism related uses, i.e. cinema, recreation facilities (D2) and appropriate residential development, provided that the use does not cause undue harm to the character and appeal of the town centre, nor generate “dead shopping frontages”.
- The preference is for A1 retail uses to be located within the Primary Shopping frontages. Proposals for A1 retail uses in the wider town centre boundary, will be supported provided that they positively contribute to the town centre.
- Proposals supporting the generation of an evening economy within the Town Centre will be encouraged. The re-development of the St Peter’s Hill area will be supported provided that proposals encourage footfall into the town centre and support the evening economy.

A sequential approach will be applied to the location of proposals for main town centre uses which prioritises sites within the town centre ahead of edge of centre sites. Out of centre locations will only be considered if sequentially preferable sites are not available.

Retail impact assessments will be required to accompany proposals for main town centre uses in edge of centre or out of centre locations where the gross floorspace proposed is above 1,000sqm.

Grantham Town Centre

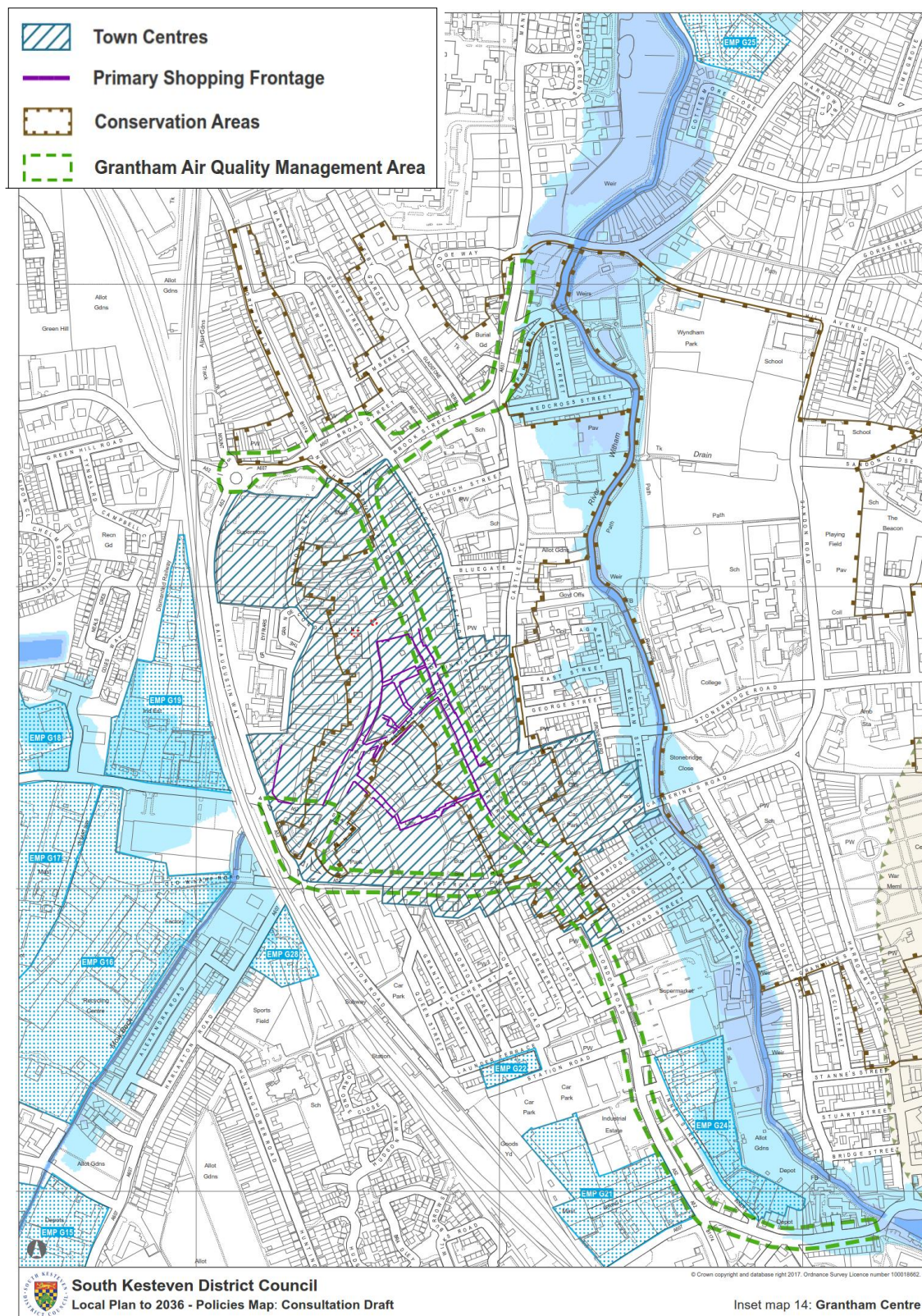


Figure 6 Grantham Town Centre Map - (Note this map will be updated when new policy maps are finalised)

Grantham Residential Allocations

A series of potential residential allocations is proposed for Grantham. Along with existing commitments and known supply, as set out in the Spatial Strategy SP1, the majority of development proposed for the District, will centre on Grantham. This approach ensures development is located in the most sustainable location and ensures Grantham meet its growth needs and fulfills its role as a sub-regional centre.

Grantham will be the primary focus for the majority of housing growth within the District. This principle was established by the previous Core Strategy and by continuing to focus on Grantham the town will have the scale of additional growth needed to furnish it with an appropriate critical mass that will support a range of services and facilities and ensure that Grantham sustains and builds upon its role as a sub-regional centre. To achieve this the Local Plan incorporates the continued allocation of the Garden Village (Southern Quadrant GR4: H3), which has recently attracted central government funding, and the North West Quadrant (GR4: H1), which has also secured central government funding for a new primary school. Further land is also identified for allocation at the north-west quadrant (GR4: H2), as well as land north of Longcliffe Road (GR4: H4) and at the west of Grantham (GR4:H5). In respect of GR3:H4 the ongoing planning appeal related to the recent refusal of planning permission may bring forward additional information, which will be considered before any formal allocation is made on this site.

In addition to these identified locations for potential growth, the Prince William of Gloucester barracks has been signaled for release by the Ministry of Defence. Identifying this site as a reserve allocation in the Local Plan offers the District the opportunity to comprehensively masterplan for the continued growth of Grantham towards the end of the current plan period and beyond.

GR4: Grantham Allocations

The following allocations are proposed for Grantham:

GR4 H1: Spitalgate Heath - Garden Village (Southern Quadrant) (SKLP269)

Indicative Unit Numbers: 3700

Assumption Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- To ensure a comprehensive development is proposed for the whole site, incremental full applications will not be acceptable. An outline or hybrid application will be required for the entire site. This should be accompanied by an illustrative masterplan.

- The development should incorporate Sustainable Urban Drainage systems where practical and possible to do so.
- The masterplanning and development of the site should have careful regard for landscape and topography.
- The potential for the development to impact on the townscape and heritage assets including views out of the site should be considered in the masterplanning of this site.
- Additional treatment capacity is required at waste water treatment works and new discharge permits are required for water quality targets. This should be incorporated early on in the development of scheme specifics.
- To ensure the development achieves good, high quality design a design code will be prepared for the site.
- Part of this site is located within a Site Specific Minerals Safeguarding Area and development could therefore impact upon minerals sites / infrastructure that already have planning permission. An assessment should be undertaken to demonstrate the proposed development would not be adversely affected by the mineral site (particularly in terms of noise/dust/traffic/ and visual impact), this assessment shall take place before considering a planning application or allocation for this site to ensure any mitigation measures are incorporated into the development proposal.
- This site is situated within a Minerals Safeguarding Area. Before considering a planning application or allocation for this site a Minerals Assessment will be required.

GR4 H2: Rectory Farm (Phase 2 North West Quadrant) (SKLP134, 267, 268)

Indicative Unit Numbers: 1150

Assumption Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- To ensure a comprehensive development is proposed for the whole site, incremental full applications will not be acceptable. An outline or hybrid application will be required for the entire site. This should be accompanied by an illustrative masterplan.
- Development should provide a strategic access solution which limits the number of new access points onto the A52 Barrowby Road.
The strategic access solution should include details on vehicular, pedestrian and cycleway connections to the adjacent Poplar Farm. The connections should incorporate access to Poplar Farm primary school.
- The development will make suitable open space provision including providing an additional playing field or land for such use, adjacent to the boundary of Poplar Farm school
- The development should incorporate Sustainable Urban Drainage systems where practical and possible to do so.
- Development of this site should seek to positively incorporate strategic views

towards heritage assets of the Town (Belmont Tower, St Wulfram's, St Sebastians). The topography of the site shall be carefully considered to ensure that development proposals reduce possible harm to these heritage features.

- Additional treatment capacity is required at waste water treatment works and new discharge permits are required for water quality targets. This should be incorporated early on in the development of scheme specifics.
- To ensure the development achieves good, high quality design a design code will be prepared for the whole site.

GR4 H3: Land adjacent to Rectory Farm (Phase 3 North West Quadrant) (SKLP51) –

Indicative Unit Numbers: 216

Assumption Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- A comprehensive masterplan will be prepared for this site, which clearly sets out an appropriate relationship with the adjacent Rectory Farm site/s (Phase 2 North West Quadrant)
- In masterplanning the site consideration should be given to providing vehicular, pedestrian and cycleway connections into the site from the adjacent Rectory Farm development (North West Quadrant Phase 2).
- The development should incorporate Sustainable Urban Drainage systems where practical and possible to do so.
- The northern edge of the site shall not extend any further north than as shown on the policies map, this is to prevent possible impact on heritage features and the landscape.
- Noise mitigation measures shall be proactively incorporated in the development.
- Sensitive landscaping treatments shall be provided along the northern edge of the site.
- Additional treatment capacity is required at waste water treatment works and new discharge permits are required for water quality targets. This should be incorporated early on in the development of scheme specifics.
- To ensure the development achieves good, high quality design a design code will be prepared for the site.

***GR4 H4: Land North of Longcliffe Road and Ryedale Close, Manthorpe Road (SKLP45)**

This site is subject to an ongoing appeal, following the recent refusal of planning permission. The outcome of the appeal will be considered prior to any formal allocation of this site in the new Local Plan

Indicative Unit Numbers: 480

Assumption Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- The masterplanning and development of the site should have careful regard for landscape and topography. No development shall occur above the 65m contour.
- Additional treatment capacity is required at waste water treatment works and new discharge permits are required for water quality targets. This should be

incorporated early on in the development of scheme specifics

- Impact on heritage features will need to be considered, specifically the development should incorporate strategic Views towards heritage assets (Belmount Tower, St Wulfram's Church, St Johns church)
- A Landscape buffer shall be provided along the northern and western edges of the site
- The development should incorporate Sustainable Urban Drainage systems where practical and possible to do so.
- A through route between Longcliffe Rd and Belton Lane shall be provided, this will also enable connections to and enhancement of existing footpaths/cycleways in the local area
- The development will make provision for upgrading of Belton Lane/Newark Hill junction to traffic lights
- To ensure the development achieves good, high quality design a design code will be prepared for the site.

GR4 H5: Land at Trent Road/Harlaxton Road (SKLP319)

Indicative Unit Numbers: 50

Assumption Density: 30 Dwellings per hectare

Assumed Affordable Housing Contribution: 35%

The following development principles accompany this allocation:

- The development should incorporate Sustainable Urban Drainage systems where practical and possible to do so.
- In developing the site the operations of the adjacent employment site shall be taken into consideration so as ensure the employment uses can continue to operate.
- Screening should be provided between the adjacent employment site and any proposed residential units to limit disruption to both existing employment uses and future residential provision.

Prince William of Gloucester Barracks

The [Strategic Defence and Security Review 2015](#) sets out the comprehensive, long-term review of the Ministry of Defence (MOD) assets, the focus of which is to reduce the defence estate by 30% by 2040. The estate rationalisation will release 91 MOD sites, which will support the MOD in reducing estate running costs by £140m over the next 10 years. This will also provide land for 55,000 homes as part of the wider government housing policy.

Specifically for Grantham, the Prince William of Gloucester Barracks is identified for release. (See [A Better Defence Estate: November 2016](#).) The release of the Barracks was first announced in September 2016 and it is estimated that the site will start to be ready for disposal by 2020. The potential release of the Barracks accords with the findings of the [Grantham Capacity and Limits to Growth Study 2015](#), which sought to identify future possible growth options for the town.

To ensure the Local Plan positively responds to the release of the Barracks, the site is identified as a reserve allocation for residential or mixed use development. Such alternative uses would accord with the findings of the Grantham Capacity and Limits to Growth Study.

The MOD has indicated the timeframe for disposing of the site is to start by 2020. This means residential completions could possibly be realised from this site, towards the end of the current plan period. However, to ensure the Local Plan meets the District's Objectively Assessed Need, and to provide certainty regarding completion rates across the entire plan period, the Local Plan and accompanying housing trajectory do not at present make any allowances for residential completions from this reserve allocation.

GR5: Grantham Reserve Allocation

GR5: H5 Prince William of Gloucester Barracks (SKLP 316)

The Prince William of Gloucester Barracks will be released by active military use by 2020. The potential release of this site conforms to the Grantham Capacity and Limits to Growth Study and the Council in principle will support its redevelopment for residential and mixed uses purposes.

Should proposals for the redevelopment of the Barracks be forthcoming within the plan period (2011-2036) these will be supported, provided that the redevelopment of the site positively contributes towards the provision of strategic infrastructure within Grantham.

The re-development of the Barracks should be proactively masterplanned as another satellite settlement or garden village, given its location on the edge of Grantham, rather than an extension to the town.

Policies maps have been prepared and are contained within the [Policies Maps Appendix: 3](#). The policies maps depict all land allocations and other policy designations. The map below is provided for purely illustrative purposes, detailing current planning permissions in the context of proposed allocations.

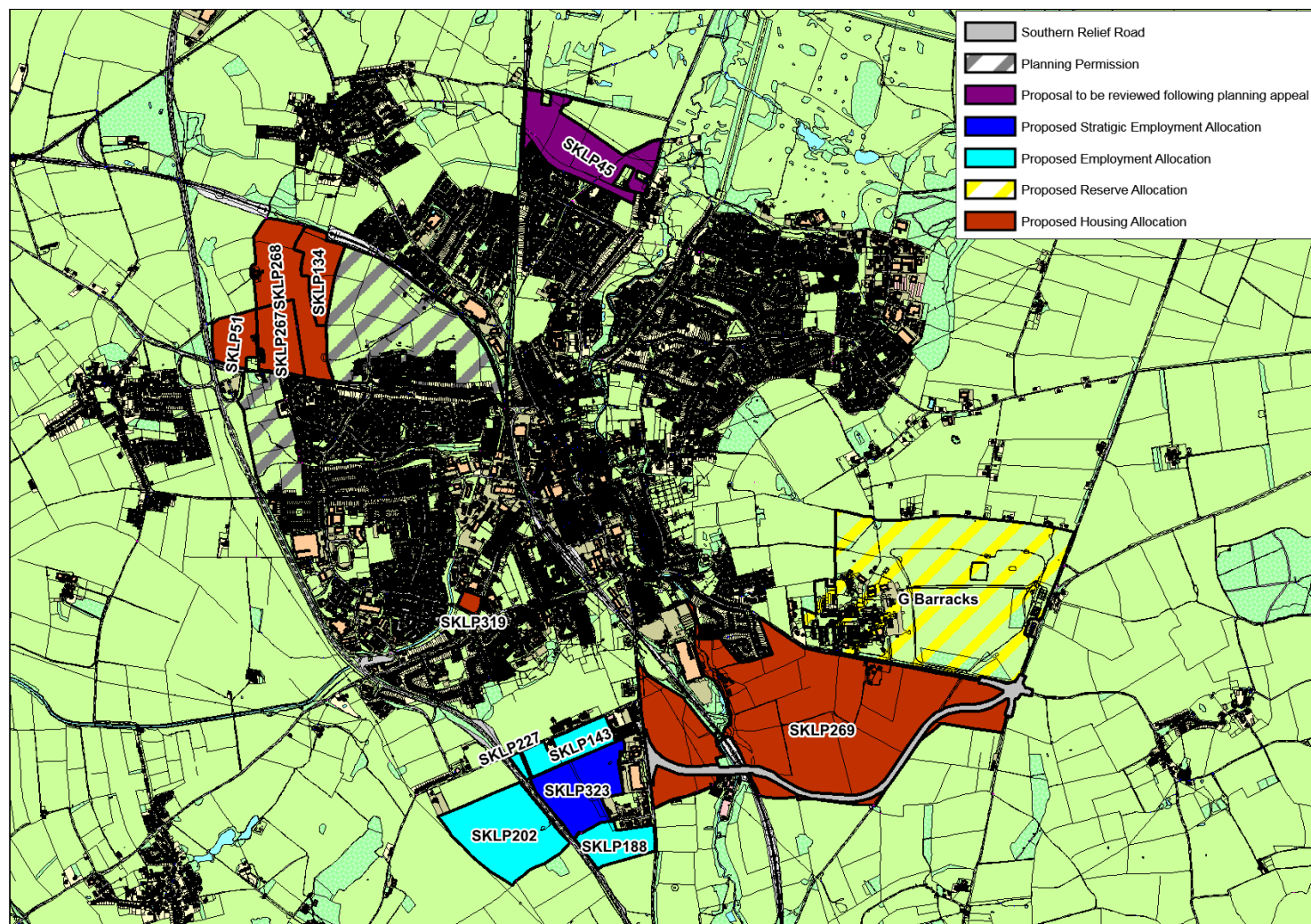


Figure 7 – Grantham Allocations Map

Stamford

Stamford is the second largest town in South Kesteven. Stamford is located adjacent to the strategically important national north-south route, the A1, meaning cities such as Peterborough and Cambridge are commutable and London (100 miles away) is also accessible. There are direct rail services to Cambridge, Birmingham, Peterborough and Stanstead airport, and the East Coast Main Line rail network is accessed via Peterborough. The town also acts as a service centre for nearby villages, such as Uffington and Tallington in the District and Great Casterton and Ryhall in Rutland.

Stamford is noted for its heritage, its architecture and its essential medieval and Georgian character, which has been used as the backdrop for many film and television productions. The town centre is protected by a Conservation Area (the first in England) and there are many archaeological remains (both designated and undesignated) throughout the town which are an important part of the town's heritage.

Stamford has a full range of facilities, including a hospital and several doctors' and dentists' practices. Many of the major national retailers have stores in the town, including branches of the leading supermarkets and the major banks. The town also has many local independent and specialist traders providing a variety of goods and services. Stamford also has a market every Friday, selling local produce and a variety of household goods. Education is available in both state and private schools in Stamford at Primary and Secondary level. New College, Stamford offers both further and higher education courses.

In 2015, South Kesteven District Council commissioned a Capacity and Limits to Growth Study for Stamford. This was done to ensure the existing heritage and other important features of Stamford were protected from future inappropriate development options by identifying the less constrained and strategic opportunities for sensitive growth of the town. The Stamford Neighbourhood Plan Group ([Stamford First](#)) have been actively involved in this piece of evidence and support the study's findings.

The proposed strategy for Stamford is to focus on growth to the North of the town (STM1: H1). This proposal accords with the findings of the Stamford Capacity and Limits to Growth Study as focusing growth in the north will ensure the historically significant and sensitive landscape to the south of the town is protected whilst the fabric of the town is protected for future generations. The proposed northern allocation will provide a comprehensive extension to the town, however this will happen over a number of years and therefore it will be some time

before housing completions are achieved. To ensure Stamford continues to contribute to the District's housing growth and its own need, a further allocation is proposed at Stamford East (STM1:H2). This proposal makes best use of previously developed land and seeks to ensure two parcels of land are bought together as one comprehensive development option for the town.

STM1: Residential Allocations

STM1-H1: Stamford North (SKLP257, SKLP258, SKLP240)

Indicative Unit Numbers: 1287

Assumption Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- A comprehensive masterplan and a single planning application is required for the entire site (this includes the land extending into Quarry Farm, Rutland)
- Highway, footway, cycleway connections shall be provided throughout the site which connect the site into the wider town.
- An East-West link road shall be provided to provide mitigation of traffic generated from this development.
- The development shall accommodate specialist housing needs through the provision of retirement housing, extra care or residential care housing.
- The development shall make provision for a new primary school.
- The development shall make provision for contributions towards the expansion or improvement of the adjacent secondary school.
- The development should positively respond to green infrastructure opportunities and provide sensitive landscaping to the northern edge of the site.
- This site represents an important gateway location and this should be recognised in the design and layout of development proposals.
- To ensure the development achieves good, high quality design, a design code will be prepared for the site.
- This site is situated within a Minerals Safeguarding Area. Before considering a planning application or allocation for this site a Minerals Assessment will be required.

STM1- H2: Stamford East (SKLP300, 318)

Indicative Unit Numbers: 162

Assumption Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- A comprehensive masterplan is required for the entire site.
- Highway, footway, cycleway connections shall be provided throughout the site which connect the site into the wider town.
- This site represents an important gateway location and this should be recognised in the design and layout of development proposals.
- To ensure the development achieves good, high quality design, a design code will be prepared for the site.
- Any contaminated land should be remediated as necessary.
- This site is situated within a Minerals Safeguarding Area. Before considering a planning application or allocation for this site a Minerals Assessment will be required.

Policies maps have been prepared and are contained within the [Policies Maps Appendix: 3](#). The policies maps depict all land allocations and other policy designations. The map below is provided for purely illustrative purposes, detailing current planning permissions in the context of proposed allocations.

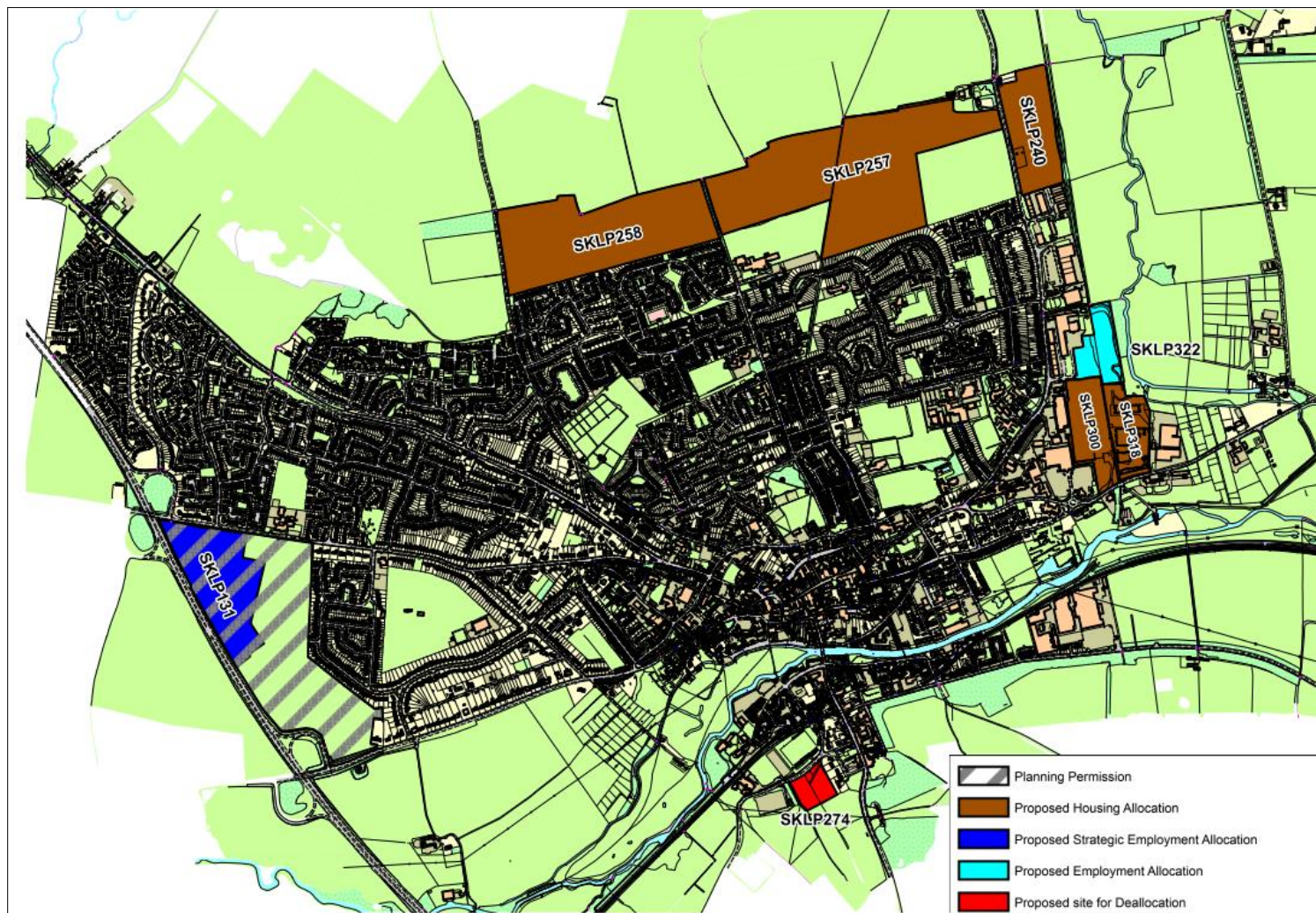


Figure 8 - Stamford Allocations Map

Stamford Town Centre

The local plan will seek to encourage retail proposals that support Stamford's role as one of the four main towns in the District.

