

REPORT TO CABINET

REPORT OF: Economic Development Portfolio Holder

REPORT NO: PLA891

DATE: 4th July 2011

TITLE:	Outstanding Policy issues for inclusion within Site Allocation and Policies DPD	
KEY DECISION OR POLICY FRAMEWORK PROPOSAL:	Key Decision	
PORTFOLIO HOLDER: NAME AND DESIGNATION:	Councillor Frances Cartwright Economic Development Portfolio Holder.	
CONTACT OFFICER:	Rachel Armstrong Senior Planning Policy Officer	
INITIAL IMPACT ASSESSMENT:	Carried out and Referred to in paragraph (7) below	Full impact assessment Required:
Equality and Diversity	N/A	
FREEDOM OF INFORMATION ACT:	This report is publicly available via the Your Council and Democracy link on the Council's website: www.southkesteven.gov.uk	
BACKGROUND PAPERS	PLA830 Adoption of Core Strategy PLA835 Site Allocations and Policies DPD: Additional Sites consultation PLA848 Site Allocation and Policies DPD: Proposed Consultation on Policies PLA867 Site Allocations and Policies DPD: Proposed Consultation on Policies	

1. RECOMMENDATIONS

That Cabinet:

- a) approves the proposed changes to the draft Policies, as set out in Appendix A to the report, and
- b) approves these revised policies (together with those approved by Cabinet on 7th February 2011) to be included in the Submission version of the Site Allocation and Policies Development Plan Document.

2. PURPOSE OF THE REPORT

- 2.1 To enable the Cabinet to consider in more detail the issues raised in the representations made during consultation on the draft policies (SAP1, SAP4, SAP5, SAP6 and SAP7) proposed to be included in the Site Allocation and

Policies Development Plan Document (DPD) and to consider proposed changes to the draft policies for inclusion in the Submission, or final, version of the Plan.

2.2 The preparation of the Site Allocation and Policies DPD supports the Good for Business Priority Theme

3. DETAILS OF REPORT

3.1 In addition to the allocation of specific development sites, the Site Allocation and Policies DPD will include a set of policies which add detail to the broad framework provided by the Adopted Core Strategy. The policies cover the following areas:

- Retention of Services and Facilities in Local Service Centres
- Rural Affordable Housing
- Supporting the Rural Economy
- Protecting Locally Important Existing Employment Areas
- Town Centre and Retail Development
- Town Centre Opportunity Areas
- Open Space Standards

3.2 The draft policies were approved for the purposes of public consultation by the Cabinet on the 4th October 2010 (Report PLA 848) and were subject to six weeks consultation between 5th November and 17th December 2010.

3.3 At the end of the consultation period, a total of 133 representations had been received from 43 organisations and individuals. These representations were reported to Cabinet on 7th February 2011. A number of outstanding issues arising from the consideration of these representations were identified in that report. These matters required further investigation or more detailed consideration.

3.4 This report therefore considers these outstanding issues:

4. POLICY ISSUES

4.1 Policy SAP1 (Retention of Community Services and Facilities)

4.1.1 Officers identified the need to consider the implications of 'Assets of Community Value' and the "Community Right to Buy" referenced in the Localism Bill on how Policy SAP1 would be implemented, or indeed whether it is now needed.

4.1.2 Core Strategy Policy SP2 provides a presumption against the change of use of community facilities including retail and service premises in Local Service Centres (LSCs). It also states that the Site Allocation and Policies DPD will provide more detailed guidance to enable proposals to be assessed. Policy SAP1 provides this guidance.

4.1.3 The "right to buy" an Asset of Community Value concept gives community organisations a fair opportunity to bid to take over facilities which it considers important.