Stamford has a mostly linear town centre which is situated along High Street between the junctions of St Pauls Street and St John's Street. There are smaller secondary shopping locations running from east to west in St Mary's Street and Broad Street. The majority of the town centre falls within the conservation area and includes a number of listed buildings. Vacancy levels are below the national average.

The town centre serves the local population and the surrounding rural villages. Stamford's historic status and the unique shopping environment also attracts many visitors. The town centre provides a high end retail offer, which is supported by a substantial and diverse leisure and service sector which includes numerous cafes and restaurants. These reflect the character of Stamford as a historic Market Town which attracts significant levels of visitor spending. Stamford town centre is confined by its adjacent residential area, the town itself sits within Lincolnshire but adjoins Rutland to the North and West, Peterborough to the South and Northamptonshire to the Southwest.

[STM2: Stamford Town Centre Policy](#) sets out the types of developments that will be encouraged within Stamford Town centre in order for it to maintain its attractive shopping environment with a good range of independent, specialist shops to serve both visitors and local shoppers and to maintain the town's distinct identity within the district.

STM2: Stamford Town Centre Policy

A sequential approach will be applied to the location of proposals for main town centre uses which prioritises sites within the town centre ahead of edge of centre sites. Out of centre locations will only be considered if sequentially preferable sites are not available.

Retail impact assessments will be required to accompany proposals for main town centre uses in edge of centre or out of centre locations where the gross floorspace proposed is above 1000sqm.

The Stamford town centre boundary, Primary and Secondary Shopping frontages are defined on the proposals map.

- Within the town centre, development or reuse of buildings for a range of uses including retail, leisure, offices, food and drink, cultural and new residential uses will be supported.
- Within the Primary Shopping frontages proposals for new A1 retail (shops) will be encouraged, subject to the proposal contributing positively to the character and appeal of the town centre. Other A – use classes will be supported provided that they positively contribute to the town centre either through footfall generating uses or providing supplementary uses, i.e. banks, cafes, etc.
- Within the Primary Shopping frontages proposals for conversion or change of use to A1 retail (shops) will be positively encouraged, subject to the proposal contributing positively to the character and appeal of the town centre.
- Within the Secondary Shopping frontages proposals for town centre complementary uses will be supported.

Stamford Town Centre

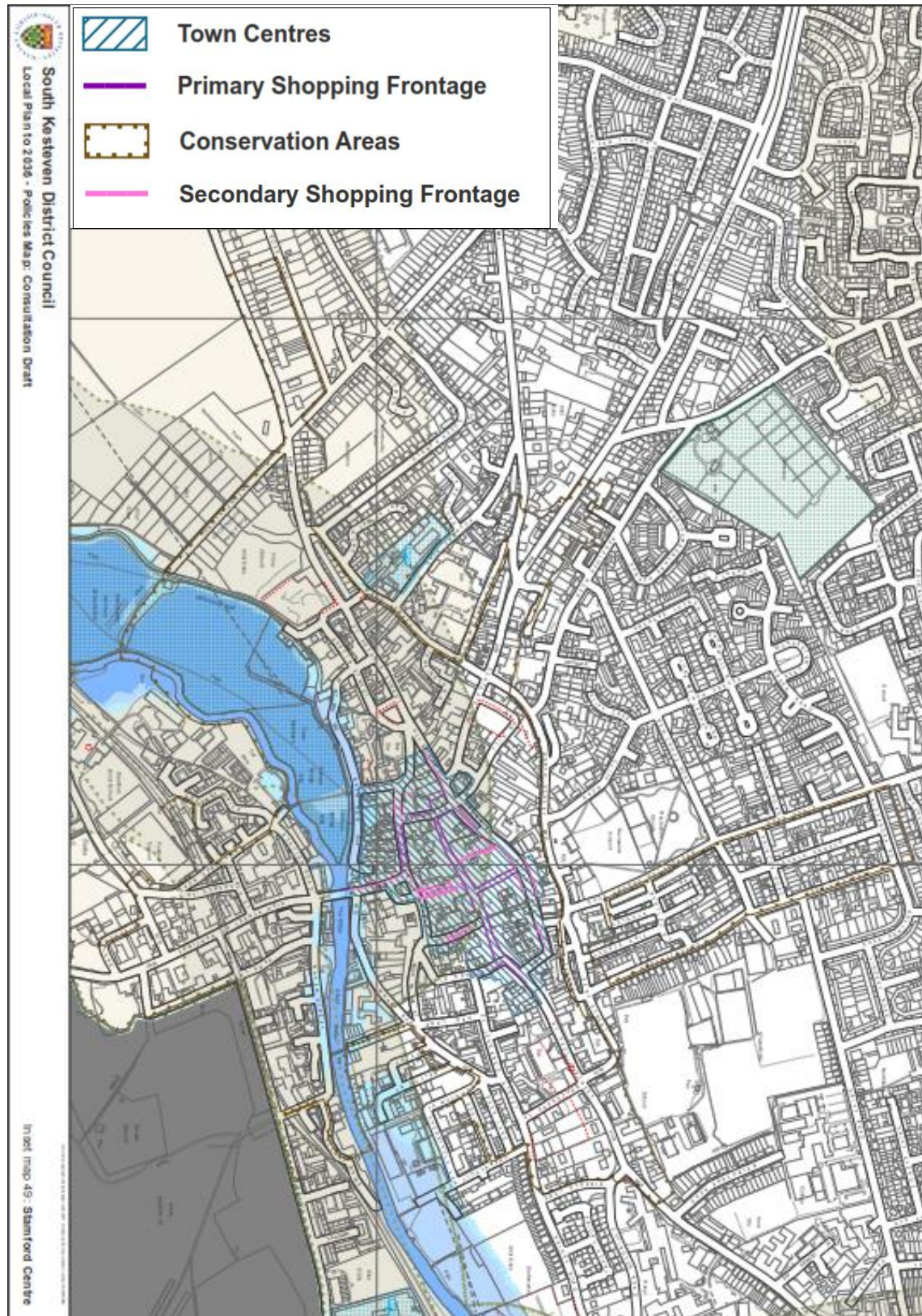


Figure 9 – Stamford Town Centre Map (Note this map will be updated when new policy maps are finalised)

Bourne

The market town of Bourne is the third largest settlement in South Kesteven. Bourne is a historically important market town because of its location on the A15 Lincoln to Peterborough route. There are regular bus services to Peterborough via Market Deeping, Stamford and Spalding. Bourne is also important as a service centre for nearby smaller settlements in the south and east of the District, especially those located along the A15 corridor. It also provides housing for large numbers of people who commute the 16 miles to Peterborough daily, and to those who commute the 21 miles to Grantham.

Bourne has a range of facilities, including primary and secondary schools, several public houses, several doctors/ dental practices and a leisure centre. Some national retailers have stores in the town, including branches of the leading supermarkets and the major banks. The town also has many local independent traders providing a variety of goods and services with the Local Market being held on a Thursday.

The proposed strategy for Bourne is to ensure focus remains on the delivery of existing development schemes whilst also providing opportunities for continued housing provision which can suitably reflect the variety of housing needs present within the town. The large scale extension to the South-West of Bourne, known as Elsea Park, sought to provide additional housing, employment and services to the local community. Development commenced in August 2001 and as of 31st March 2016 the development has delivered 1165 homes. It is anticipated the development will continue to contribute with a further 835 new homes anticipated over the next seven years. Elsea Park represents a large scale expansion of the town and in recognition of the housing completions still anticipated from this site, a series of smaller allocations are proposed in the Local Plan. These allocations seek to offer choice to the local market, ensuring that new housing provision in Bourne continues to meet a range of local housing needs.

BRN1: Residential Allocation

BRN1-H1: Land off Cedar Drive (SKLP273)

Indicative Unit Numbers: 45

Assumption Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- Access to the site should be via Cedar Drive.
- The development should positively respond to green infrastructure opportunities and provide sensitive landscaping to the Western edges of the site.

BRN1-H2: Land West of Beaufort Drive (SKLP77 and SKLP189)

Indicative Unit Numbers: 190

Assumption Density: 30 Dwellings per hectare

Assumed Affordable Housing Contribution: 35%

- A comprehensive masterplan is required for the entire site.
- The development should positively respond to green infrastructure opportunities and provide sensitive landscaping to the Western and Northern edges of the site.
- To ensure the development achieves good, high quality design, a design code will be prepared for the site.

Bourne Town Centre

The Local plan will seek to encourage retail proposals that support Bourne's role as one of the four Market Towns within the district.

The shopping centre is predominantly in North Street and West Street. The general appearance of the town centre is good although the vast majority of the shop frontages have a dated appearance. The overall function and growth of the centre is limited by its relatively small footfall and close proximity to the larger centres of Peterborough, Grantham and Stamford. However, the number of vacant units is below the national average.

Bourne town centre serves the daily shopping and service needs of local residents, and serves the smaller rural villages in the surrounding areas. The town has a range of supermarkets, along with many small independent retailers, shops and cafes. However, within the town centre there are no large national comparison retail units.

[BRN2: Bourne Town Centre Policy](#) sets out what will be encouraged within Bourne town centre to enable the shift towards a better shopping and leisure destination in order to allow Bourne to maintain its range of convenience and service uses to its population, as well as visitors and workers.

BRN2: Bourne Town Centre Policy

A sequential approach will be applied to the location of proposals for main town centre uses which prioritises sites within the town centre ahead of edge of centre sites. Out of centre locations will only be considered if sequentially preferable sites are not available.

Retail impact assessments will be required to accompany proposals for main town centre uses in edge of centre or out of centre locations where the gross floorspace proposed is above 1000sqm.

The Bourne town centre boundary, Primary and secondary shopping frontages are defined on the proposals map.

- Within the town centre, development or reuse of buildings for a range of uses including retail, leisure, offices, food and drink, cultural and new residential uses will be supported.
- Within the Primary Shopping frontages proposals for new A1 retail (shops) will be encouraged, subject to the proposal contributing positively to the character and appeal of the town centre. Other A – use classes will be supported provided that they positively contribute to the town centre either through footfall generating uses or providing supplementary uses, i.e. banks, cafes, etc.
- Within the Primary Shopping frontages proposals for conversion or change of use to A1 retail (shops) will be positively encouraged, subject to the proposal contributing positively to the character and appeal of the town centre.
- Within the Secondary Shopping frontages proposals for town centre complementary uses will be supported.

Bourne Town Centre

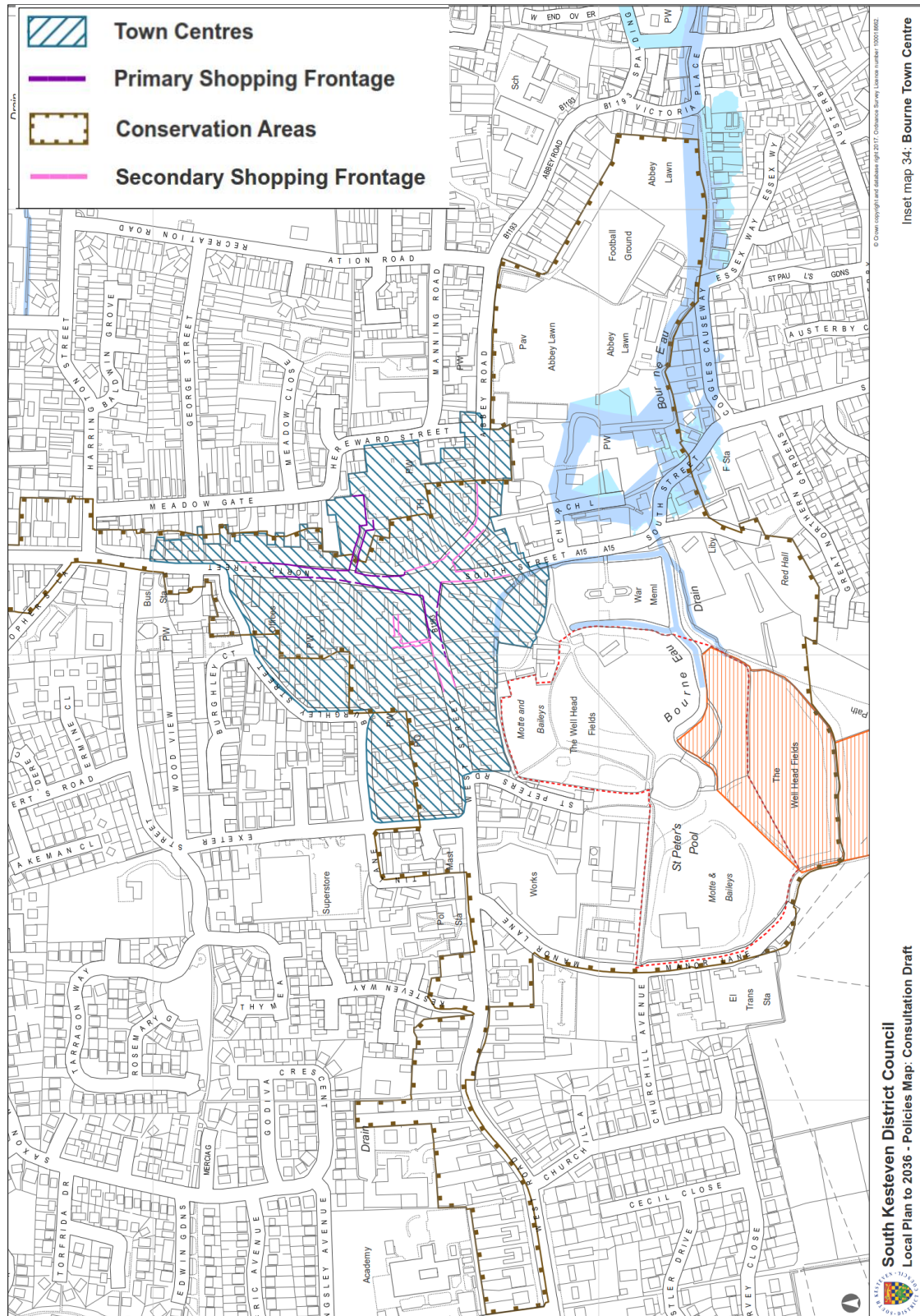


Figure 10 – Bourne Town Centre Map (Note this map will be updated when new policy maps are finalised)

Policies maps have been prepared and are contained within the [Policies Maps Appendix: 3](#). The policies maps depict all land allocations and other policy designations. The map below is provided for purely illustrative purposes, detailing current planning permissions in the context of proposed allocations.

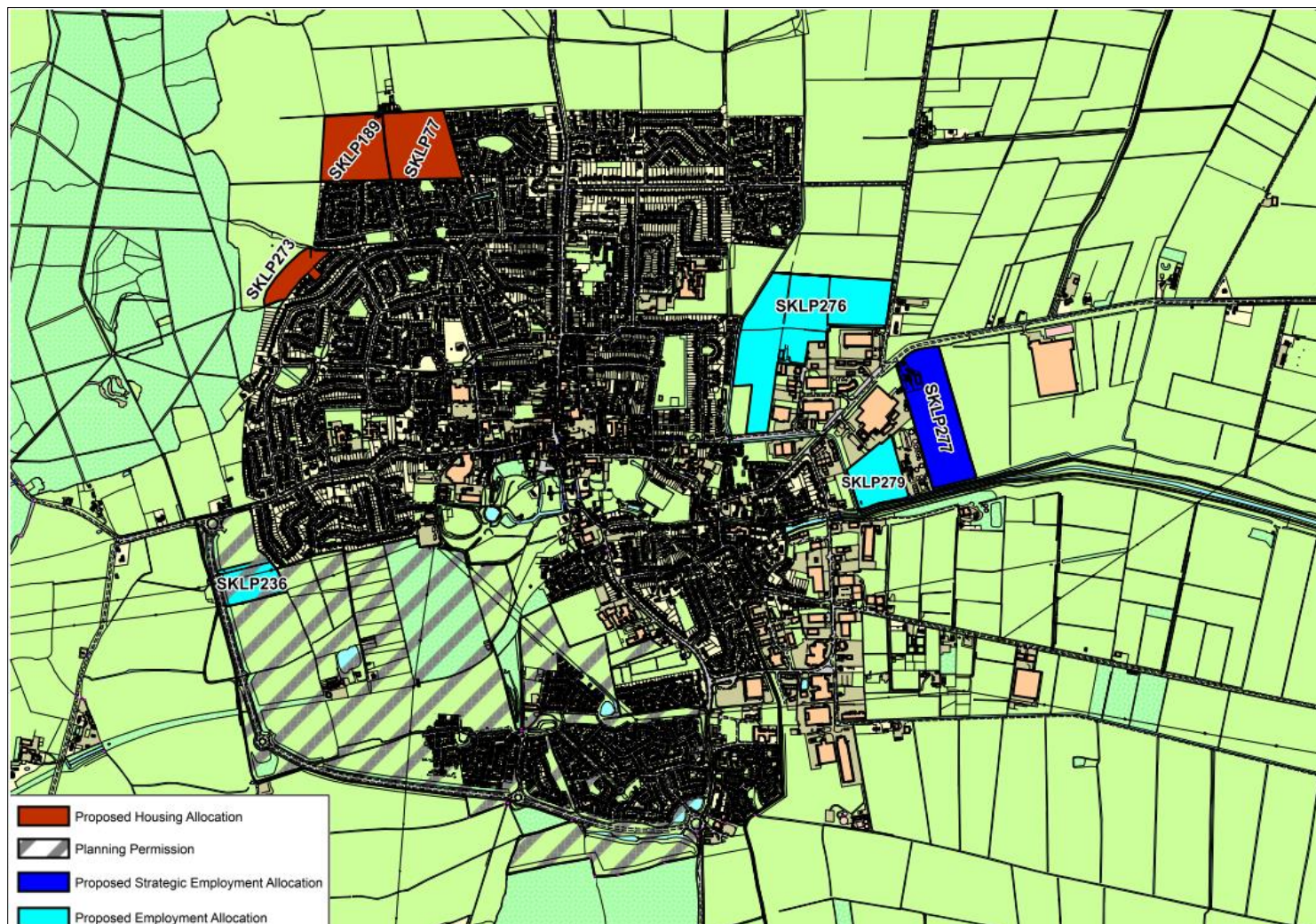


Figure 11 Bourne Allocations Map

The Deepings

Market Deeping and Deeping St James together make up the fourth largest settlement within South Kesteven. Located in the south of the District, on the edge of the Fens, they are situated on the north bank of the River Welland, which also forms the boundary between Cambridgeshire and Lincolnshire.

The town is at the junction of two major transport corridors: the A15 north-south and A16 east-west routes. The construction of the Market Deeping Bypass alleviated congestion by removing much of the north-south and east-west traffic from the town. The Deepings also acts as a service centre for nearby smaller settlements as well as being a commuter hub to those who travel to Peterborough and London daily. The town is also well connected to the surrounding towns with regular bus services to Bourne, Peterborough, Spalding and Stamford.

There is a range of facilities, including a doctors' surgery and dental practices. The nearest hospital is in Peterborough. There are two supermarkets as well as a number of independent traders providing a variety of goods and services along with several public houses and a variety of shops and restaurants. A market is held in Market Deeping every Wednesday.

It is recognised that The Deepings is an attractive and sought after residential location given the range of services and facilities available, and its proximity to Peterborough. The proposed strategy for The Deepings focuses growth in accordance with this and the existing settlement pattern, ensuring that development is located close to existing services and facilities ([DEP1.H1](#), [DEP1.H2](#), and [DEP1.H3](#)) and does not compromise the attractiveness of the area. To accompany the proposed residential allocations, two strategic employment allocations are also being proposed for The Deepings. These strategic employment sites ([E1: DEP.SE1 and DEP.SE2](#)) will provide over 18 hectares of employment land to the local area, which will support both the local economy and provide opportunities for local employment. The provision of employment land is important within every town, but in the context of The Deepings, with its close proximity to Peterborough, the provision of employment land is essential to ensure the town is self-sustainable and does not simply act as a dormitory town to Peterborough City.

DEP1: Residential Allocation

DEP1-H1: Towngate West (SKLP254)

Indicative Unit Numbers: 60

Assumption Density: 20 Dwellings per hectare – lower density based on heritage/conservation constraints and to ensure a high quality gateway development

The following development principles accompany this allocation:

- A comprehensive masterplan is required for the site.
- Highway, footway, cycleway connections shall be provided throughout site which connect the site into the wider town.
- This site represents an important gateway location, with heritage and conservation features, this should be recognised in the design and layout of development proposals.
- Development proposals shall not extend along the A15 aspect of the site, development proposal should be focused along the Towngate Road aspect to avoid potential impact on important heritage features and landscape.
- Sensitive landscaping shall be incorporated along the western edge of the site.
- To ensure the development achieves good, high quality design, a design code will be prepared for the site.
- This site is situated within a Minerals Safeguarding Area. Before considering a planning application or allocation for this site a Minerals Assessment will be required.

DEP1-H2: Millfield Road (SKLP30)

Indicative Unit Numbers: 200

Assumption Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- A comprehensive masterplan is required for the site.
- Highway, footway, cycleway connections shall be provided throughout site which connect the site into the wider town.
- The development shall make a land based contribution towards future community uses, specifically the relocation of the leisure centre to allow an expansion of the secondary school.
- This site represents an important gateway location and this should be recognised in the design and layout of development proposals.
- Noise mitigation shall be incorporated along the A15 aspect of the site.
- Sensitive landscaping shall be incorporated along the northern and western edges of the site.
- To ensure the development achieves good, high quality design, a design code will be prepared for the site.
- This site is situated within a Minerals Safeguarding Area. Before considering a planning application or allocation for this site a Minerals Assessment will be required.

DEP1-H3: Linchfield Road (SKLP253, SKLP39)

Indicative Unit Numbers: 675

Assumption Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- A comprehensive masterplan is required for the site. The two sites should attempt to deliver one comprehensive development proposal.
- Highway, footway, cycleway connections shall be provided throughout site which connect the site into the wider town. The existing footpath running through the site should be incorporated into the development.
- The development should make contributions towards public transport, education, health and community facilities and open space provision.
- The development shall accommodate specialist housing needs through the provision of retirement housing, extra care or residential care housing.
- Sensitive landscaping shall be incorporated along the eastern edges of the site.
- To ensure the development achieves good, high quality design, a design code will be prepared for the site.
- This site is situated within a Minerals Safeguarding Area. Before considering a planning application or allocation for this site a Minerals Assessment will be required.

Market Deeping Town Centre

The Local plan will seek to encourage retail proposals that support Market Deeping's role as one of the four Market Towns within the district.

The small town centre comprises of a cluster of shops focused on Horsegate and the Precinct with two main supermarket chains which act as the main attraction into the town. The centre falls within a conservation area that includes a number of listed buildings which make up the character of the area. The quality of the centre benefits from individual buildings of various architectural quality. There is a limited number of vacant units within Market Deeping town centre but the percentage is well below the UK national average

There are few comparison retailers present in the town centre. Given its small scale and its proximity to Stamford and Peterborough the principal role of this town centre is to provide daily services for local residents who will most likely travel to larger town centres for a wider range of services, facilities and comparison retail goods.

DEP2: Market Deeping Town Centre Policy sets out the types of developments that will be encouraged within Market Deeping Town centre in order for it to maintain its daily shopping and service offer to its local residents and to continue promoting a good town centre quality environment.

DEP2: Market Deeping Town Centre Policy

A sequential approach will be applied to the location of proposals for main town centre uses which prioritises sites within the town centre ahead of edge of centre sites. Out of centre locations will only be considered if sequentially preferable sites are not available.

Retail impact assessments will be required to accompany proposals for main town centre uses in edge of centre or out of centre locations where the gross floorspace proposed is above 1000sqm.

The Market Deeping town centre boundary, Primary and Secondary shopping frontages are defined on the proposals map.

- Within the town centre, development or reuse of buildings for a range of uses including retail, leisure, offices, food and drink, cultural and new residential uses will be supported.
- Within the Primary Shopping frontages proposals for new A1 retail (shops) will be encouraged, subject to the proposal contributing positively to the character of the town centre and appeal. Other A – use classes will be supported provided that they positively contribute to the town centre either through footfall generating uses or providing supplementary uses, i.e. banks, cafes, etc.
- Within the Primary Shopping frontages proposals for conversion or change of use to A1 retail (shops) will be positively encouraged, subject to the proposal contributing positively to the character and appeal of the town centre.
- Within the Secondary Shopping frontages proposals for town centre complementary uses will be supported.

Deepings Town Centre

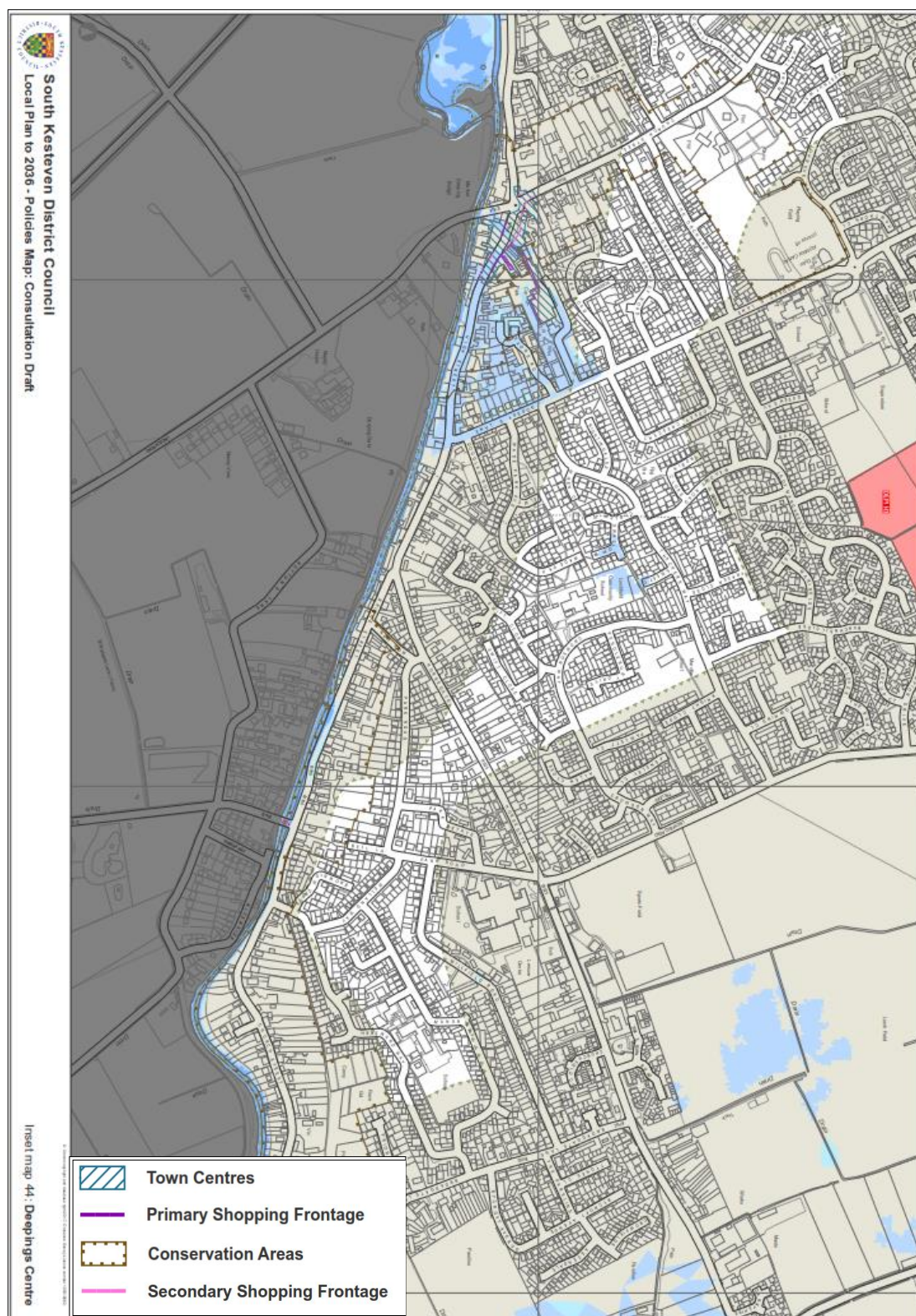


Figure 12 – Deepings Town Centre Map (Note this map will be updated when new policy maps are finalised)

Policies maps have been prepared and are contained within the [Policies Maps Appendix: 3](#). The policies maps depict all land allocations and other policy designations. The map below is provided for purely illustrative purposes, detailing current planning permissions in the context of proposed allocations.

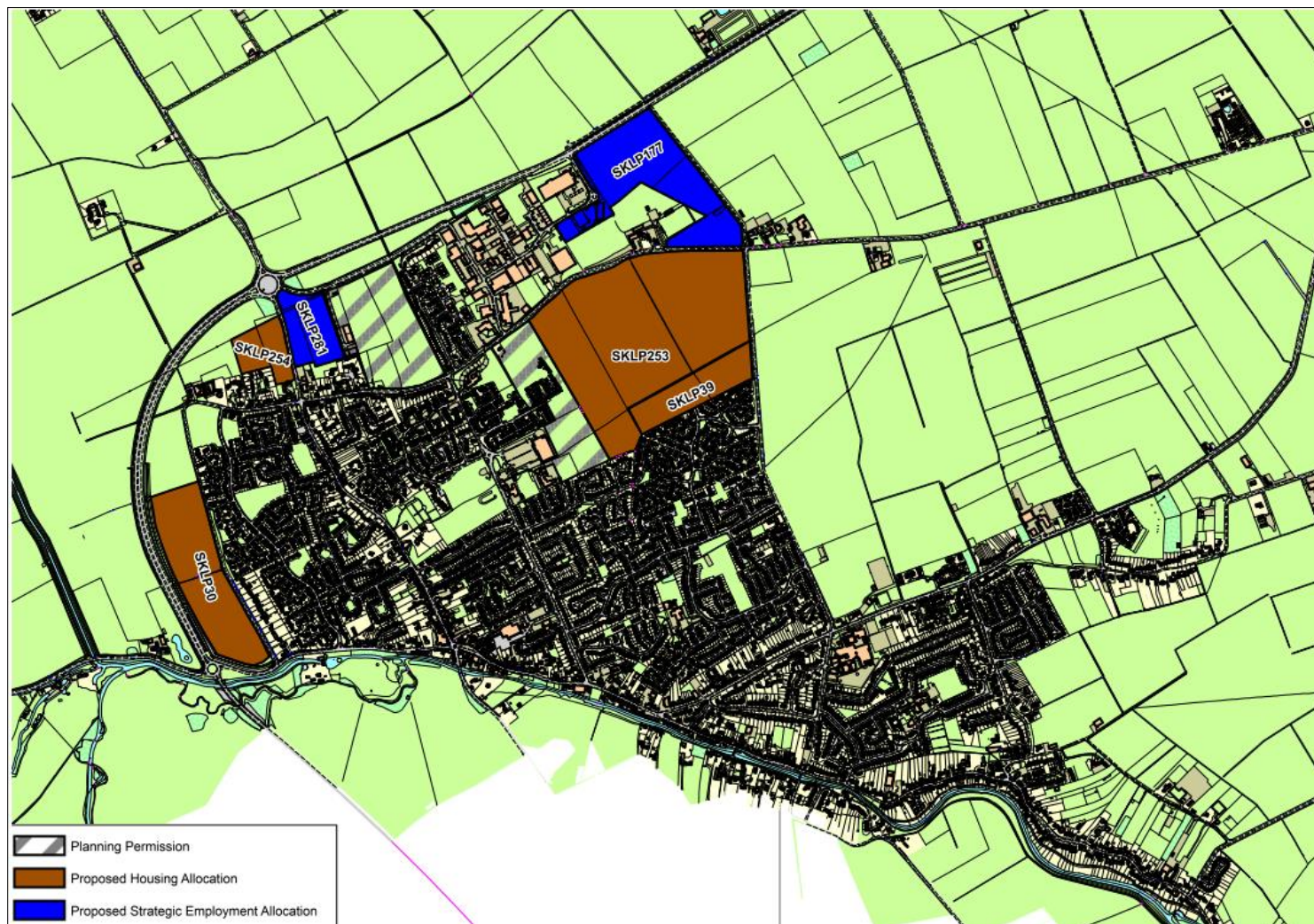
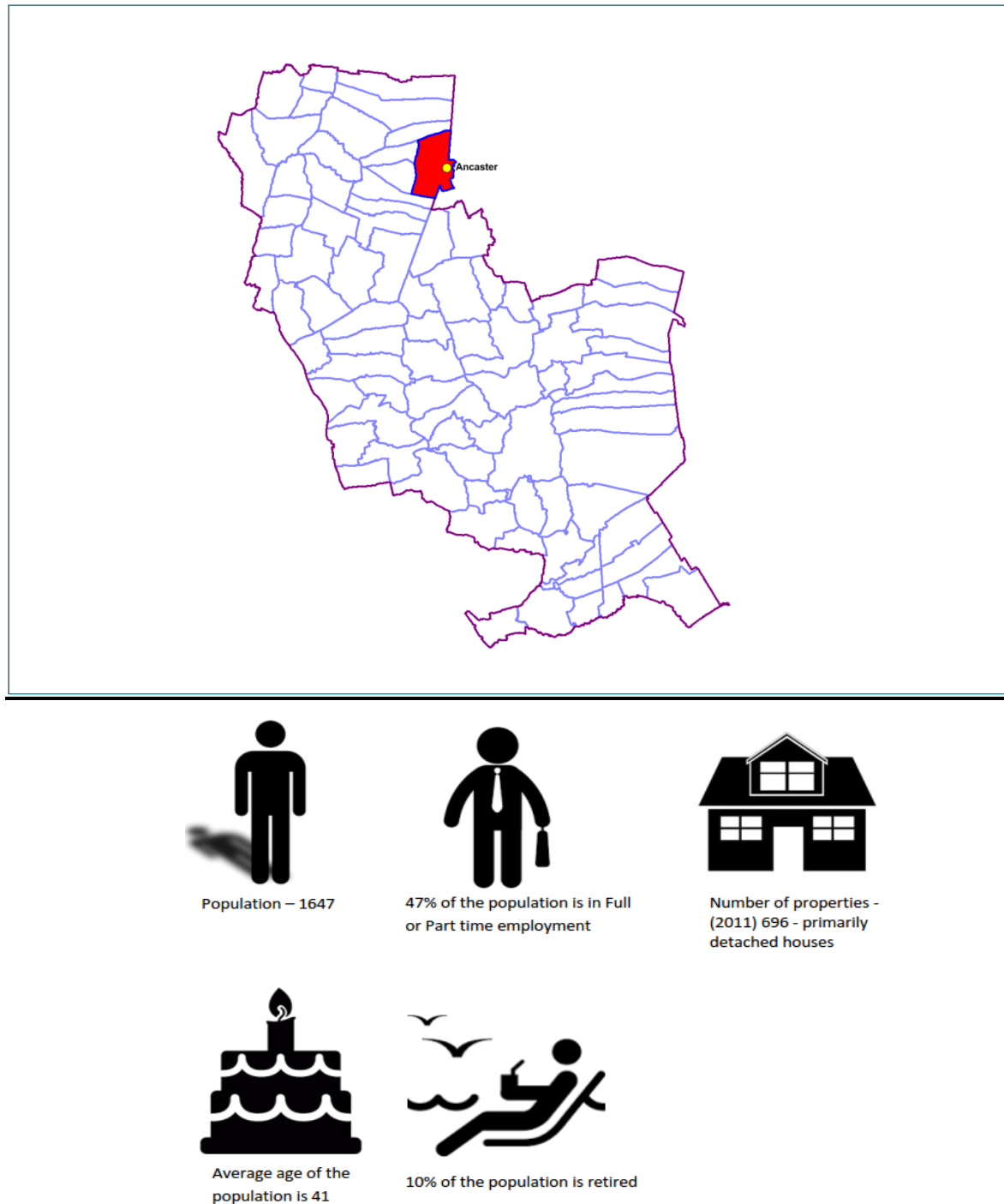


Figure 13 – The Deepings Allocation Map

Larger Village Allocations

Ancaster

Figure 14- Ancaster Location Map and Infographic



Source – Office of National Statistics 2011 Census Data - <https://www.ons.gov.uk/census/2011census>

The village of Ancaster is situated midway between Sleaford (8 miles) and Grantham (8 miles) on the A153 road at its junction with the B6403 (Ermine Street). North of the village, the B6403 (High Dike) is the dividing line between South and North Kesteven.

Ancaster has a primary school, butchers, co-operative shop, and small railway station on the Nottingham–Skegness line, a post office, and a petrol station. There is also a public house and a sports and social club associated with the playing field. West of the village on Willoughby Moor is a holiday park which supports local tourism opportunities. There are two nearby nature reserves, each an SSSI, where the tall thrift plant is found, this is unique to this area of the UK. This information was collected through the [village services audit](#) completed in November 2016.

The proposed allocations in Ancaster seeks to deliver 72 new homes through a lower density development of two sites to the South-East of the village. The provision of additional housing within Ancaster will support the viability of local services and facilities as well as providing housing which meets the needs of the local community.

Ancaster: Residential Allocation

LV-H1 (North): Wilsford Lane(SKLP315)

Indicative Unit Numbers: 35

Assumption Density: 16 Dwellings per hectare - lower density based on gateway location

The following development principles accompany this allocation:

- Landscape screening to Southern edge will be required so as to reduce the impact on views into the site from the open countryside.
- This site is located within a Site Specific Minerals Safeguarding Area and development could therefore impact upon minerals sites / infrastructure that already have planning permission. An assessment should be undertaken to demonstrate the proposed development would not be adversely affected by the mineral site (particularly in terms of noise/dust/traffic/ and visual impact), this assessment shall take place before considering a planning application or allocation for this site to ensure any mitigation measures are incorporated into the development proposal.
- This site is situated within a Minerals Safeguarding Area. Before considering a planning application or allocation for this site a Minerals Assessment will be required.

Ancaster: Residential Allocation

LV-H1 (South): Wilsford Lane(SKLP211)

Indicative Unit Numbers: 35

Assumption Density: 16 Dwellings per hectare - lower density based on gateway location and heritage features to the south.

The following development principles accompany this allocation:

- Landscape screening to Southern edge will be required so as to reduce the impact on views into the site from the open countryside.
- The condition of the Local Wildlife Site abutting Wilsford Lane shall not be negatively impacted by this development.
- This site is located within a Site Specific Minerals Safeguarding Area and development could therefore impact upon minerals sites / infrastructure that already have planning permission. An assessment shall be undertaken to demonstrate the proposed development would not be adversely affected by the mineral site (particularly in terms of noise/dust/traffic/ and visual impact), this assessment shall take place before considering a planning application or allocation for this site to ensure any mitigation measures are incorporated into the development proposal.
- This site is situated within a Minerals Safeguarding Area. Before considering a planning application or allocation for this site a Minerals Assessment will be required.

Policies maps have been prepared and are contained within the [Policies Maps Appendix: 3](#). The policies maps depict all land allocations and other policy designations. The map below is provided for purely illustrative purposes, detailing current planning permissions in the context of proposed allocations.

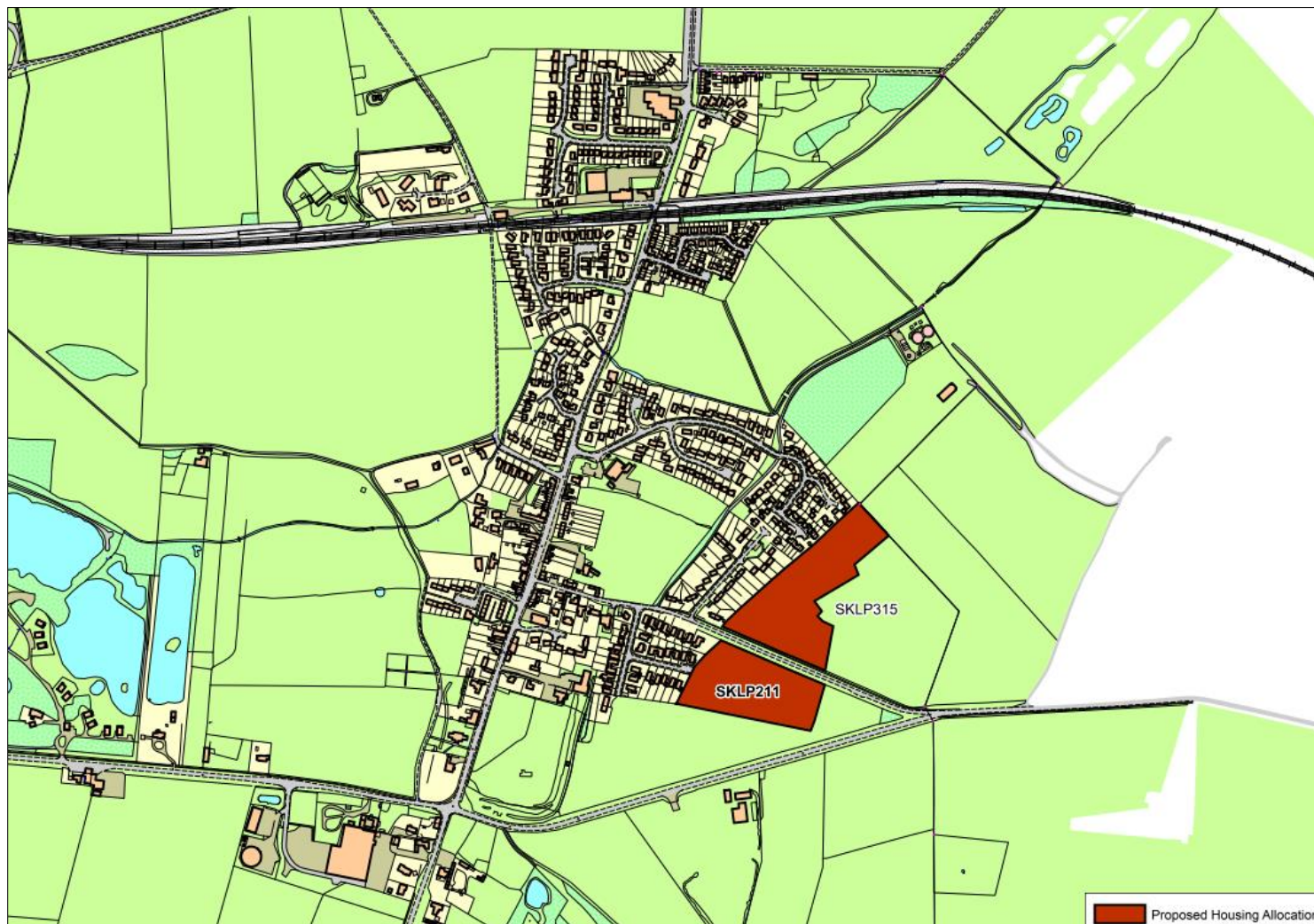
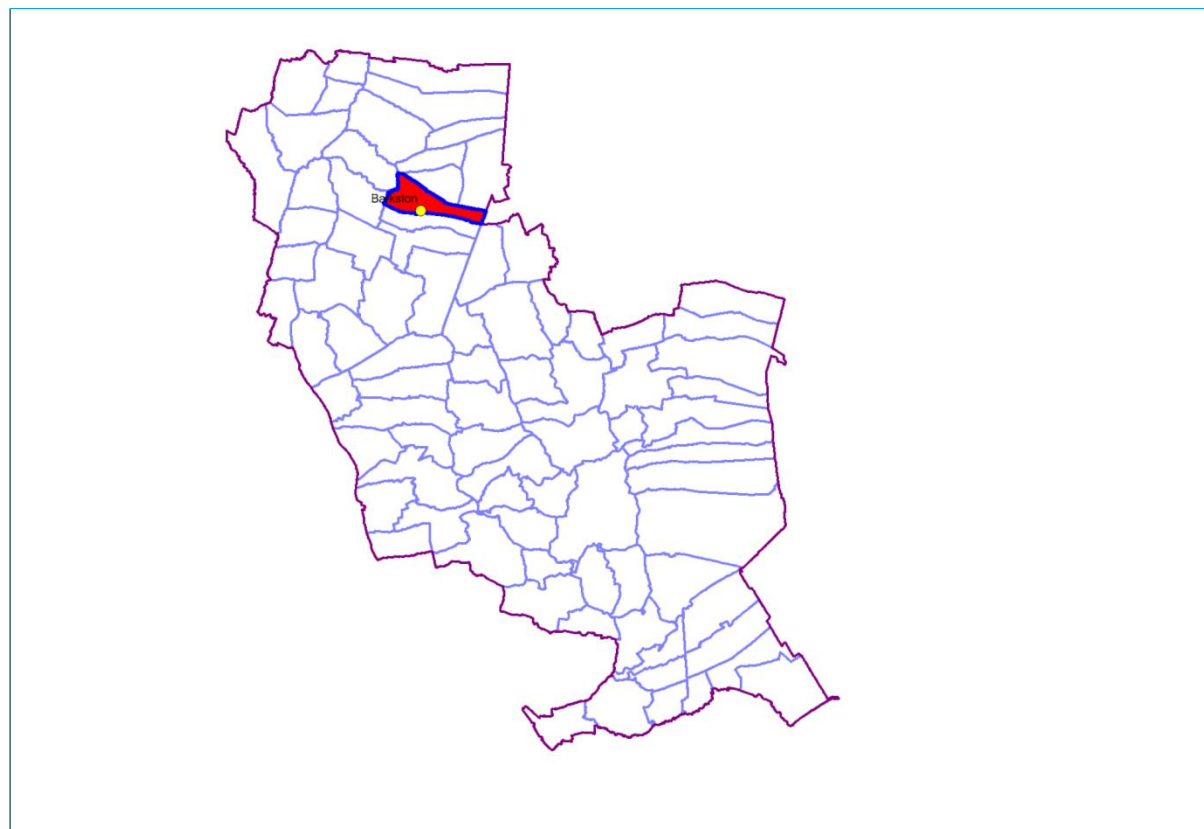


Figure 15- Ancaster Allocation Map

Barkston

Figure 16- Barkston Location Map and Infographic Data



Population – 493



39% of the population is in Full or Part time employment



Number of properties - (2011) 235 - primarily detached houses



Average age of the population is 50



11% of the population is retired

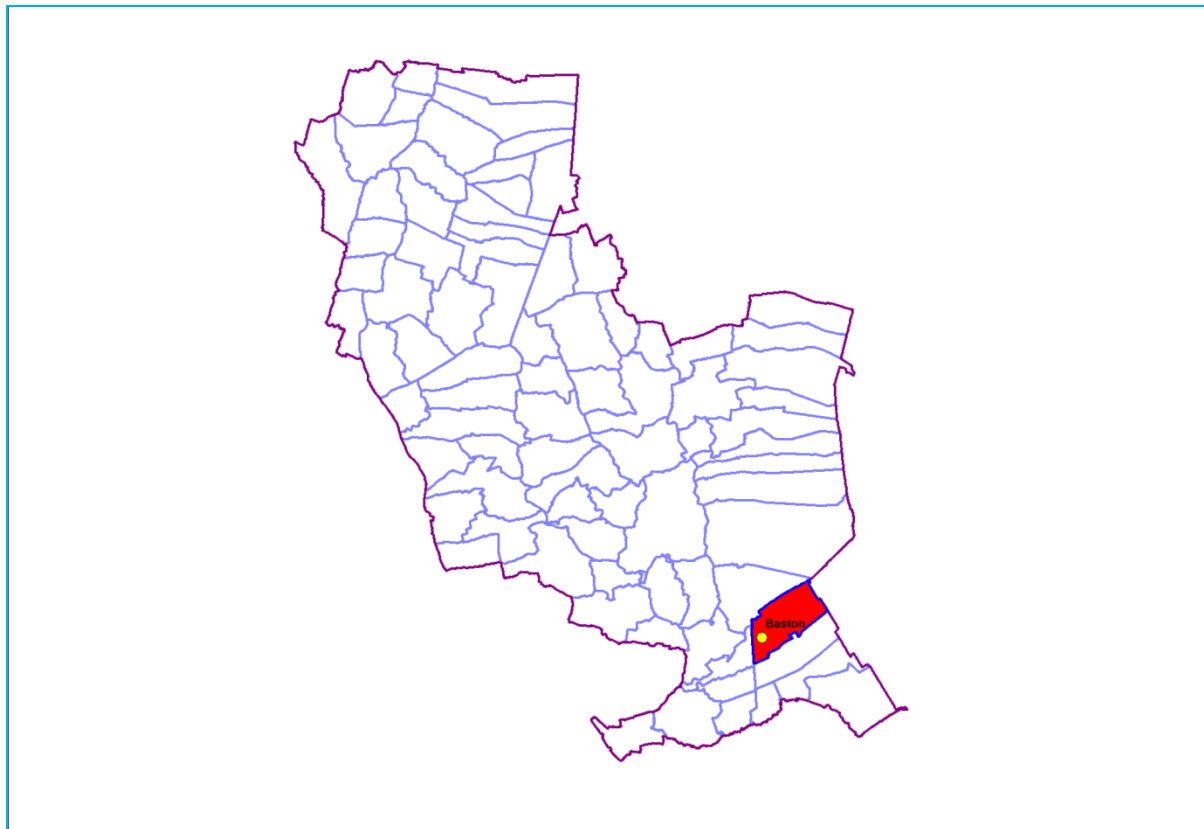
Source – Office of National Statistics 2011 Census Data - <https://www.ons.gov.uk/census/2011census>

The Village of Barkston is situated approximately 4 miles north from the market town of Grantham, and on the A607 road, just south of the A153 to Ancaster. Barkston has a primary school, local shop, village hall, public house, a mobile library and a mobile greengrocer. There is also a petrol station with a shop on the main road, and an adjacent hand car wash and mechanics garage. This information was collected through the [village services audit](#) completed in November 2016.