- 4.1.4 Consultation on “Assets of Community Value – Community Rights to Buy” has recently ended. This document sets out the proposed framework for implementing this element of the Localism Bill. Essentially land or buildings (the asset) would be nominated by community groups to the Local Authority who would determine whether the premises should be put on a published list of community assets. If so it will remain on the list for five years. If during this period the land owner wishes to sell the premises he must notify the local authority which in turn will notify the nominating group and publish the availability of the asset locally. Community groups will then have an opportunity to say whether they are interested in putting together a bid for the asset. Bids should include a business plan and financing arrangements. At the end of this period the land owner can determine to whom he sells the asset.
- 4.1.5 It should be noted that this applies to the asset only (i.e. the land or building) not the service operating from it, therefore something like a post office which is a service may not necessarily be protected just because the premises it is housed within is on the list.
- 4.1.6 The objective of Policy SAP1 is to retain local services and facilities in LSCs, in order that these villages remain “sustainable” communities in the future. The objective of the Community Right to Buy proposal is to allow all communities in any location to consider whether an asset is so important locally that they would want an opportunity to acquire and manage it if it were to become available.
- 4.1.7 The objectives and areas of coverage of Policy SAP1 and the national proposal do not happily coincide, such that they might only apply at the same time if a proposal were made for the re-use or redevelopment of a building or land which accommodated a community facility in an LSC and where the building or land had been nominated and added to the list of assets. In such an instance application of the Community Right to Buy process could be used to support the application of the SAP1 policy criteria.
- 4.1.8 It is also important to recognise that the legislative basis of this element of the Localism Bill is in its infancy. Finalisation and preparation of the statutory framework could take more than a year to complete, during which substantial changes may be made to the proposal.
- 4.1.9 In light of these conclusions it is considered appropriate that the policy is retained as currently worded. However an additional paragraph should be included within this section of the plan referencing the Localism Bill, Assets of Community Value and the Community Right to Buy, and how this evolving legislation would work together with the policy to achieve the objective of retaining existing community facilities in LSCs.

4.2 Policy SAP4 (Business Development in the Countryside) and Policy SAP5 (Locally Important Existing Employment Sites)

- 4.2.1 Representation was made that neither policy gave policy coverage to indicate how change at existing major employment sites in the countryside would be considered. This representation related specifically to the Easton site of Norbert Dentressangle and PAS (Grantham) Ltd, however it could apply to

other existing major employment sites located in the countryside across the District and that this omission could potentially limit any plans they may have for expansion and or modernisation.

- 4.2.2 The Easton site is occupied by two of the District's larger employers; a major haulier and a major food processing company. Both operations have large workforces and both also have specific requirements which are satisfied by this relatively rural location. The site is in the countryside where development would not normally be permitted. However, operations such as the food processing (in this instance frozen chips) require a site which has easy access to the raw material, neighbours who do not object to the smells, and good distribution links. The transport operation requires good access to the national road network and a large site for storage. These operational requirements could not easily be met elsewhere in the District. Although the Easton site is in the countryside, it is able to draw its workforce from Grantham and several surrounding villages which are within easy reach.
- 4.2.3 Other sites have been identified which have similar requirements for rural locations. There is a need to ensure that existing employment sites which have non-conforming uses or which have specific site requirements can continue to be supported when they have proposals for expansion or modernisation because of the important role they have in supporting the local economy. It is not considered appropriate, or desirable, to identify all such sites throughout the District.
- 4.2.4 It is suggested that amendments are made to the text and the policy to allow for the site-specific expansion of existing established businesses, where it can be demonstrated that there are significant long-term economic benefits.

4.3 Policy SAP5 (Locally Important Existing Employment Sites)

4.3.1 Objections have been made to the identification of a number of sites (specifically Tunnel Bank and Manning Road/Pinfold Estate sites in Bourne, Spitfire Way in Market Deeping and Barnack Road in Stamford). It has also been suggested that the former Mirlees Blackstone site in Stamford, the Grimer's Transport site in Billingborough and the Easton food processing site are identified as sites to be protected. The schedule at Appendix B considers each identified and suggested additional site against the criteria and concludes that the following changes should be made to the sites identified in Policy SAP5:

- ExES1 - rename site as Gwash Way, East of Ryhall Road
- ExES2 - redraw boundary to include the Alltech UK site within the designated area. Rename site as East of Ryhall Road
- ExEs4 - redraw the boundary of the site to exclude the undeveloped areas to the east of Cummins Generator Technologies. This area is not in employment use.
- ExED2 - site forms part of a larger area being considered as part of the site allocations for a mix of residential and employment use. Depending on the outcome of the sites assessment, retaining this designation may not be appropriate