There are no proposed allocations in Barkston. Outcomes for settlement specific site assessments are contained within the [Site Assessment Background Report 2017](#). Barkston does also present with infrastructure pressures, the local primary school has limited capacity for new pupils and is located on a constrained site, making future expansion of the school challenging.

Baston

Figure 17 Baston Location Map and Infographic data



Population – 1444



46% of the population is in full or Part time employment



Number of properties - (2011) 571 - primarily detached houses



Average age of the population is 43



11% of the population is retired

Source – Office of National Statistics 2011 Census Data - <https://www.ons.gov.uk/census/2011census>

The village of Baston is located on the edge of South Kesteven. It is 12 miles away from the city of Peterborough and 25 miles away from Grantham. The parish northern boundary lies on the River Glen, beyond which is Thurlby. To the south is Langtoft and in the west is Greatford.

Baston has a village shop with a post office, a village hall, a community centre and two public houses. There is also an independent school for children aged 3 to 18 years. Baston also has open space provision, including sports pitches and allotments. This information was collected through the [village services audit](#) completed in November 2016.

The proposed allocation in Baston seeks to deliver 39 new homes to the South of the village. The proposed allocation will relate to the recent development of Mayfield Gardens, both in terms of access and housing types provided.

Baston: Residential Allocation

LV-H2: Land off Mayfield Gardens (SKLP130)

Indicative Unit Numbers: 39

Assumption Density: 30 dwellings per hectare – total area discounted by 28.2% to incorporate non-developable area and flood zone mitigation zone

The following development principles accompany this allocation:

- The area affected by flooding will not be developed.
- Landscape screening to the southern edge will be required so as to reduce the impact on views into the site from the open countryside.
- Access should be provided via Mayfield Gardens
- The development shall accommodate specialist housing needs through the provision of retirement housing, extra care or residential care housing.
- This site is located within a Site Specific Minerals Safeguarding Area and development could therefore impact upon minerals sites / infrastructure that already have planning permission. An assessment should be undertaken to demonstrate the proposed development would not be adversely affected by the mineral site (particularly in terms of noise/dust/traffic/ and visual impact), this assessment shall take place before considering a planning application or allocation for this site to ensure any mitigation measures are incorporated into the development proposal.

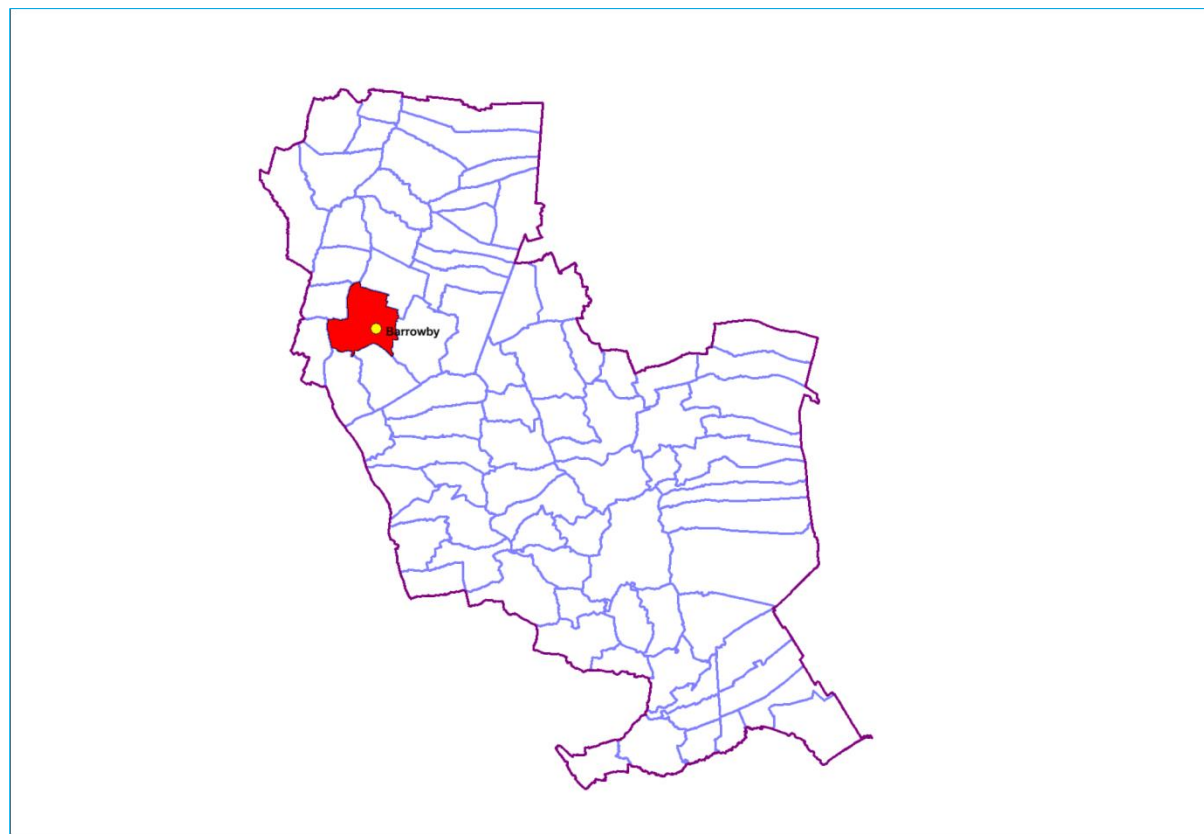
Policies maps have been prepared and are contained within the [Policies Maps Appendix: 3](#). The policies maps depict all land allocations and other policy designations. The map below is provided for purely illustrative purposes, detailing current planning permissions in the context of proposed allocations.



Figure 18 – Baston Allocation Map

Barrowby

Figure 19- Barrowby Location Map and Infographic Data



Population – 1952



44% of the population is in Full or Part time employment



Number of properties - (2011) 840 - primarily detached houses



Average age of the population is 46



16% of the population is retired

Source – Office of National Statistics 2011 Census Data - <https://www.ons.gov.uk/census/2011census>

The village of Barrowby stands approximately 2 miles west of the town of Grantham, on the A52 road to Nottingham.

Barrowby has a Primary school/preschool, café, post office with general store, butchers shop, memorial hall and a public house. Sport is also popular to the village, having both junior and senior football clubs, plus a cricket team. The Parish Council, in conjunction with the Football Foundation, has built a new pavilion on Lowfield sports ground. This information was collected through the [village services audit](#) completed in November 2016.

The proposed allocation in Barrowby seeks to deliver 89 new homes to the South of the Village. Outcomes for settlement specific site assessments are contained within the Site Assessment Background Report 2017. The allocation of this site does not conflict with the Grantham Capacity and Limits to Growth Study and retains a separation distance from Grantham ensuring the character of Barrowby village will be maintained.

Barrowby: Residential Allocation

LV-H3: Low Road (SKLP36 and SKLP250)

Indicative Unit Numbers: 89

Assumption Density: 30 dwellings per hectare

The following development principles accompany this allocation:

- A masterplan is required for the entire site. The two parts shall work together to bring forward a comprehensive access plan for the site.
- Additional treatment capacity is required at waste water treatment works and new discharge permits are required for water quality targets. This should be incorporated early on in the development of scheme specifics.
- The development proposal will incorporate a suitable boundary treatment for the southern edge.
- The phasing of the development shall occur in accordance with the Infrastructure Delivery Plan, with particular relevance to education and capacity at Barrowby Primary school.
- The development proposal shall provide suitable residential amenity buffers to the eastern edge in respect of the electricity pylons.
- Potential landscape impacts should be mitigated through high quality design and landscaping.

Policies maps have been prepared and are contained within the [Policies Maps Appendix: 3](#). The policies maps depict all land allocations and other policy designations. The map below is provided for purely illustrative purposes, detailing current planning permissions in the context of proposed allocations.

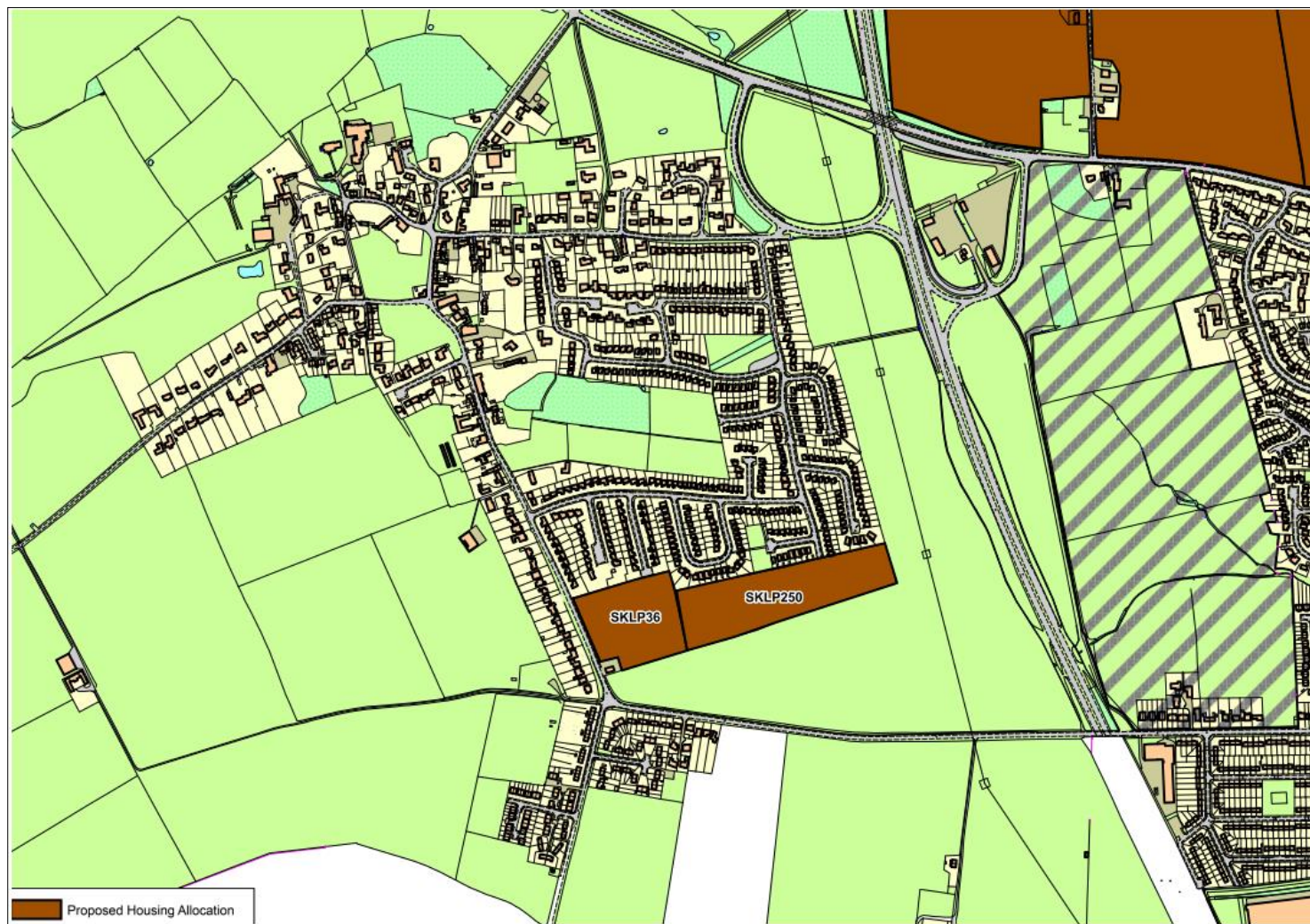
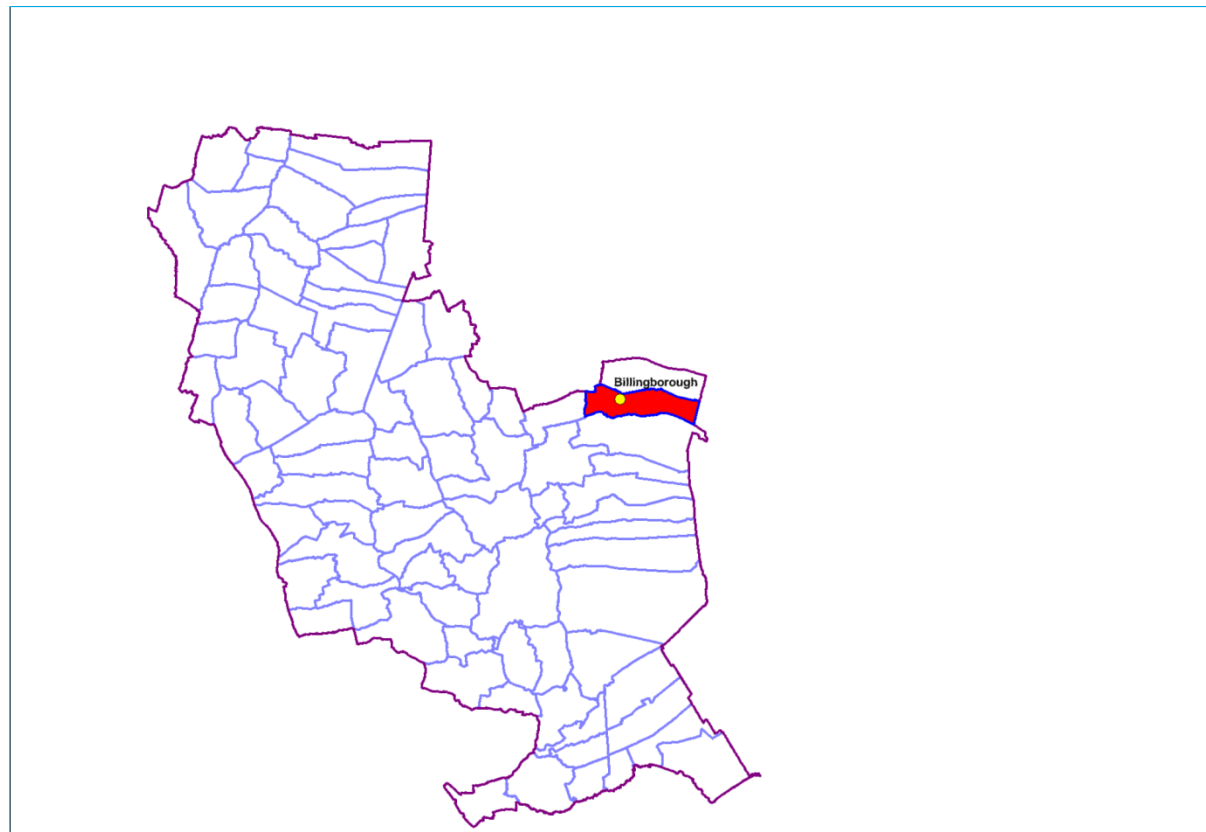


Figure 20 – Barrowby Allocation Map

Billingborough

Figure 21- Billingborough Location Map and Infographic Data



Population – 1401



45% of the population is in Full or Part time employment



Number of properties - (2011) 591 - primarily detached houses



Average age of the population is 46



11% of the population is retired

Source – Office of National Statistics 2011 Census Data - <https://www.ons.gov.uk/census/2011census>

The village of Billingborough is situated approximately 10 miles north from Bourne and 10 miles south from Sleaford, it is on the B1177 between Horbling and Pointon just south of the A52.

Billingborough has an industrial past and retains an industrial estate as well as a manufacturer of down fillings for upholstery which serves an international market. The village has a pre-school, public house, a primary school, a post office, which incorporates a convenience store, a small supermarket, butchers shop and two takeaways. Further facilities in the village include a village hall, a motor repair services, two hairdressers, police and fire stations and various other small businesses. This information was collected through the [village services audit](#) completed in November 2016.

The proposed allocation in Billingborough – known as Grimers North, is for 23 new homes on a previously developed site within a prominent village location. The allocation promotes a currently vacant site for re-development, representing a logical extension to an adjacent site that already benefits from planning permission (Grimers South). Whilst the allocation is relatively modest in numbers this acknowledges the rate of recent permissions and completions within the village and the number of outstanding commitments arising from both unimplemented planning permissions and the previous allocation of the Former Aveland School ([Site Allocations and Policies DPD](#)).

Billingborough: Residential Allocation

LV-H4: Former Grimers Transport Limited North (SKLP59)

Indicative Unit Numbers: 23

Assumption Density: 20 dwellings per hectare

The following development principles accompany this allocation:

- The existing station shall be retained.
- Any on site contamination shall be remediated
- Appropriate on-site drainage shall be incorporated into the scheme.
- Impact on nearby heritage assets shall be considered and appropriately mitigated
- Suitable boundary treatment shall be incorporated into any scheme proposal.
- A pedestrian connection shall be provided to provide a through route from the estate to the west of the village high street.

Policies maps have been prepared and are contained within the [Policies Maps Appendix: 3](#). The policies maps depict all land allocations and other policy designations. The map below is provided for purely illustrative purposes, detailing current planning permissions in the context of proposed allocations.

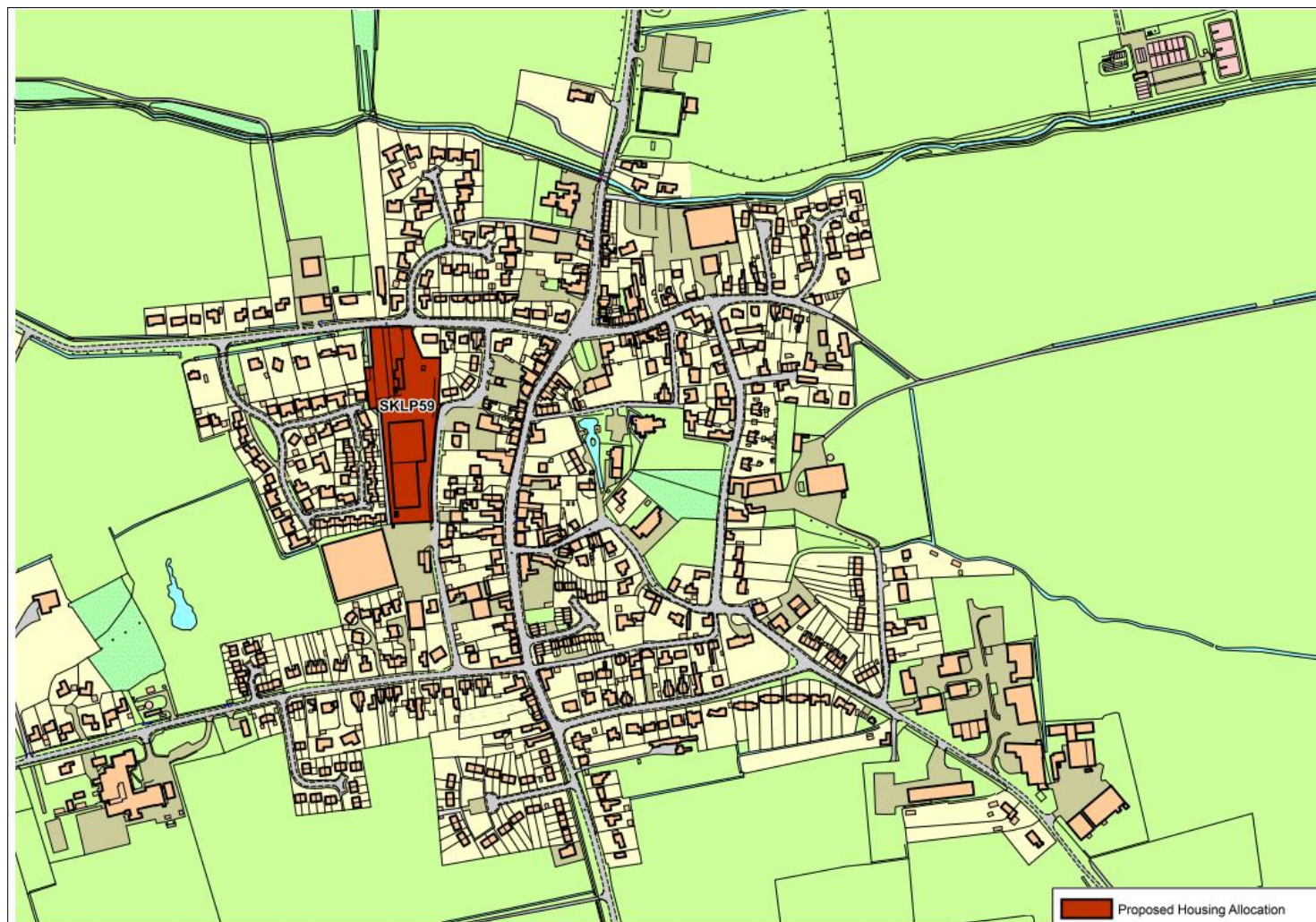
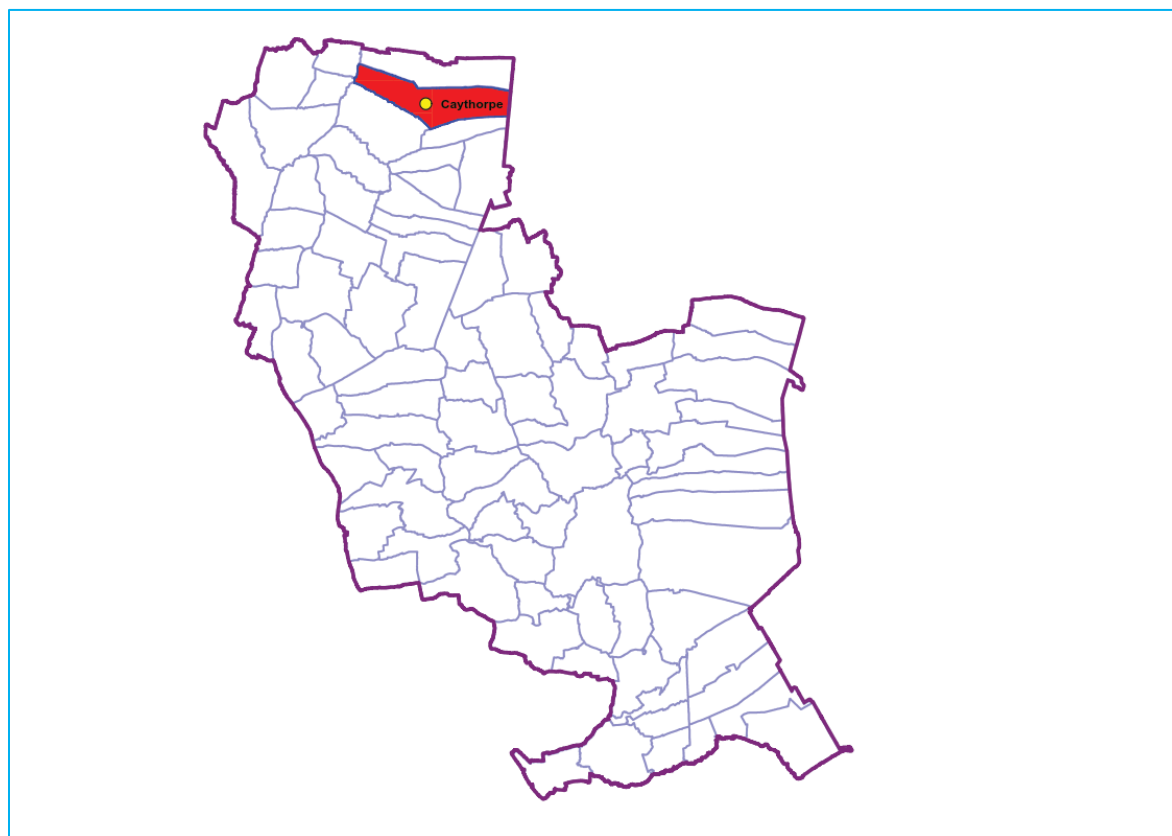