4.4 Policy SAP6 (Development within the Defined Town Centre)

- 4.4.1 Stamford Town Council suggested that the town centre boundaries be amended.
- 4.4.2 The objective of the town centre boundary is to recognise where existing town centre uses such as shops, offices and services such as cafes, estate agents etc are located and to ensure that new, expanding or relocating town centre uses remain concentrated within this area. By concentrating these uses within a defined area the Council can try to ensure that the town centre continues to thrive. However if the boundary is drawn too wide it could undermine the functionality of the town centre reducing the concentration of town centre uses thereby reducing the appeal of the town centre to users. The Retail Needs and Town Centre Study (2010) for the District recommend seeking to achieve a ratio of 80% retail uses to 20% non-retail uses in the town centres.
- 4.4.3 A detailed site survey has been undertaken of the additional areas suggested by Stamford Town Council for inclusion in the town centre boundary. The findings of this survey are shown on the plan at Appendix C to this report. The map clearly shows that the town centre boundary for Stamford accurately reflects the existing concentration of shops and services and that outside the boundary there is a predominance of residential properties. Extending the boundaries of the town centre as suggested would serve no beneficial purpose. It would not help to deliver the recommended concentration of retail uses and could have a negative impact on the function and viability of the town centre.
- 4.4.4 Sainsbury's is also concerned that the Bourne Town Centre boundary does not include its store. The representation requests that the Town Centre boundary be extended to include the store and car park, in recognition of its key role in the retail offer of the town and surrounding area.
- 4.4.5 Again having reviewed the proposed town centre boundary and the uses of land and property between Sainsbury store and the boundary it is considered that there is no justification for including the Sainsbury Supermarket store and car park within the defined Town Centre boundary.
- 4.4.6 It is recommended therefore that no change is made to the town centre boundaries for Bourne or Stamford.

4.5 Policy SAP7 (Town Centre Opportunity Areas)

- 4.5.1 Objections have been raised to some of the Opportunity Areas (notably Stamford Bus Station, North Street Car Park in Stamford and the bus station and health centre in Bourne). Appendix D provides a more detailed assessment of each of the suggested Opportunity Areas. With the exception of Bourne Core Area and the land around the precinct and Co-op in Market Deeping it is considered that the sites are either so constrained or inappropriate for redevelopment and that there is limited prospect of retail development being delivered during the plan period.

- 4.5.3 In respect of the land around the precinct and co-op in Market Deeping it is felt that there may be potential to improve the retail offer of the Deepings in this location, however without any evidence to support the deliverability of a retail scheme it is considered inappropriate to allocate the area in the DPD. Policy SAP7 will allow a town centre scheme to proceed provided that it can be justified.
- 4.5.4 Bourne Core Area is one of the council's key priorities. Much work has already been undertaken to ensure the delivery of improvements to Bourne town centre. As such a clear policy framework is necessary to enable this project to be delivered during the plan period. A specific policy for Bourne Core Area, promoting the area for redevelopment which will increase the retail offer of the town, and include other appropriate town centre uses, including retention of public car parking should be included within this plan. The policy should make clear that redevelopment is to be "retail-led"; this is to be achieved by small-scale units to reflect the town's existing pattern of shop frontages, rather than a large store.
- 4.5.2 Stamford Chamber of Commerce has expressed concern that the Welland Quarter in Stamford has not been included as an Opportunity Area. The Welland Quarter was included within the Housing and Economic DPD (June 2006) as an opportunity area. It has also been included in the first Site Allocations Consultation (October 2009) as a mixed use development site and in part for housing in the Additional Sites consultation (August 2010). The site lies some distance from the defined town centre, and although it was the subject of detailed work a number of years ago, it is considered that retail led proposal in this location and in the context of some major constraints (including Flood Risk, multiple land ownership, contamination and access restrictions) is undeliverable within the plan period. Consideration of the suitability of parts of the site for housing and/or employment development will be made as part of the site allocation assessment process.
- 4.5.3 Aldi has stated that they are looking for a store in Stamford but none of the Opportunity Areas are big enough. It is acknowledged that the town centre boundaries for each of the Districts towns have been drawn tightly to reflect the existing pattern and use of development; as such the defined town centres do not provide many opportunities for larger scale retail developments such as that envisaged by Aldi. However the policy framework which would be provided by Core Strategy Policy E2 and Site Allocation and Policies DPD SAP6 and SAP7 would allow for development of a site on the edge of or out of centre for retail development, provided that the relevant local and national policy criteria could be met, this would include the need to consider sites within and on the edge of the town centre before a site out of centre is considered.
- 4.5.4 To address the issues raised by representations and considered above the following changes are proposed to Policy SAP7.
- Delete all the suggested Town Centre Opportunity Areas and any references to them in the text and Policy SAP7
 - Add a new section and policy about Bourne Core Area