Figure 22 – Billingborough Allocation Map

Caythorpe

Figure 23- Caythorpe Location Map and Infographic Data



Population – 1374



42% of the population is in Full or Part time employment



Number of properties - (2011) 552 - primarily detached houses



Average age of the population is 47



14% of the population is retired

Source – Office of National Statistics 2011 Census Data - <https://www.ons.gov.uk/census/2011census>

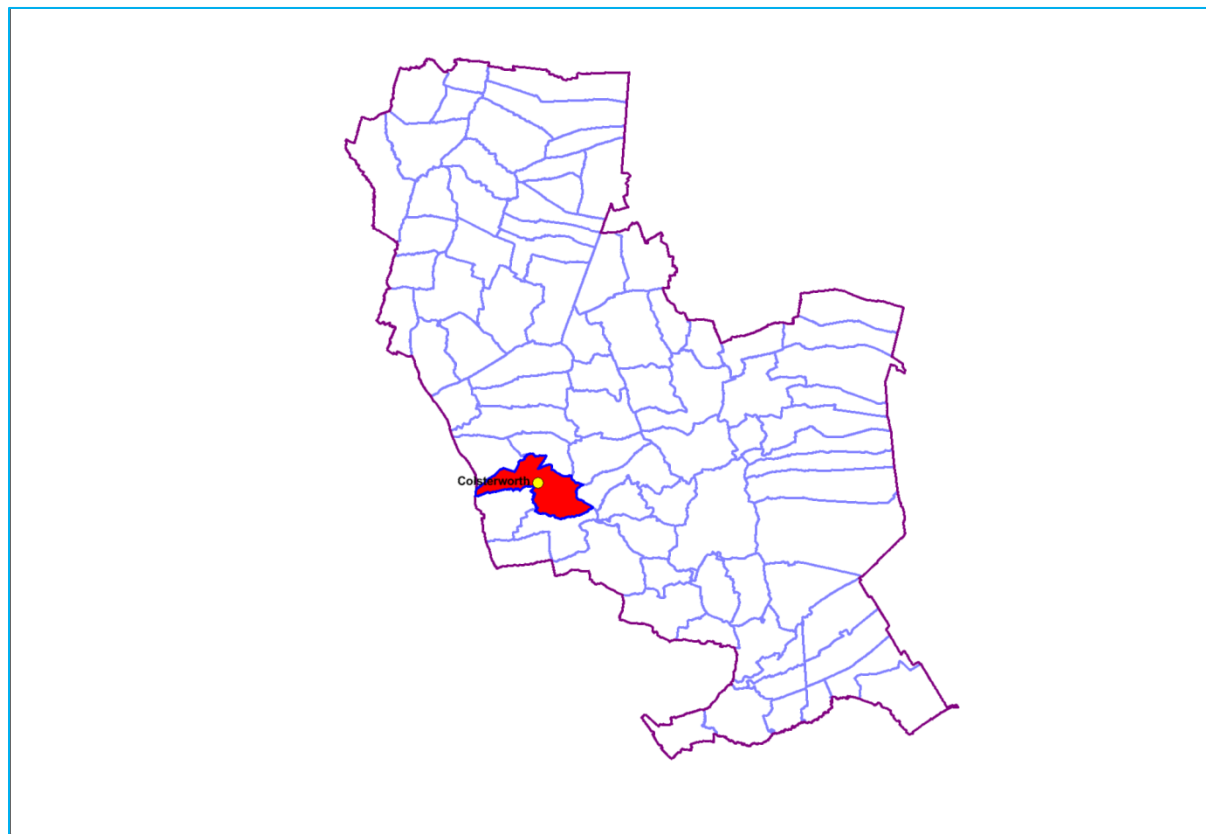
The village of Caythorpe is situated on the A607, approximately 3 miles south from Leadenham and 8 miles (13 km) north from Grantham.

Caythorpe has a local village shop, a post office and a village hall. Caythorpe also has two public houses, a police office, a doctor's surgery and a mobile library, along with open space and recreational provision. This information was collected through the [village services audit](#) completed in November 2016.

No land was promoted in Caythorpe through either the Call for Sites process or subsequent Sites and Settlements consultation. If any subsequent development proposals emerge during the life of this plan then the [Points of the Compass analysis](#) shall be applied to guide this.

Colsterworth

Figure 24- Colsterworth Location Map and Infographic Data



Population – 1713



45% of the population is in Full or Part time employment



Number of properties - (2011) 732 - primarily detached houses



Average age of the population is 45



12% of the population is retired

Source – Office of National Statistics 2011 Census Data - <https://www.ons.gov.uk/census/2011census>

The village of Colsterworth is located half a mile west of the A1, 7 miles south of Grantham, and 12 miles north-west of Stamford. Colsterworth is raised upon a slight limestone ridge, with the River Witham running below.

Colsterworth has a primary school, public house incorporating a restaurant along with a post office, surgery, and small supermarket. Other facilities in the village include sports and social club, a village hall, and social club. Further facilities include a doctor's surgery, police station, a number of small local businesses, and open play spaces with equipment. This information was collected through the [village services audit](#) completed in November 2016.

The proposed allocation in Colsterworth is for 70 new homes on a greenfield site that is well contained by the existing built form of the settlement. To serve the allocation a fourth arm to the adjacent roundabout would be required, this could provide an opportunity to enable a frontage development, continuing the developed edge of Bourne Road. Suitable and extensive boundary and noise attenuation treatments will be required on this allocation given its proximity to the A1.

Colsterworth: Residential Allocation

LV-H5: Bourne Road (SKLP23)

Indicative Unit Numbers: 70

Assumption Density: 25 dwellings per hectare to accommodate A1 buffer area.

The following development principles accompany this allocation:

- Pedestrian links, footways or cycleway connections into village from the site should be considered in the development proposal.
- Noise from the A1 entrance ramp to be suitably mitigated
- A 4th arm off the roundabout shall be provided in order to access the site
- Suitable boundary treatment and noise attenuation shall be provided along the A1 edge of the site.
- This site is situated within a Minerals Safeguarding Area, which seeks to safeguard the minerals resource in the ground for future potential working. The final allocation should therefore be accompanied by a Minerals Assessment.

Policies maps have been prepared and are contained within the [Policies Maps Appendix: 3](#). The policies maps depict all land allocations and other policy designations. The map below is provided for purely illustrative purposes, detailing current planning permissions in the context of proposed allocations.

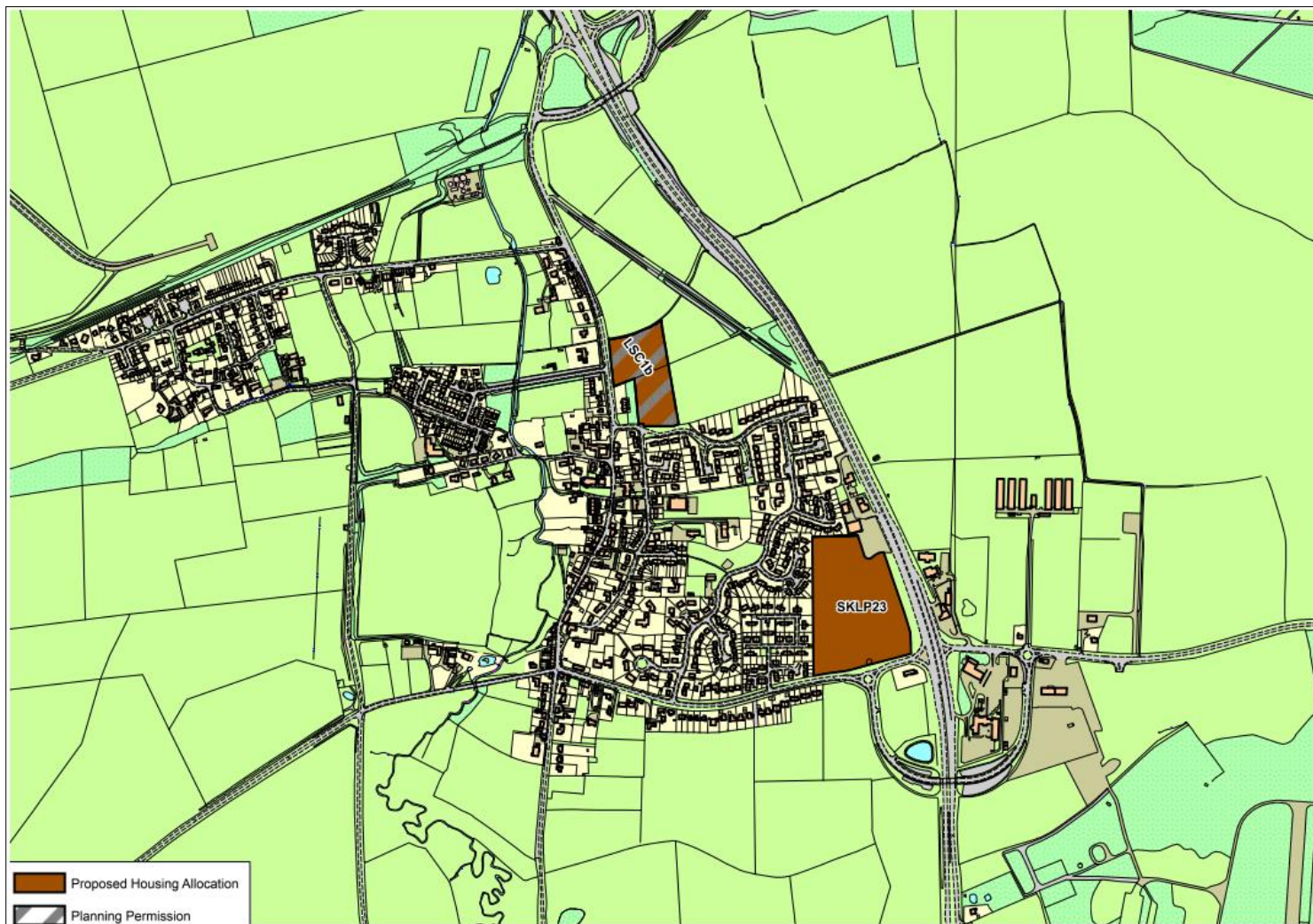
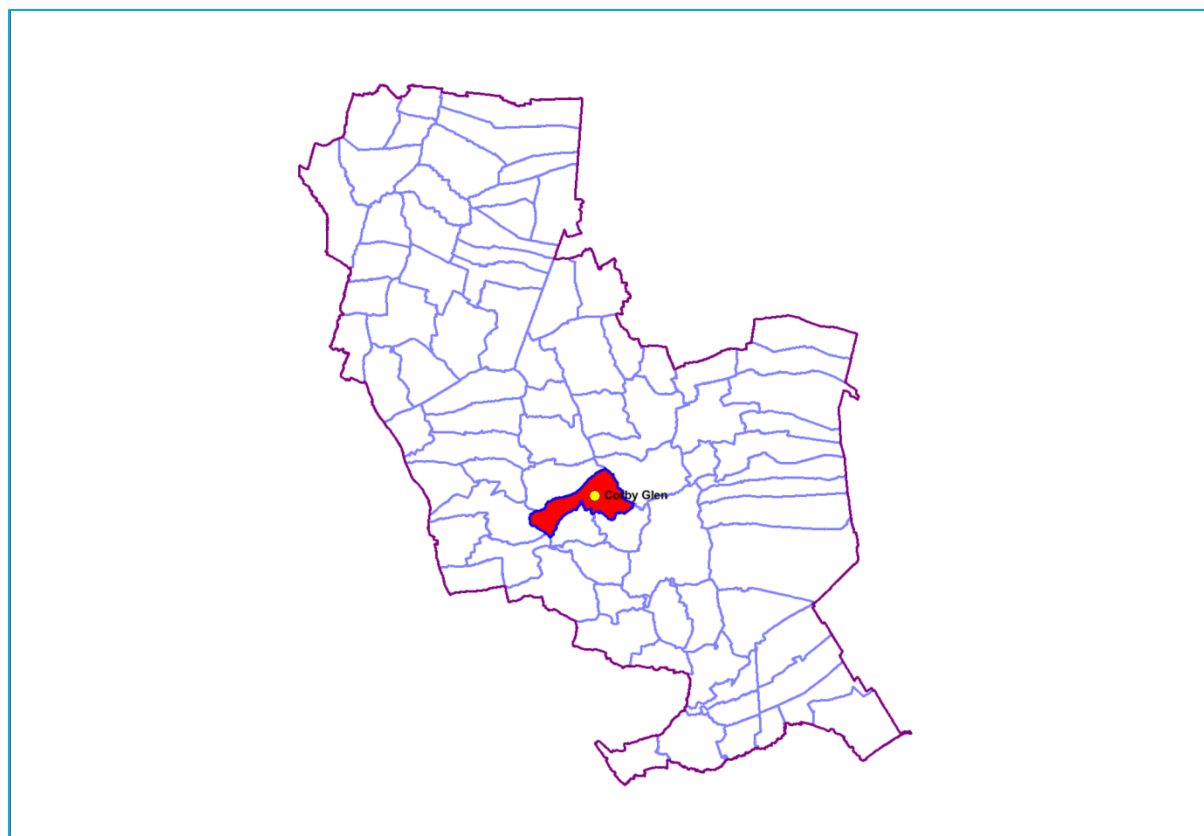


Figure 25 – Colsterworth Allocation Map

Corby Glen

Figure 26 – Corby Glen Location Map and Infographic Data



Population – 1017



47% of the population is in Full or Part time employment



Number of properties - (2011) 418 - primarily detached houses



Average age of the population is 42



13% of the population is retired

Source – Office of National Statistics 2011 Census Data - <https://www.ons.gov.uk/census/2011census>

The village of Corby Glen is set in wooded countryside 12 miles south of Grantham and 15 miles north of Stamford with the village lying on the A151 Colsterworth to Bourne road. The River Glen flows through the village.

Corby Glen has two schools both a primary and a secondary, a playgroup, two village shops, and a post office. Other facilities include a mobile library, two doctor's surgeries, a fire station, two pubs and two village halls. This information was collected through the [village services audit](#) completed in November 2016.

The proposed allocation for Corby Glen is for around 250 new homes. This scale of allocation recognises the range of services and facilities available within the settlement and the opportunity that future development provides to support the viability of these services. The proposed allocation seeks in particular to promote the provision of family housing, as unlike any other larger village, Corby Glen benefits from the Charles Reed Academy (secondary school) being located within the village, and in close proximity to the proposed allocation. The secondary school is of significant importance not only to the village itself, but also to the surrounding hinterland that the school supports, and it is intended that future development, such as that proposed through the allocation supports and sustains the continuation of this essential service.

Corby Glen: Residential Allocation

LV-H6: Swinstead Road / Bourne Road (SKLP4, SKLP320)

Indicative Unit Numbers: 250

Assumption Density: 30 dwellings per hectare.

The following development principles accompany this allocation:

- A comprehensive masterplan is required for the entire site.
- An East-West connection (transport and pedestrian) should be provided by the development
- Pedestrian links, footways or cycleway connections into village, and adjacent playing fields from the site should be incorporated in the development proposal.
- The development shall accommodate specialist housing needs through the provision of good quality family housing that is both well designed and integrated into the development proposal.
- Landscape screening shall be provided along the northern edges of the site.
- This site is situated within a Minerals Safeguarding Area. Before considering a planning application or allocation for this site a Minerals Assessment will be required.

Policies maps have been prepared and are contained within the [Policies Maps Appendix: 3](#). The policies maps depict all land allocations and other policy designations. The map below is provided for purely illustrative purposes, detailing current planning permissions in the context of proposed allocations.

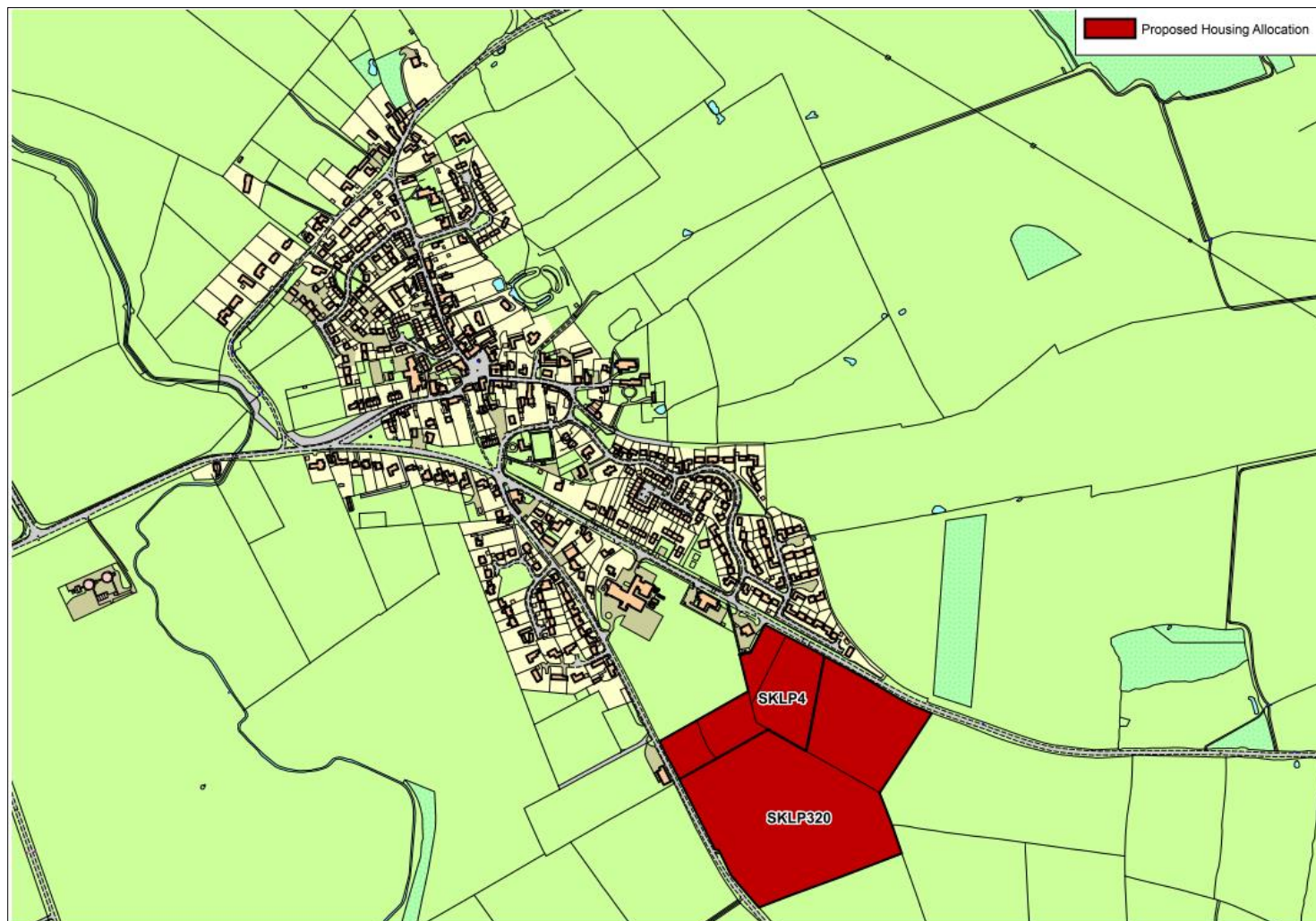
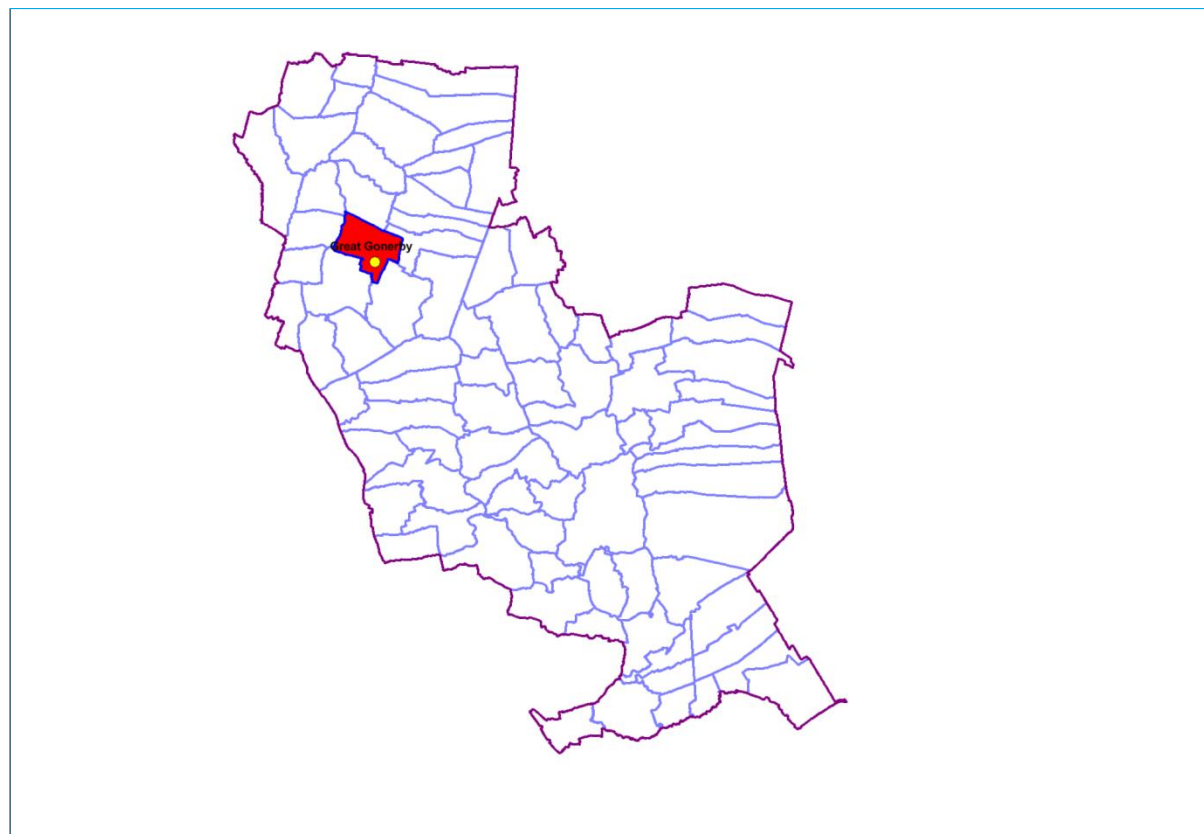


Figure 27 – Corby Glen Allocations Map

Great Gonerby

Figure 28- Great Gonerby Location Map and Infographic Data



Population – 2200



43% of the population is in Full or Part time employment



Number of properties - (2011) 966 - primarily detached houses



Average age of the population is 45



15% of the population is retired

Source – Office of National Statistics 2011 Census Data - <https://www.ons.gov.uk/census/2011census>

The village of Great Gonerby is situated less than 1 mile north from Grantham. The village overlooks the Vale of Belvoir and is situated close to the A1.

Great Gonerby has a primary school, a village school, a playgroup, a grocery store and a post office/shop. Further facilities include a public house, a memorial hall, a social club and a playing field with play area and floodlit multi-sport facility; along with open spaces and equipped play areas. This information was collected through the [village services audit](#) completed in November 2016.

The proposed allocation for Great Gonerby is to continue promoting the previous allocation which accommodates 30 new homes on a less constrained site that is well located within the existing settlement.

Great Gonerby: Residential Allocation

LV-H7: Eastthorpe Road (SKLP11)

Indicative Unit Numbers: 30

Assumption Density: 30 dwellings per hectare.

The following development principles accompany this allocation:

- A public footpath runs through the site – this shall be retained and incorporated into the development where possible
- Suitable and appropriate screening shall be provided along the eastern and southern edges of the site.
- This site is a previous local plan allocation and therefore has been phased for the initial years of the plan period – should the site not come forward within this timeframe, alternative development sites will be considered in this settlement.
- The landscape surrounding the site is sensitive, to protect the landscape the site boundary will not extend any further east than that shown on the policies map.

Policies maps have been prepared and are contained within the [Policies Maps Appendix: 3](#). The policies maps depict all land allocations and other policy designations. The map below is provided for purely illustrative purposes, detailing current planning permissions in the context of proposed allocations.

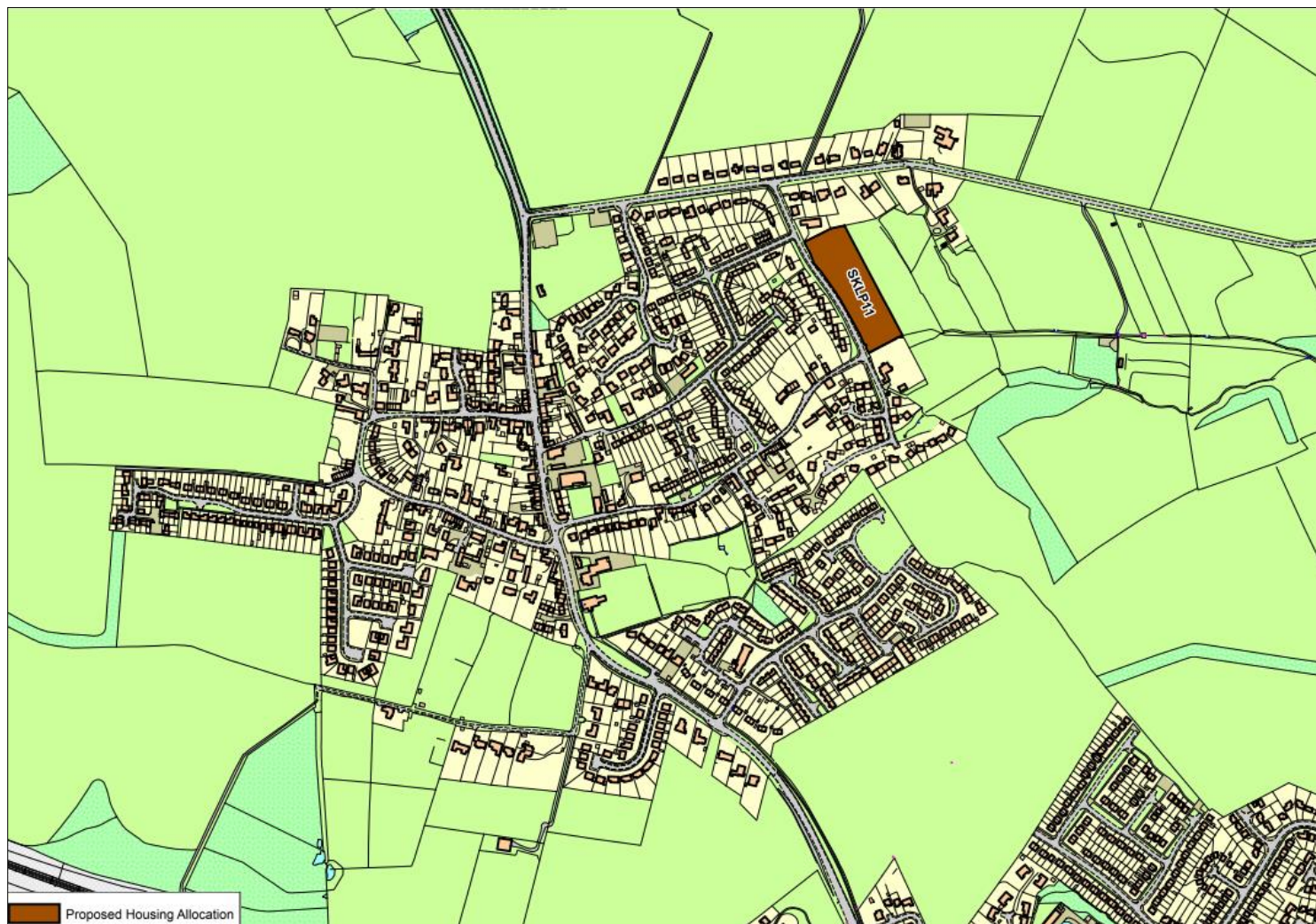
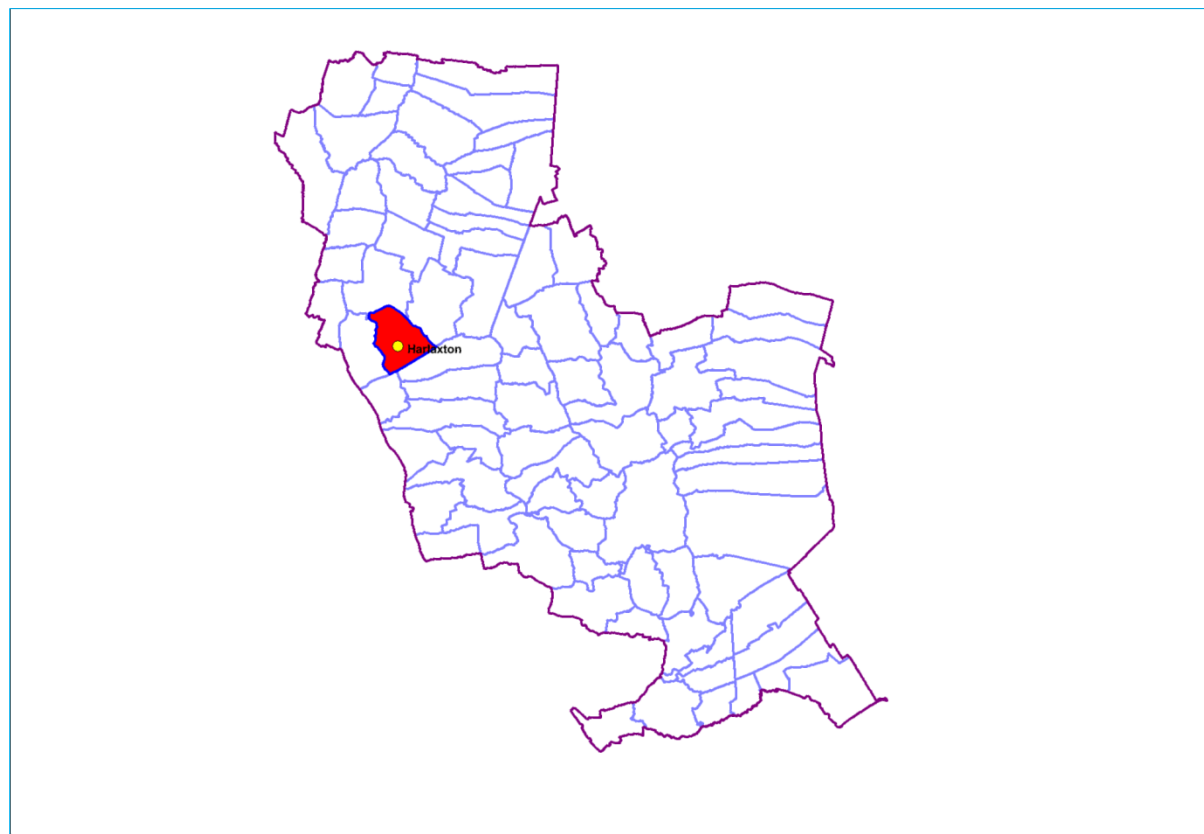


Figure 29- Great Gonerby Housing Allocation

Harlaxton

Figure 30- Harlaxton Location Map and Infographic Data



Population – 782



44% of the population is in Full or Part time employment



Number of properties - (2011) 351 - primarily detached houses



Average age of the population is 49



11% of the population is retired

Source – Office of National Statistics 2011 Census Data - <https://www.ons.gov.uk/census/2011census>

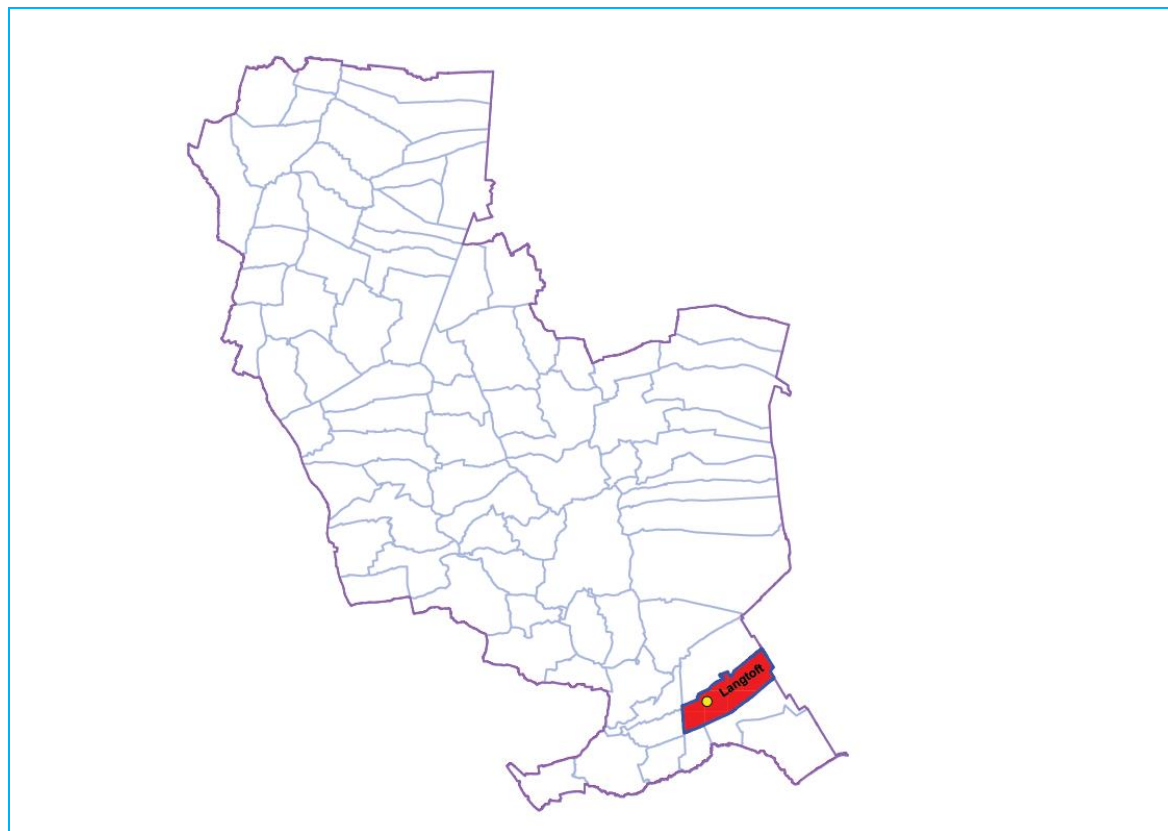
The village of Harlaxton lies on the edge of the Vale of Belvoir and just off the A607, 2 miles south-east from Grantham and 12 miles north-east from Melton Mowbray. It is home to Harlaxton Manor which is an important heritage asset and a grade 1 listed building.

Although close to amenities in Grantham, Harlaxton's facilities include a public house, post office within the local store, primary school, and doctor's surgery and village hall. There are also local sports clubs, alongside the open space provision. This information was collected through the [village services audit](#) completed in November 2016

There are no proposed allocations in Harlaxton. Outcomes for settlement specific site assessments are contained within the [Site Assessment Background Report 2017](#). Harlaxton does also present with infrastructure pressures, the local primary school is currently at full capacity and additional land is required to make future expansion of the school possible.

Langtoft

Figure 31- Langtoft Location Map and Infographic Data



Population – 2045



52% of the population is in Full or Part time employment



Number of properties - (2011) 809 - primarily detached houses



Average age of the population is 40



11% of the population is retired

Source – Office of National Statistics 2011 Census Data - <https://www.ons.gov.uk/census/2011census>

The Village of Langtoft lies on the A15 road, about 10 miles (16 km) north from Peterborough and about 8 miles (13 km) east from Stamford, and on the edge of The Fens.

Langtoft has a part time post office and newsagent which includes a grocery store. There is also a primary school, a village hall and a mobile library. Langtoft also has open space provision in the form of allotments; sports fields and fully equipped children's play area. This information was collected through the [village services audit](#) completed in November 2016

The proposed allocation in Langtoft is for 35 new dwellings. This allocation makes good use of a previously developed site. The adjacent land may hold some ecological sensitivity and prior to development a full ecological review will be required in order to demonstrate that the development will not be harmful to any ecological interests. Having regard to the particular sensitivities of this site low density development is proposed.

Langtoft: Residential Allocation

LV –H8: Former Gravel Works, Stowe Road (SKLP31 and SKLP33)

Indicative Unit Numbers: 35

Assumption Density: 16 dwellings per hectare.

The following development principles accompany this allocation:

- A masterplan is required for the entire site.
- A phase 1 ecological survey is required prior to considering a planning application or allocation for this site to ensure any mitigation measures are incorporated into the development proposal.
- Suitable and appropriate screening shall be provided along the southern edge of the site.

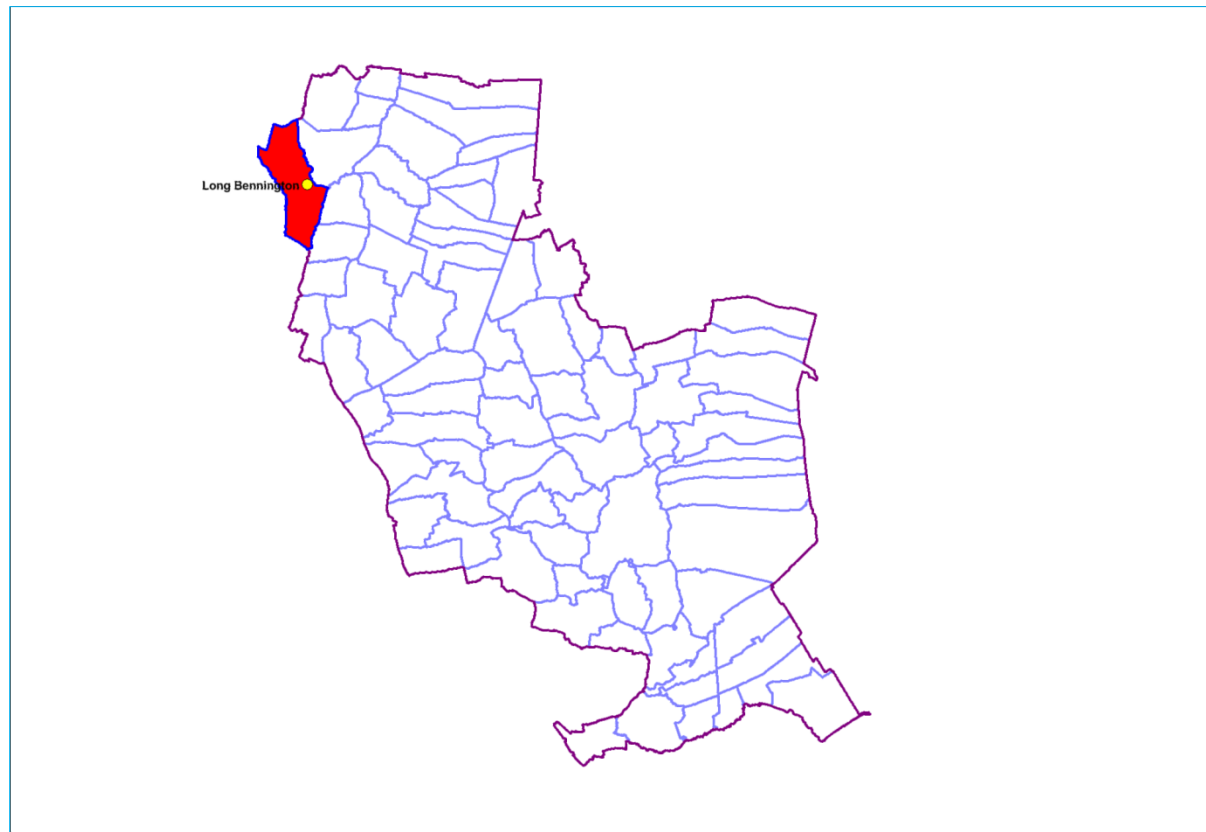
Policies maps have been prepared and are contained within the [Policies Maps Appendix: 3](#). The policies maps depict all land allocations and other policy designations. The map below is provided for purely illustrative purposes, detailing current planning permissions in the context of proposed allocations.



Figure 32- Langtoft Allocation Map

Long Bennington

Figure 33- Long Bennington Location Map and Infographic Data



Population – 2018



43% of the population is in Full or Part time employment



Number of properties - (2011) 853 - primarily detached houses



Average age of the population is 46



16% of the population is retired

Source – Office of National Statistics 2011 Census Data - <https://www.ons.gov.uk/census/2011census>

The village of Long Bennington lies just off the A1 road, 7 miles north of Grantham and 5 miles south of Newark-on-Trent.

Long Bennington has a primary school, local shop, and village hall, post office combined with the local butchers, a doctor's surgery, and a rural police office, pre-school and mobile library. Long Bennington also has three public houses. This information was collected through the [village services audit](#) completed in November 2016.

The two allocations proposed for Long Bennington will offer 85 new dwellings. Whilst these allocations are relatively modest given the desirability of this village, this acknowledges both the suitability of sites promoted for development, as well as the rate of historical completions within the village and the number of outstanding commitments arising from both unimplemented planning permissions and the previous allocation to the north of the village - Land at Main Road, Long Bennington ([Site Allocations DPD](#)).

Long Bennington: Residential Allocation

LV-H9: Main Road (South) (SKLP140)

Indicative Unit Numbers: 55

Assumption Density: 30 dwellings per hectare.

The following development principles accompany this allocation:

- Noise impact from the A1 shall be considered and suitable mitigation provided
- Screening along the western and southern edges will be required

LV-H10: Main Road (North) (SKLP132)

Indicative Unit Numbers: 30

Assumption Density: 30 dwellings per hectare.

The following development principles accompany this allocation:

- Noise impact from the A1 shall be considered and suitable mitigation provided
- Screening along the western edge will be required
- The development shall accommodate specialist housing needs through the provision of retirement housing, extra care or residential care housing.

Policies maps have been prepared and are contained within the [Policies Maps Appendix: 3](#). The policies maps depict all land allocations and other policy designations. The map below is provided for purely illustrative purposes, detailing current planning permissions in the context of proposed allocations.

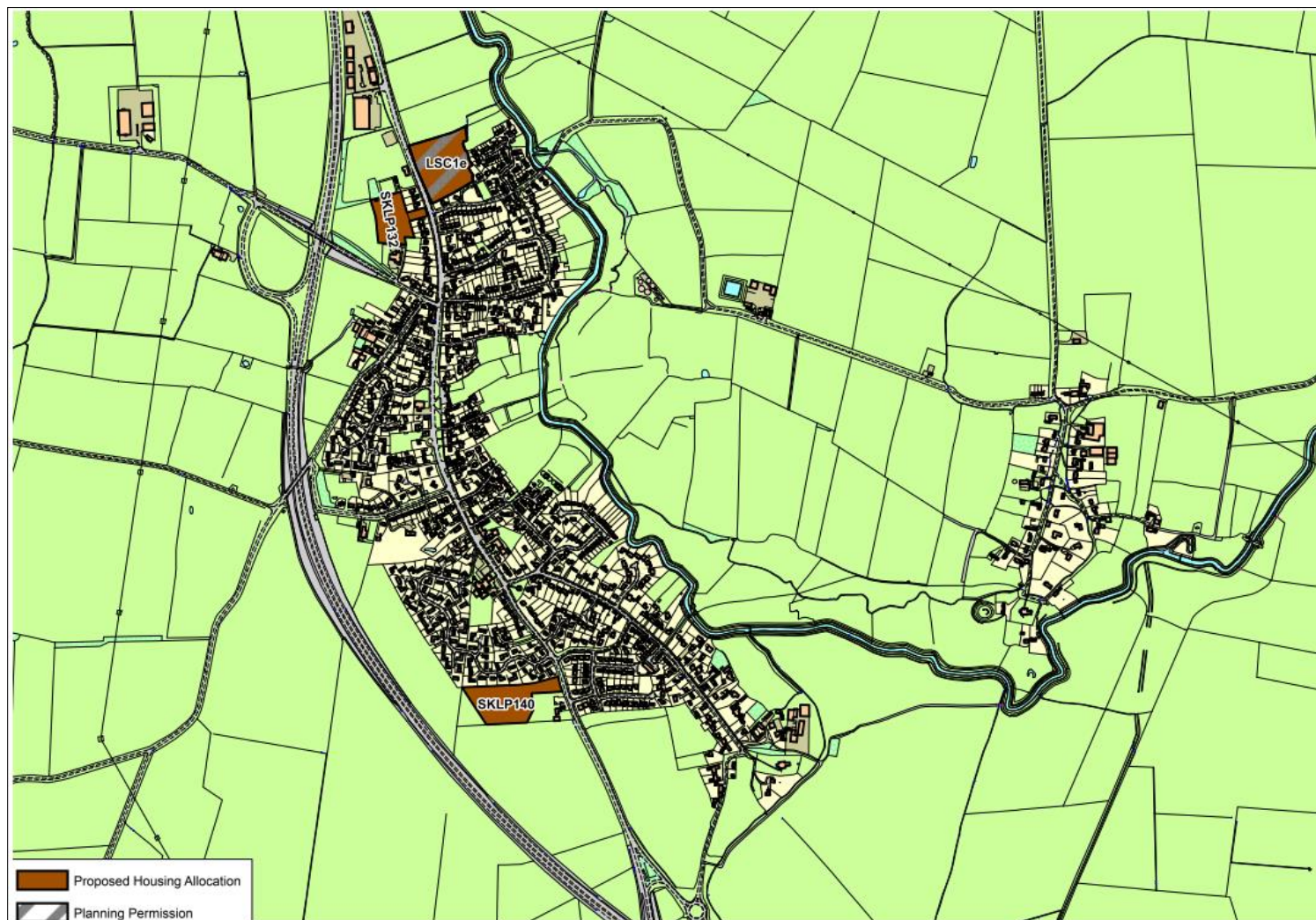
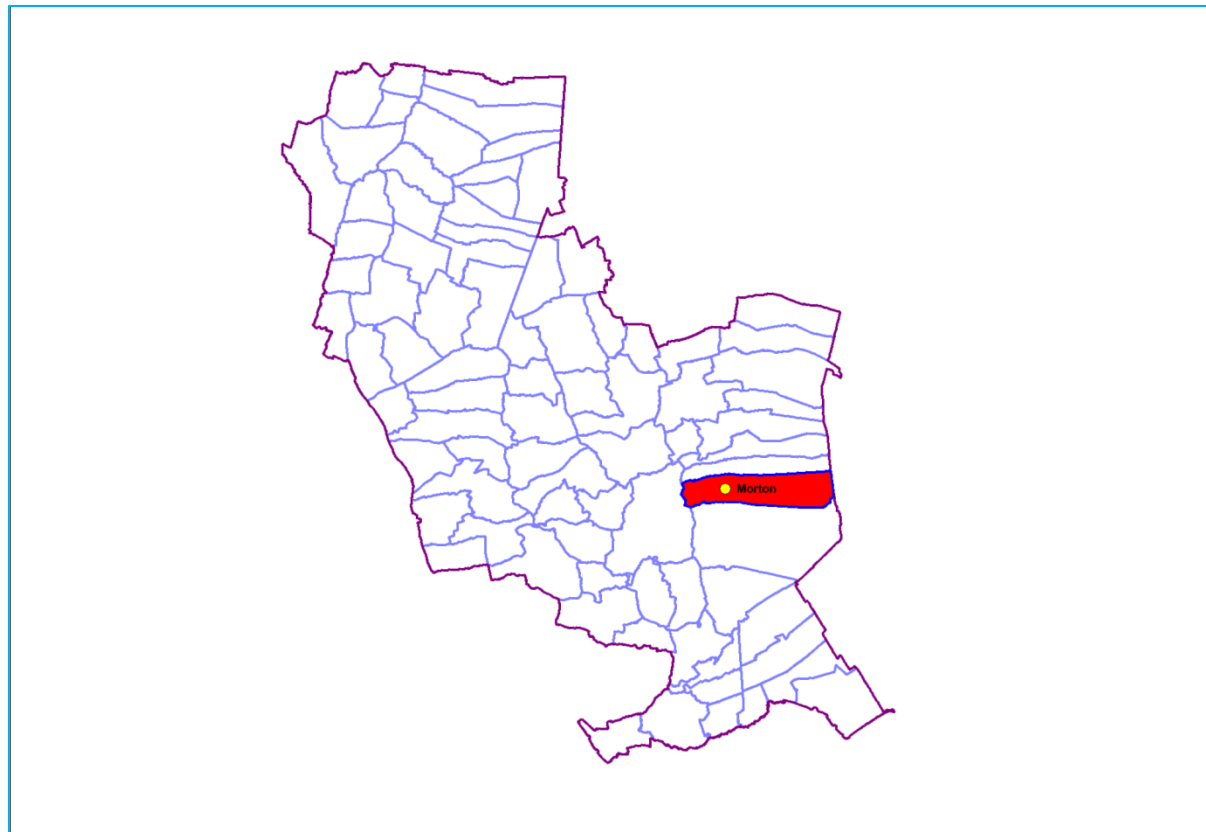


Figure 34- Long Bennington Allocation Map

Morton

Figure 35- Morton Location Map and Infographic Data



Population – 2406



47% of the population is in Full or Part time employment



Number of properties - (2011) 995 - primarily detached houses



Average age of the population is 43



13% of the population is retired

Source – Office of National Statistics 2011 Census Data - <https://www.ons.gov.uk/census/2011census>

The village of Morton lies 2 miles north of Bourne, and 14 miles south-east of Grantham. The village is in two parts, on each side of the fen-edge road (the A15). To the fenward side is Morton and to the upland side is Hanthorpe.