- 4.5.5 The policy framework provided by SAP6 and SAP7 and Core Strategy Policy E2 will allow appropriate redevelopment sites within and on the edge of the town centres to come forward for retail and or other town centre uses.

5. NEXT STEPS

- 5.1 The proposed changes to the draft policies will, subject to Cabinet approval, be included in the draft Submission version of the DPD: this will be final version of the Plan that will be made available for formal consultation prior to submission for examination.
- 5.2 The Submission DPD will also include site allocations for housing and employment development. The site assessment process has been undertaken and subject to the outcome of part 1 of the detailed Water Cycle Study, will be reported to Cabinet in August. At this stage Cabinet will be asked to make decisions about which sites to allocate.

6. OTHER OPTIONS CONSIDERED

- 6.1 The Adopted Core Strategy provides the overarching policy framework which requires these additional policies. If they are not included within the Site Allocation and Policies DPD the plan will not be in conformity with the Core Strategy and could fail to be found sound at examination.
- 6.2 Each of the suggested policies is based upon a Core Strategy policy: this provides little scope to consider alternative policy options. The changes suggested to these policies arise from detailed consideration of representations which were made through public consultation at the end of last year.

7. RESOURCE IMPLICATIONS

- 7.1 None arising out of this report. There will be some costs associated with the subsequent consultation and examination process of the Submission Site Allocation and Policies DPD, the costs of which have been included in the proposed Planning Policy and Partnerships Service Budget for 2011/2012.

8. RISK AND MITIGATION (INCLUDING HEALTH AND SAFETY AND DATA QUALITY)

- 8.1 None identified.

9. ISSUES ARISING FROM EQUALITY IMPACT ASSESSMENT

- 9.1 The Core Strategy which establishes the policy framework and the need for these policies has been the subject of an equality impact assessment. It is understood that an equality impact assessment will be required for this DPD and this will be undertaken as part of the preparation of the final draft plan for pre-submission consultation.

10. CRIME AND DISORDER IMPLICATIONS

- 10.1 None arising from this report.

11. COMMENTS OF FINANCE SECTION

- 11.1 I have no specific financial comments to make in respect of this report. All costs associated with the development of the Local Development Framework can be met from within existing budgets supported by the monies received from the Housing and Planning Delivery Grant award.

12. COMMENTS OF LEGAL AND DEMOCRATIC SERVICES

- 12.1 The purpose of the report is to enable Cabinet to consider the results of the consultation, take into account any relevant comments on the revision to the draft policies and approve any changes to the policies. A final plan including policies and sites allocated (when determined) will be considered by Cabinet before publication later this year.

13. APPENDICES

APPENDIX A:	Schedule of Proposed Changes
APPENDIX B:	Review of Locally Important Existing Employment Areas
APPENDIX C:	Review of Stamford Town Centre Boundary
APPENDIX D:	Review of Opportunity Areas

APPENDIX A

SITE ALLOCATIONS AND POLICIES DPD: SCHEDULE OF PROPOSED CHANGES TO POLICIES

(As referenced in Cabinet report PLA891)