Morton has a primary school, food shop, village hall, post office, a pubic house; pre-school, mobile library and a doctor's surgery. Additional facilities include open spaces and fully equipped play areas. This information was collected through the [village services audit](#) completed in November 2016

The proposed allocation for Morton is for 70 new dwellings on a site centrally located within the village. This site offers potential to improve and restore local features such as the adjacent barns and the developed edge to the north of the settlement mirroring the existing pattern of development to the west. Low density development is proposed for this allocation to ensure the sensitives of the conservation area and adjacent listed buildings are preserved.

Morton: Residential Allocation

LV-H11: Folkingham Road (SKLP111)

Indicative Unit Numbers: 70

Assumption Density: 25 dwellings per hectare to accommodate conservation area and adjacent listed buildings.

The following development principles accompany this allocation:

- Possible impact on the Conservation Area and adjacent listed buildings shall be considered and to mitigate possible harm a low-density residential scheme should be proposed.
- The listed barns along the frontage of the site should be incorporated in any development proposal for the site.
- On the northern edge of the site a suitable and sensitive boundary treatment will be provided to screen views of the development from the adjacent open countryside.
- To ensure the development achieves good, high quality design it would be expected that a design code will be prepared for the site.
- Access should be sought from High Street and not directly off the A15.
- Development of this site will need to be phased in accordance with the Infrastructure Delivery Plan so that necessary infrastructure requirements can be accommodated

Policies maps have been prepared and are contained within the [Policies Maps Appendix: 3](#). The policies maps depict all land allocations and other policy designations. The map below is provided for purely illustrative purposes, detailing current planning permissions in the context of proposed allocations.

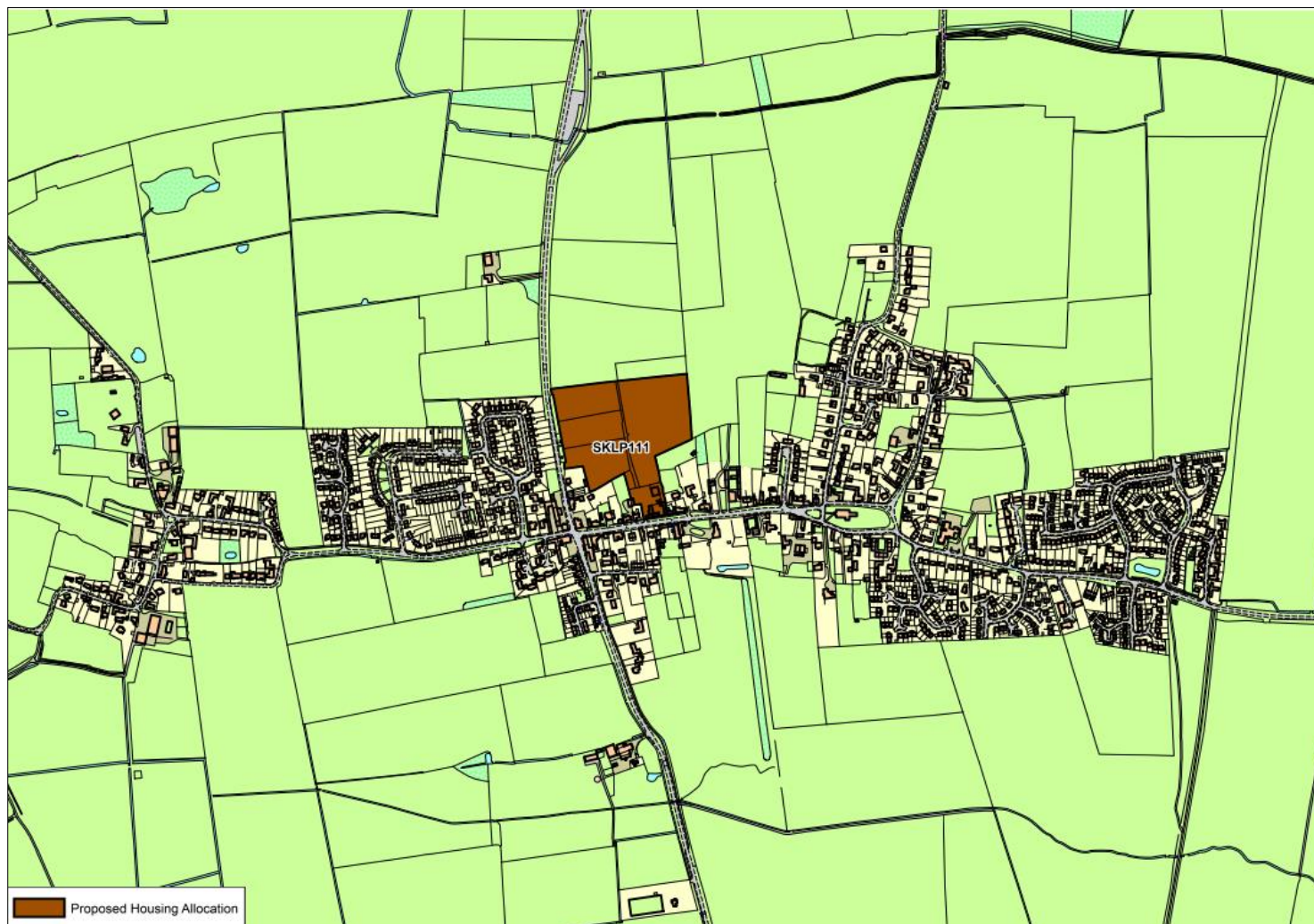
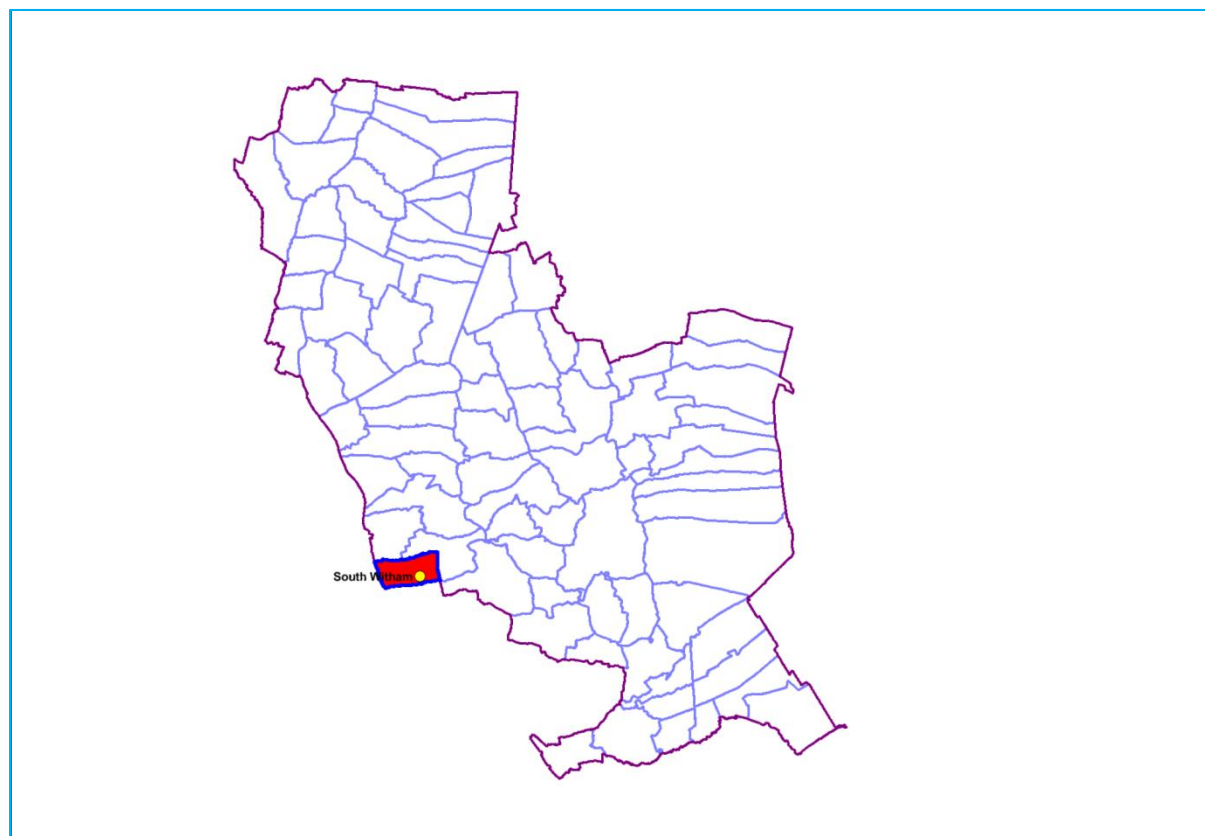


Figure 36 – Morton Allocation Map

South Witham

Figure 37- South Witham Location Map and Infographic Data



Population – 1533



55% of the population is in Full or Part time employment



Number of properties - (2011) 677 - primarily detached houses



Average age of the population is 38



9% of the population is retired

Source – Office of National Statistics 2011 Census Data - <https://www.ons.gov.uk/census/2011census>

The village of South Witham is located 10 miles south of Grantham and 10 miles east of Melton Mowbray.

South Witham has a village hall, a primary school, two local shops, one with a post office, two public houses and a mobile library. Additional facilities include open spaces and recreational facilities. This information was collected through the [village services audit](#) completed in November 2016.

The proposed allocation for South Witham is for 59 dwellings on land partially previously developed. The allocation sits on the southern edge of the settlement and is bounded by the former railway line. The site also offers opportunities for two access points to serve future development. Suitable and extensive boundary and noise attenuation treatments will be required on this allocation given its location adjacent to South Witham (Breedon) quarry.

South Witham: Residential Allocation

LV-H12: Thistleton Lane and Mill Lane (SKLP43, SKLP123)

Indicative Unit Numbers: 59

Assumption Density: 30 dwellings per hectare.

The following development principles accompany this allocation:

- A comprehensive masterplan is required for the site.
- Reopening of redundant railway line as a pedestrian route should be considered in the development proposal.
- Priority will be given to the redevelopment of the previously developed land on this site.
- Development proposals should make good use of the two potential access points into the site
- On the western edge of the site a suitable and sensitive boundary treatment will be provided to screen views of the development from the adjacent open countryside.
- This site is located within a Site Specific Minerals Safeguarding Area and development could therefore impact upon minerals sites / infrastructure that already have planning permission. An assessment should be undertaken to demonstrate the proposed development would not be adversely affected by the mineral site (particularly in terms of noise/dust/traffic/ and visual impact), this assessment shall take place before considering a planning application or allocation for this site to ensure any mitigation measures are incorporated into the development proposal.
- This site is situated within a Minerals Safeguarding Area. Before considering a planning application or allocation for this site a Minerals Assessment will be required.

Policies maps have been prepared and are contained within the [Policies Maps Appendix: 3](#). The policies maps depict all land allocations and other policy designations. The map below is provided for purely illustrative purposes, detailing current planning permissions in the context of proposed allocations.

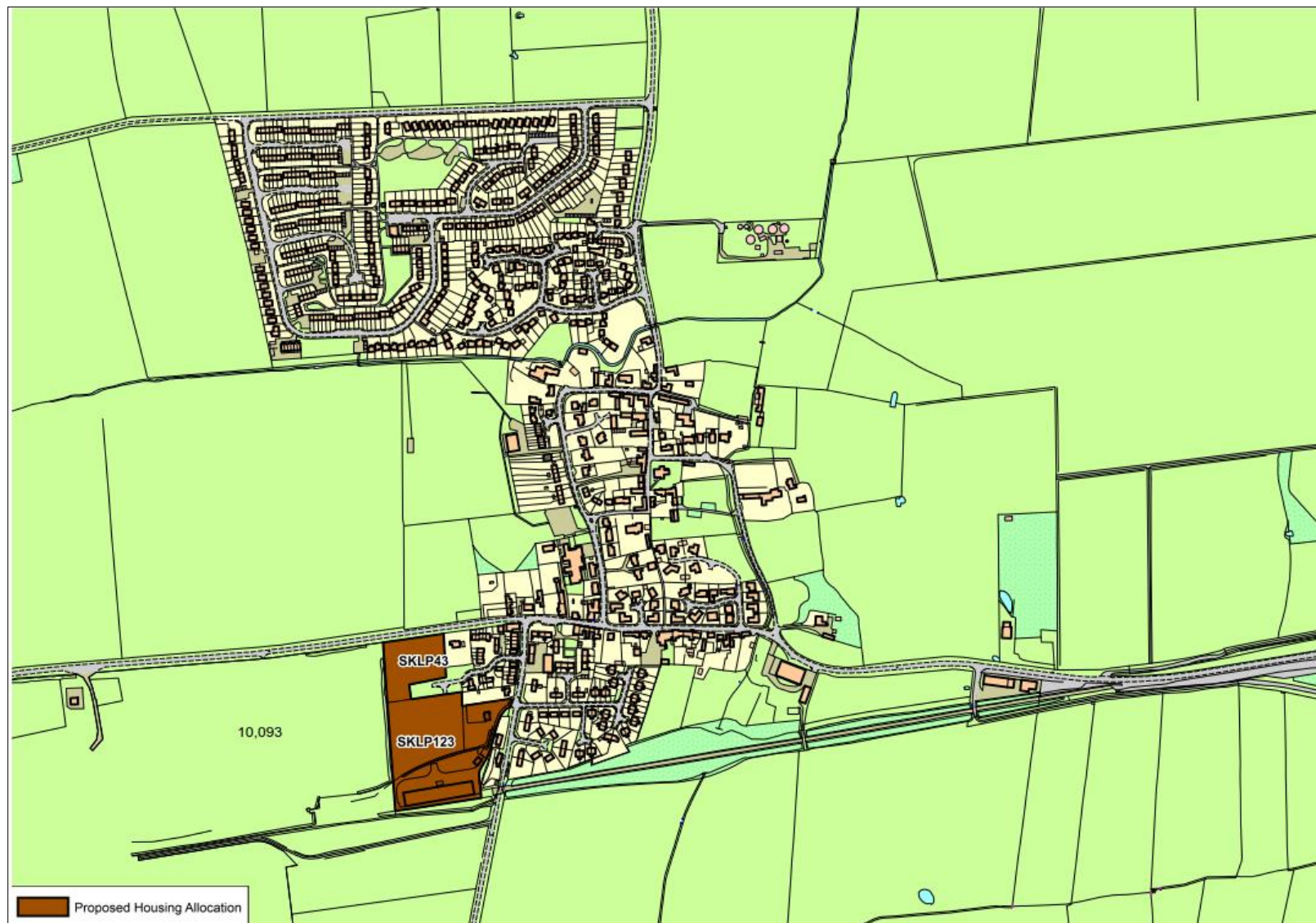
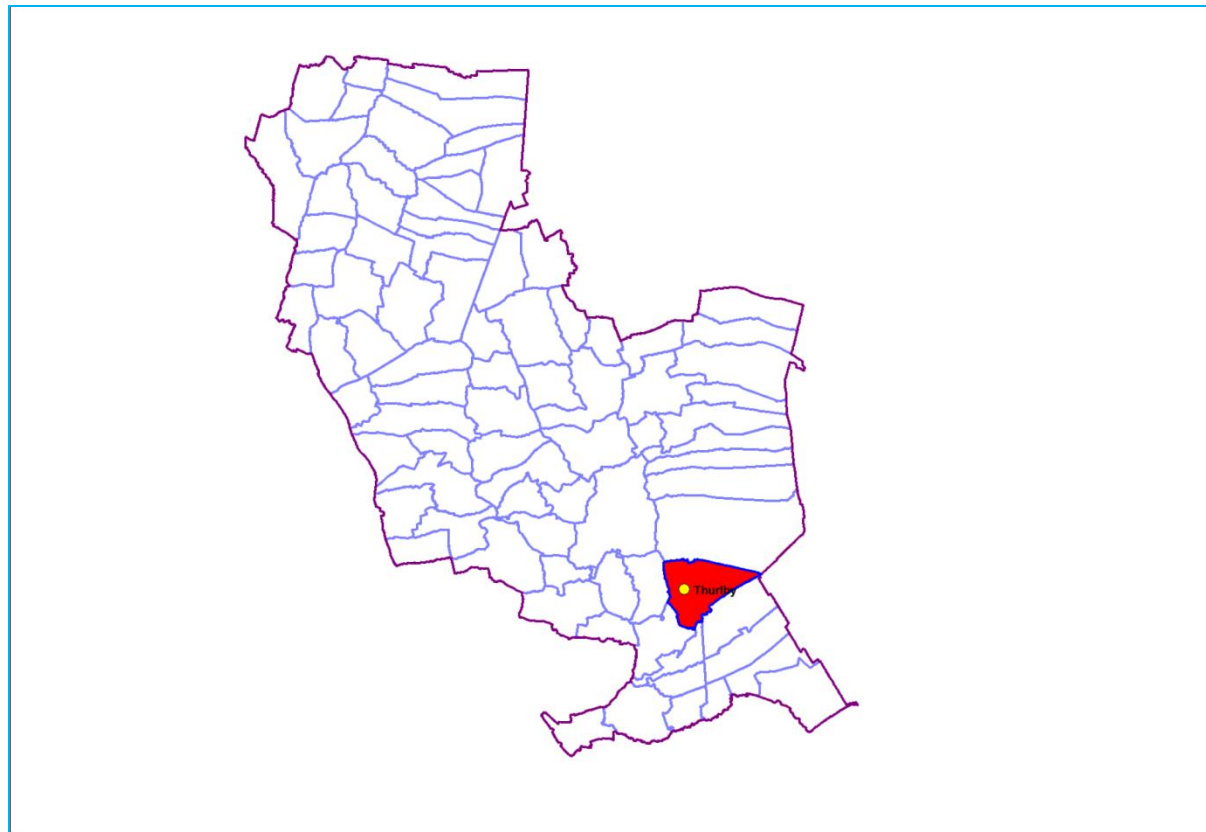


Figure 38- South Witham Allocation Map

Thurlby

Figure 39- Thurlby Location Map and Infographic Data



Population – 2153



46% of the population is in full or Part time employment



Number of properties - (2011) 885 - primarily detached houses



Average age of the population is 49



15% of the population is retired

Source – Office of National Statistics 2011 Census Data - <https://www.ons.gov.uk/census/2011census>

The village of Thurlby lies just west of the A15 road, 2 miles south from the town of Bourne, on the edge of the Lincolnshire Fens.

Thurlby has a public house, a shop with a post office, and a veterinary practice. The primary school shares a site with the community hall and Lawrance Park. This information was collected through the [village services audit](#) completed in November 2016.

The proposed allocation for Thurlby is for 50 new dwellings on a previously developed site. Suitable and extensive boundary and noise attenuation treatments will be required on this allocation given its proximity to the A15.

Thurlby: Residential Allocation

LV-H13: Part of Elm Farm Yard (SKLP16)

Indicative Unit Numbers: 50

Assumption Density: 25 dwellings per hectare based on previously developed area.

The following development principles accompany this allocation:

- Priority will be given to the redevelopment of the previously developed land on this site.
- Access should not be sought from the A15
- On the southern and western edges of the site a suitable and sensitive boundary treatment will be provided to screen views of the development from the adjacent open countryside.

Policies maps have been prepared and are contained within the [Policies Maps Appendix: 3](#). The policies maps depict all land allocations and other policy designations. The map below is provided for purely illustrative purposes, detailing current planning permissions in the context of proposed allocations.

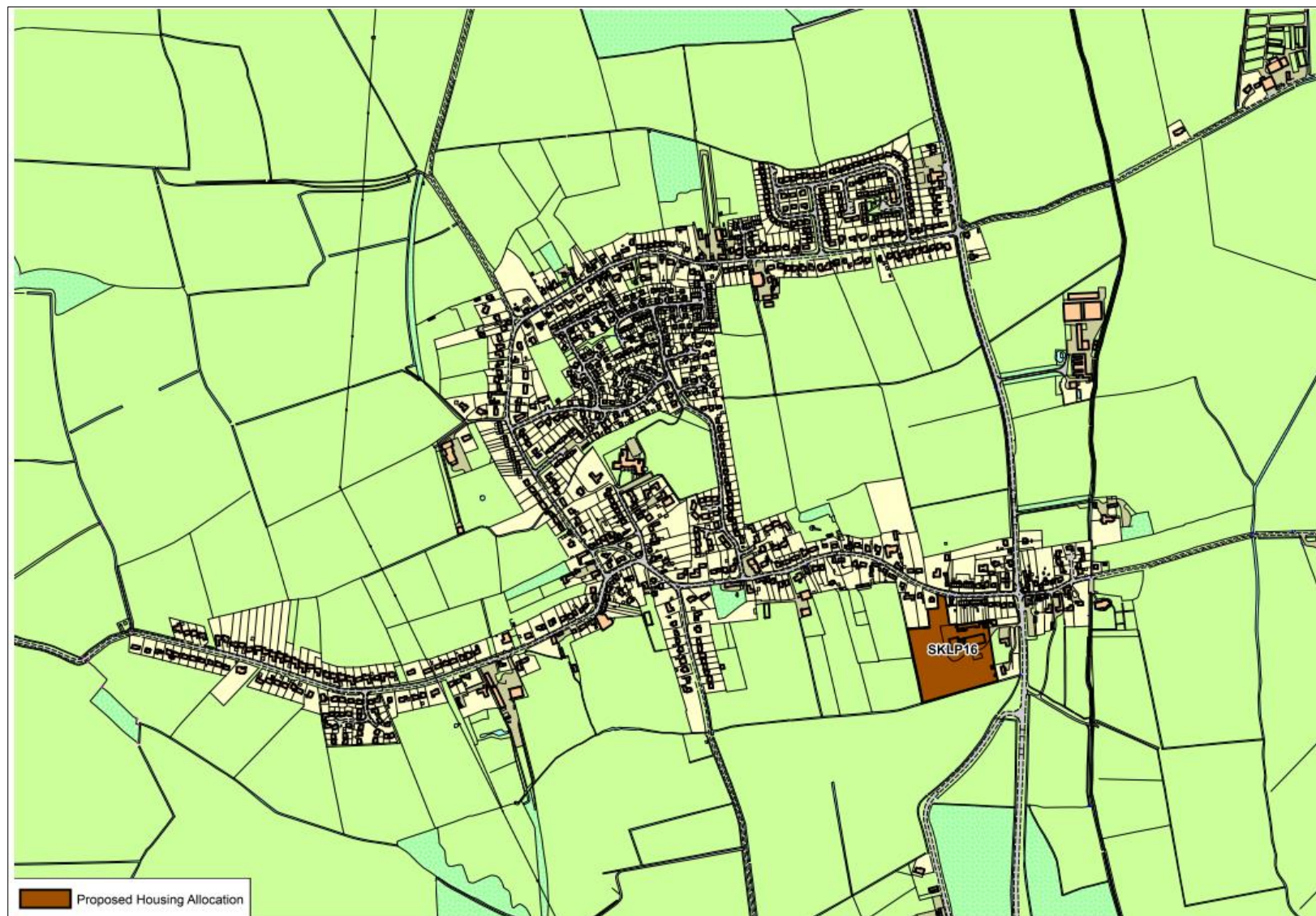


Figure 40 – Thurlby Allocation Map

5. Infrastructure and Developer Contributions

Sustainable growth in South Kesteven will need to be supported by the provision of appropriate new and upgraded infrastructure in order to ensure the best possible impact on the economic and environmental well-being of the District. The effectiveness of the growth strategy in this Local Plan is underpinned by the delivery of the necessary and relevant infrastructure in the right location and at the right time. The term “infrastructure” relates to both utilities and the services and facilities which support people’s lifestyles. For example utilities include energy, telecommunications, water and sewerage, whilst services and facilities would include both social and physical provision such as transport, education, health, open space and leisure centres, as well as those provided by the market such as shops and public houses.

The type and scale of infrastructure required to support the development proposed in this local plan will depend on how development is distributed, as well as how existing and future residents choose to live their lives in the future.

The capacity of existing infrastructure and ability of that infrastructure either with or without new or expanded facilities has formed a fundamental part of formulating the spatial strategy and distribution of development in this Local Plan. An Infrastructure Delivery Plan (IDP) has been prepared to set out what, where and how infrastructure will be provided to deliver the spatial strategy. This is published alongside this Local Plan. The IDP will be updated on a regular basis and will set out the key elements of infrastructure, when these are programmed to be delivered and how they will be resourced. The main items of infrastructure covered in this plan will include:

- Transport – highways, bus, cycle, rail and pedestrian facilities, parking, (waterways) and overall travel management;
- Education – nursery and pre-school, primary, secondary and further education provision;
- Health – hospitals, health centres, GPs and public health;
- Leisure and Green Infrastructure (GI) – sports facilities, open space, and community/leisure facilities;
- Communications – enhanced broadband coverage and provision;
- Water and drainage – water supply, waste water, flood risk management and water quality;
- Energy – electricity, gas and renewable energy.

Consultation with utility and service providers responsible for the delivery of infrastructure and other services has been ongoing through the preparation of the Local Plan. Service providers usually have their own future plans and in general these are for different timeframes to the Local Plan. They often only plan for 3 to 5 years ahead. However where they are available these plans have provided information on currently known planned infrastructure proposals and likely new infrastructure needed to support the delivery of the levels of growth proposed. The Council will continue to proactively engage with service providers to continually update the evidence base on infrastructure provision and additional requirements as they become known.

It is not possible to identify the precise infrastructure requirements for the whole of the Local Plan period and the Council has sought to identify the critical infrastructure necessary to serve new development proposed during the plan period. The Infrastructure Delivery Schedule will be published alongside the Local Plan which will identify the critical infrastructure requirements, the timescales for delivery, together with an indication of the estimated costs, sources of funding and delivery partners. The Council recognizes that there is a risk that this infrastructure may not be provided and the schedule also considers the risk of major slippage in infrastructure delivery. Ongoing liaison with service providers and partners will allow this risk to be mitigated or addressed at an early stage.

Where known, the infrastructure required to order support the development of specific sites allocated in this Plan has been set out in the relevant site allocation.

The Council will monitor the provision of infrastructure, as set out in the Infrastructure Delivery Schedule, and report on the progress as appropriate.

The Infrastructure Delivery Schedule will provide the opportunity to appropriately align the work of partner organisations and service providers such as water and energy provision by utility companies, highways, education, and social services by Lincolnshire County Council and healthcare provision by local Clinical Commissioning Groups (CCGs) alongside the National Health Service England (NHS). The Council and partners will work with Local Enterprise Partnerships and the Homes and Communities Agency to secure both direct funding and recoverable finance for infrastructure projects. The Council will also work with infrastructure and service providers to align their strategies and investment plans to the Local Plan.

The policy below sets out the overarching framework for delivering infrastructure to support growth. Whilst every effort will be made to ensure the appropriate and timely provision of infrastructure, the following policy will be used to restrict development from being

commenced, or in certain cases, from being permitted, in the absence of proven essential infrastructure capacity or the appropriate means of mitigating a capacity issue.

The Council will work with partners to ensure that infrastructure will be in place at the right time to meet the needs of the District and to support the development strategy.

Developer Contributions

Carefully considered and sensitive development offers substantial benefits to society. It provides homes, employment opportunities and the facilities and services required. It can also stimulate economic growth. However development of all scale impacts on the environment and existing infrastructure, and can place a burden on the community. The planning system exists to reconcile the benefits of a development against the costs it can impose.

The planning system currently provides for some of these burdens or costs to be addressed through planning obligations where the specific planning issues arising from a development proposal can be addressed on a site by site basis.

Developers will be expected to make up the necessary infrastructure provision required to support their development either through direct provision or by a contribution towards the overall cost of the provision of necessary infrastructure either alone or cumulatively with other developments. Various types of contribution will be used, including the following:

1. In-kind contributions and financial payments;
2. Phased payments and one-off payments;
3. Maintenance payments;
4. Pooled contributions; or
5. A combination of the above.

Contributions will be in the form of planning obligations secured in line with national statute and policy. Initially these will be secured through Section 106 (S106) developer contributions although the Council retains the option to consider the introduction of a Community Infrastructure Levy (CIL) or any replacement tariff once the outcome of the national review of CIL is known. Contributions payable by S106 or CIL will be in addition to any normally required from a developer to any utility company, internal drainage board or other statutory organization

Where it is likely that infrastructure will be funded via contributions from development, the Council will need to check that the contribution would meet the following tests for planning obligations, i.e. that they are:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and,
- fairly and reasonably related in scale and kind to the development.

New development cannot be used to fund an existing lack of infrastructure or address current shortfalls in provision, but is solely required to address the needs arising from new development.

Contributions payable by S106 will be in addition to any normally required from a developer to any utility company, internal drainage board or other statutory organisation.

ID1: Infrastructure For Growth

All development proposals will be expected to demonstrate that there is, or will be, sufficient infrastructure capacity to support and meet the essential infrastructure requirements arising from the proposed development.

Where implementation of a development proposal will create a need to:

- provide additional or improved infrastructure and amenities; or
 - would have an impact on the existing standard of infrastructure provided;
- or
- would exacerbate an existing deficiency in its provision

the developer will be expected to make up the necessary infrastructure provision for the local communities affected either by direct provision or through a proportionate contribution towards the overall cost of the provision of local and strategic infrastructure required by the development either alone or cumulatively with other developments.

Consideration will be given to the likely timing of infrastructure provision. As such, the delivery of development may need to be appropriately phased, either in time or geographically, to ensure the related provision of infrastructure in a timely manner.

In determining the nature and scale of any provision, the Council will have regard to viability considerations and site specific circumstances.

Transport

The NPPF sets out the importance of sustainability in relation to transport, in particular the need to ensure developments that generate significant movements are located where the need for travel will be minimised and the use of sustainable travel can be maximised.

As South Kesteven is a predominantly rural area, it is not surprising that there is still, and inevitably will continue to be a heavy reliance on private car use. This does however mean that those without access to a private car can be isolated and have significant issues accessing employment, education and training as well as other services and facilities. The Local Transport Plan (LTP) sets out the overall strategy and delivery arrangements for transport across the whole of Lincolnshire, aiming to support growth, tackle congestion, improve accessibility, making roads safer and supporting the larger settlements of the County. The LTP and the Local Plan are aligned with each other's objectives. The Local Plan aims to support the development of a sustainable, efficient and safe transport system, increasing sustainable methods of travel, protect the environment and improve access to key services.

The 4th Lincolnshire LTP covering 2013/14 to 2022/23 sets out the following objectives for Lincolnshire:

1. Assist the sustainable economic growth of Lincolnshire, and the wider region, through improvements to the transport network;
2. Improve access to employment and key services by widening travel choices, especially for those without a car;
3. Make travel for all modes safer and , in particular, reduce the number and severity of road casualties;
4. Maintain the transport system to standards which allow safe and efficient movement of people and goods;
5. Protect and enhance the built and natural environment of the County by reducing the adverse impacts of traffic, including HGVs;
6. Improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment;
7. Minimise carbon emissions from transport across the County.

The Transport Strategy for Grantham, as the main town and sub-regional centre for South Kesteven, sets out a range of local proposals to help tackle congestion and improve transport options. The 2014 review of this Transport Strategy identifies five key aims, namely:

- Making Grantham a better place in which to live, work and shop;
- Making alternative ways of travelling more attractive;

- Making the most of the railway station;
- Helping people get around the town more easily; and
- Catering for new developments.

To demonstrate how accessibility, mobility and transport related matters have been considered and taken into account in the development of proposals, one or more of the following should be submitted with planning applications, with the precise need dependent on the scale and nature of development:

- a parking or design and access statement (all proposals); and/ or
- a transport statement (typically required for developments of 50 - 80 dwellings); and/ or
- a transport assessment and travel plan (typically required for developments over 80 dwellings).

Advice on the level of detail required should be confirmed through early discussion with the local planning or highway authority.

ID2: Transport and Strategic Transport Infrastructure

South Kesteven District Council and its delivery partners will support and promote an efficient and safe transport network which offers a range of transport choices for the movement of people and goods, reduces the need to travel by car and encourages use of alternatives, such as walking, cycling, and public transport.

New development will be required to contribute to transport improvements in line with appropriate evidence, including the Infrastructure Delivery Schedule, the Local Transport Plan and local transport strategies.

All new developments should demonstrate that they have applied the following principles:

1. Are located where travel can be minimised and the use of sustainable transport modes maximised;
2. Reduce additional travel demand through the use of measures such as travel planning, safe and convenient public transport, dedicated walking and cycling links and cycle storage/parking links and integration with existing infrastructure;
3. Seek to generate or support the level of demand required to improve, introduce or maintain public transport services, such as rail and bus services;
4. Do not unacceptably impact on the safety and movement of traffic on the highway network or that any such impacts can be mitigated through

appropriate improvements, including the provision of new or improved highway infrastructure; and

5. Ensure that appropriate vehicle, powered two wheeler and cycle parking provision is made for residents, visitors, employees, customers, deliveries and for people with impaired mobility

Compliance with the criteria of this policy should be demonstrated through the provision of a transport Statement/Assessment and/or a travel plan as appropriate.

Communications

Access to broadband is a vital component of infrastructure in today's world. It is key to growing a sustainable local economy, vital for education and home working and an increasingly central part of community cohesion and resilience, particularly in rural areas.

Developers can 'future-proof' their developments by installing superfast broadband infrastructure. In addition to the reputational and wider economic benefits of ensuring that residents are able to access superfast broadband when they move into new developments, there is also the issue of avoiding the costs and frustrations to occupiers of future retrofitting, if the infrastructure is not fit for purpose.

The Government recognises that reliable broadband internet access is essential for homes throughout the country if they are to benefit from online services and for UK businesses to compete globally. It aims to achieve a transformation in the country's broadband access, with everyone in the UK able to access broadband speeds of at least 2 megabits per second (Mbps) and 95% of the UK receiving far greater speeds (superfast broadband) of at least 24Mbps by 2017. It is also exploring options to extend the benefits of superfast broadband to remaining areas.

The National Planning Policy Framework (NPPF) recognises the importance of infrastructure in delivering sustainable economic growth, and states that 'in preparing Local Plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband' (Paragraph 43).

Superfast broadband is now available to 95% homes and businesses in Lincolnshire. The Onlincolnshire project aims to provide most properties with superfast broadband by December 2016. There remain a number of pockets of the district which do not have access to superfast broadband, however a third phase will begin in 2017 to supply better connections to 9,000 'rural' or 'very rural' premises by December 2019 in an attempt to push superfast broadband coverage to up to 97 per cent of the county. This exceeds the national target of 95% of homes and businesses by 2017 set by the Department for Culture, Media and Sport, which helps fund the project.

The Government has worked with Openreach – BT's local access network business - and the Home Builders Federation (HBF) on an agreement which aims to deliver superfast broadband connectivity to new build residential properties in the UK. The new deal will see fibre based broadband offered to all new developments either for free (for developments of 30 dwellings

and over) or as part of a co-funded initiative (for developments of under 30 dwellings). As part of the agreement, Openreach is introducing an online planning tool for homebuilders. This will tell them whether properties in a given development can be connected to fibre for free, or if a contribution is needed from the developer to jointly fund the deployment of the local fibre network.

In order to guarantee a fixed fibre solution (which is more reliable than wireless) for superfast broadband of at least 30 Mbps, new developments must be served by either:

- i) fixed fibre to premises technology (FTTP); or
- ii) fixed fibre to cabinet technology (FTTC) which provides speeds of up to 80 megabits per second.

ID3: Broadband and Communications Infrastructure

Proposals to enhance information communication networks, such as superfast broadband, will be supported across the district.

Proposals of 30 dwellings or more will be required to provide fixed fibre superfast broadband.

Proposals for residential development of less than 30 dwellings and commercial development will be required to provide fixed fibre broadband where this is technically feasible, subject to viability.

New developments must be served by either:

- i) Fibre to the Premises (FTTP) technology; or
- ii) Fibre to the Cabinet (FTTC) technology enabling access to broadband speeds of up to 80 megabits per second; or
- iii) any other emerging communication technology

Appendix 1

Anticipated Residential Figures

The [Strategic Housing Market Assessment \(SHMA\) Update 2017](#) sets out an Objectively Assessed Housing Need (OAN) for South Kesteven of 625 dwellings per annum for the period 2011-36, equating to a total of 15,625 dwellings over the plan period. This is the minimum number of homes that the Local Plan needs to provide for. Additional land can be allocated in order to provide choice to the market and greater certainty to deliverability of the Plan.

The District has a known supply of 9,259 dwellings (known supply includes all sites with planning permission or previous allocations or designations). Between 1st April 2011 and up to 31st March 2016 there have been 2,949 residential completions. This means the Local Plan has to allocate enough sites to provide for a minimum of 3,417 additional dwellings by 2036.

The allocations proposed by the Local Plan could potentially exceed the minimum requirement for new housing by providing an additional 1,366 new homes which is 8.7% above the OAN ([shown in Table 1](#)).

The future release of the Prince William of Gloucester Barracks, coupled with additional development at Stamford North, outside the District boundary (but still meeting the Districts housing requirement), has the potential to increase this figure to 2,366 new homes, i.e. 15.1% above the OAN ([shown in Table 2](#)). However, it should be noted that both of these sites are unlikely to provide housing completions until later on in the Plan period and may not even contribute to the supply until the next Plan period.

Whilst the latest economic forecasts presented within the SHMA do not support an enhanced economic growth scenario for the District (an enhanced economic growth scenario would represent a 20% increase on the OAN), the local economy is growing and can be encouraged to grow further and faster through supporting the local housing market. This, in turn, will support local businesses growth, however, to achieve this, the resident population will need to service those businesses' needs.

Currently, if anticipated economic forecasts are realised against baseline demographic projections, the retired or of non-working age resident population of the District will significantly increase. This will leave the District with a population that is not sufficient to meet arising workforce demands and those businesses could leave the District for areas with a younger demographic. This could also act as a barrier to other businesses relocating to the District.

Whilst the Local Plan will make provision for enhancing the District's appeal to new households, it also has to meet the needs of its resident population. To do this a series of policies and allocations are proposed by the Local Plan, some allocations require the provision of specialist accommodation to meet changing household needs. The numbers arising from these allocations and how this corresponds to the District's OAN are set out in the tables below:

Table 1: Residential Figures arising from proposed allocations – Scenario 1: 8.7% above OAN

Towns	Total completions 2011-2016	Units with planning permission as at March 2016	Previous Allocations Commitments (without planning permission)	Known Supply (PP + PA Commit + Completions)	Capacity of Recommended Allocations to 2036	Known and Future Supply Totals	Known and Future Supply Totals (Limited Deliverability Factor applied/de- allocations)	Percentage of Total housing supply within the District
Grantham	921	1912	4850	7683	934	8617	8617	50.7
Bourne	839	978	0	1817	235	2052	2052	12
Stamford	303	579	77	959	1449	2408	2379	14
The Deepings	412	68	340	820	837	1657	1657	9.8
Larger Villages	341	279	60	680	817	1497	1497	8.8
Smaller Villages	133	116	N/A	249	540*	789	789	4.6
TOTAL	2,949	3,932	5,327	12,208	4,812	17,020	16,991	100

Table 1 above demonstrates the housing provision that could be realised from allocations proposed in the Local Plan, along with an allowance for the smaller villages. Previously, the Core Strategy was very restrictive on development in any settlement below the Local Service Centre category (now Larger Villages), however Local Plan policies [SP 3: Infill Development](#) and [SP 4: Edge of Settlement Development](#) will allow appropriate development within these smaller villages so that they can respond to specific local housing needs. *A working assumption has been applied where the smaller villages potentially deliver 30 dwellings per annum over the period 2018-2036. In total this represents an additional 540 dwellings over the plan period. Whilst the plan period is 2011 to 2036, 2018 has been applied as the start date to these calculations as this is when the relevant policies could be expected to come into effect, i.e. following adoption of the new Local Plan. In Scenario 1 the Local Plan would make provision for 16,991 dwellings. This is 8.7% above the District's OAN and equates to 680 dwellings per annum. Coincidentally, the outgoing Local Plan's (Core Strategy) annual housing requirement from 2006 to 2026 was 680 dwellings also.

Scenario 1 incorporates an allowance for completions in the smaller villages. However, in this example no allowance has been made for the potential redevelopment of the Prince William of Gloucester Barracks during the plan period (nominally 500 dwellings) or from the development of the Quarry Farm site Stamford North (located in Rutland), counting towards South Kesteven's OAN (potentially 500 dwellings). Both of these sites are unlikely to provide housing completions until later on in the Plan period, and possibly may not even contribute to the supply until the next Plan period, however their respective effect on the Local Plan needs to be considered. Table 2 below sets out a second scenario (Scenario 2) where indicative figures associated with the initial release of these sites is coupled with proposed allocations, and the allowance for smaller settlements. In Scenario 2 the Local Plan would make provision for 17,991 dwellings. This is 15.1% above the District's OAN and equates to 720 dwellings per annum. This would represent a 5.5% increase on the Core Strategy's annual housing requirement.

Table 2: Residential Figures arising from proposed allocations – Scenario 2: 15.1% above OAN

Towns	Total completions 2011-2016	Units with planning permission as at March 2016	Previous Allocations Commitments (without planning permission)	Known Supply (PP + PA Commit + Completions)	Capacity of Recommended Allocations to 2036	Known and Future Supply Totals	Known and Future Supply Totals (Limited Deliverability Factor applied/de-allocations)	Percentage of Total housing supply within the District
Grantham	921	1912	4850	7683	934	8617	8617	47.9
Grantham Barracks Allowance	-	-	-	-	-	500	500	(+2.8) 50.7
Bourne	839	978	0	1817	235	2052	2052	11.3
Stamford	303	579	77	959	1449	2408	2379	13.2
Stamford North (Rutland) Allowance	-	-	-	-	-	500	500	(+2.8) 16
The Deepings	412	68	340	820	837	1657	1657	9.2
Larger Villages	341	279	60	680	817	1497	1497	8.3
Smaller Villages	133	116	N/A	249	540*	789	789	4.4
TOTAL	2,949	3,932	5,327	12,208	4,812	18,020	17,991	100

Appendix 2

Glossary

Phrase	Definition/Description
Affordable Housing	Includes affordable rented, social rented and intermediate housing (eg shared ownership. Provided to specified eligible households whose needs are not met by the market.
Air Quality Management Areas	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.
Ancient woodland	An area that has been wooded continuously since at least 1600 AD.
Archaeological interest	There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point.
Best and most versatile agricultural land	Land in grades 1, 2 and 3a of the Agricultural Land Classification.
Climate change adaptation	Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities
Climate change mitigation	Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
Conservation (for heritage policy)	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Community Infrastructure Levy (CIL)	A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.
Designated heritage asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
Development plan	This includes adopted Local Plans, neighborhood plans and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.
Economic development	Industrial, commercial retail and tourism development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).
Environmental Impact Assessment	A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on

	the environment.
Green infrastructure	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
The Greater Cambridge Greater Peterborough local enterprise partnerships (GCGPLEP)	The Greater Cambridge Greater Peterborough Enterprise Partnership is focused on helping to drive forward sustainable economic growth—with local business, education providers, the third sector and the public sector working together to achieve this.
Greater Lincolnshire Local Enterprise Partnership (GLLEP)	The Greater Lincolnshire LEP works with the public and private sector within the Midlands to deliver sustainable economic growth. They help business sectors increase productivity and innovation, create new employment opportunities and develop infrastructure that supports economic growth.
Greater Lincolnshire Nature Partnership (GLNP)	A partnership which provides work streams that include the Geodiversity Strategy, the Lincolnshire Environmental Records Centre, Local Sites and the Nature Strategy. The strategic work streams involve working with people and organizations across four thematic areas: Farming with nature. Planning with nature .Enjoying nature. Being well with nature
Heritage asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
Hybrid applications	A planning application that seeks outline planning permission for one part and full planning permission for another part of the same site.
Historic environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Larger Villages	Larger Villages (formally Local Service Centres). The assessment of larger villages took the following into consideration, provision of: Primary school, food shop, public transport, village hall, post office, public house, open space, play space, doctor, police / fire, secondary school, other businesses.
Local Development Order (LDO)	An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.
Local Enterprise Partnership (LEP)	A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.
Local Nature Partnership (LNP)	A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.
Local planning authority	The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning

	authority apply to the district council, London borough council, county council, Broads Authority, National Park Authority and the Greater London Authority, to the extent appropriate to their responsibilities.
Local Plan	The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.
Local wildlife Site (LWS)	Are areas identified and selected locally for their nature conservation value. Their selection takes into account the most important, distinctive and threatened species and habitats
Main town centre uses	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Mineral Safeguarding Area	An area designated by Minerals Planning Authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilization by non-mineral development.
Neighbourhood plans	A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
National Planning Policy Guidance NPPG	Published on 27 March 2012 and sets out the government's planning policies for England and how these are expected to be applied.
Open space	All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
Office of National Statistics (ONS)	The UK's largest independent producer of official statistics and the recognised national statistical institute of the UK.
Previously developed land or Brownfield land	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
Primary and secondary frontages	Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of

	uses such as restaurants, cinemas and businesses.
Rural Exception Site	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.
Special Areas of Conservation	Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.
Site of Special Scientific Interest (SSSI)	Sites designated by Natural England under the Wildlife and Countryside Act 1981.
Site of Nature Conservation Interest (SNCI)	Sites of substantive local nature conservation and geological value
Strategic Housing Market Assessment. (SHMA)	Provides detailed information about existing and future housing needs and demand, including the need for affordable housing and the mix of housing, to meet the needs of the community and forms part of the evidence base for the preparation of the new Local Plan.
Supplementary planning documents (SPD)	Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.
Town centre	Area defined on the local authority's proposal policy maps, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.
Transport assessment	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.
Windfall sites	Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

Use Classes

A1 – Shops	Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes
A2 - Financial and professional services	Financial services such as banks and building societies, professional services (other than health and medical services) and including estate and employment agencies. It does not include betting offices or pay day loan shops
A3- Restaurants and cafés	For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.
A4- Drinking establishments	Public houses, wine bars or other drinking establishments (but not night clubs).
A5 - Hot food takeaways	For the sale of hot food for consumption off the premises.
B1 - Business	Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area.
B2 - General industrial	Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).
B8 - Storage or distribution	This class includes open air storage.
C1 - Hotels	Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels).
C2 - Residential institutions	Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.
C2A - Secure Residential Institution	Use for a provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.
C3 – Dwelling houses	<p>3(a) covers use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child.</p> <p>C3(b): up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health</p>

	<p>problems.</p> <p>C3(c) allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger.</p>
C4 - Houses in multiple occupation	small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom
D1- Non-residential institutions	Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training centres.
D2- Assembly and leisure	Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used).
Sui Generis	Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include: betting offices/shops, pay day loan shops, theatres, larger houses in multiple occupation, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, launderettes, taxi businesses, amusement centres and casinos.

Appendix 3

Policies Maps (standalone documents)

Appendix 4

Renewable Energy (standalone document)

ALTERNATIVE FORMATS AND LANGUAGES

South Kesteven has a rich and diverse culture - a community made up of people from different cultures, with differing backgrounds, beliefs or 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 on: 01476 40 60 80 - 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 / Cantonese

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。

Latviski / Latvian

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

Lietuviškai / Lithuanian

Šią informaciją galite gauti lietuvių kalba. Prašome kreiptis į mus, jei jums arba jūsų pažįstamiems 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.

Português / Portuguese

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