Section / policy	Suggested change	Commentary
text before SAP1	<p>Add the following paragraph before policy SAP1:</p> <p><u>Community Right to Buy</u></p> <p><u>The Government is introducing legislative changes which will allow community groups to nominate an “asset of community value”. This will give communities an opportunity to bid to acquire and operate those assets should they become available. This national initiative will compliment the objectives of policy SAP1, but will also apply to assets in other settlements of the district. However the process of nominating assets and bidding for the right to acquire them would form an important part of the assessment of a proposal through policy SAP1 for assets in the 16 Local Service Centres.</u></p>	To reflect part of the Localism bill in respect of assets of community value
SAP5 table of sites	<p>ExE S1 Rename Gwash Way, <u>East of Ryhall Road</u></p>	For clarity
SAP5 table of sites and map	<p>ExE S2 Replace: Stamford Business Park with: <u>East of Ryhall Road</u></p> <p>Map boundary to be redrawn to include the Alltech UK site which is located immediately north of the site shown in the 2010 consultation document.</p>	For clarity, the site has been increased to include the premises known as Alltech UK. The area between sites ExE S1 and ExE S2 was excluded from designation as a Locally Important Employment Site because of its retail use. The Alltech UK site was erroneously identified as being part of the retail area. The revised designations will still exclude the established retail area.
SAP5 table of sites and map	<p>ExE S4 amend "Why is it important" column to read: Site of HQ of Cummins Generator Technologies Limited (Newage International) one of the largest employers in Stamford. Local Plan allocation E2.5 is adjacent and could be suitable expansion land if required.</p> <p>Map boundary to be redrawn to exclude Local Plan allocation E2.5.</p>	Site has been reduced to encompass Cummins Generator Technologies Limited only. This is to reflect the fact that the adjacent site (Local Plan Allocation E2.5) is not currently in employment use.

<p>SAP5 text before policy table of Locally Important Existing Employment Areas</p>	<p>Insert: <u>The Spatial Strategy does not permit development of new employment sites in the open countryside. Throughout the District there are, however, employment sites which are located in rural and semi-rural locations. Such sites typically require good access to the strategic road network or a location away from a settlement because of the nature of the business. These include some food processing facilities and transportation operations. These businesses are important to the economy of the District.</u></p> <p><u>It is not possible, nor is it desirable, to draw up a definitive list of such businesses and/or the locations for which they operate. The Council does, however, recognise the important role that such businesses play in the local economy. Local policies must reflect local circumstances and the Council must balance the need to protect the countryside with the economic benefits to the community resulting from continued used of these sites. The Council will, therefore, be supportive of proposals for the retention or expansion of these businesses because of their role in supporting the local economy.</u></p>	<p>For clarity, and to ensure that existing employment sites which have specific locational requirements are recognised for their role in supporting the local economy.</p>
<p>SAP5 additional paragraph in policy</p>	<p>Insert: <u>In other areas, where it can be demonstrated that the specific location is necessary for the continued success of an established business, development which enables employment to continue on such sites will generally be supported where there are significant long-term economic benefits.</u></p>	<p>To ensure that sites which have non-conforming uses, need isolated locations, or have specific locational requirements are recognised for their role in supporting the local economy</p>
<p>SAP7 text before policy</p>	<p>Delete all text after paragraph 5. Delete section Suggested Town Centre Opportunity Areas Insert new section: <u>Bourne Core Area</u> <u>Bourne Core Area is an area of approximately 2ha lying between North Street, Burghley Street and West Street. It has some retail frontage to North Street with Burghley Street providing the rear accesses to properties on both West Street and North Street, as well as access to public car parking. The majority of the area is within the Bourne Conservation Area and there are several adjacent Listed Buildings along North Street.</u></p> <p><u>The land is in multiple ownership and developments and demolitions in the past have left behind extensive areas of open land which is predominantly used for car parking, open storage or is under-utilised. The area has been identified as being suitable for regeneration to provide an improved retail offer with complementary</u></p>	<p>To reflect lack of support for Opportunity Areas and Council initiative for Bourne Core Area</p>

	<p><u>uses at first floor level. Some residential development could also be incorporated at above ground floor level or through the conversion of buildings within the site. Policy H1 of the Core Strategy restricts residential development in Bourne to that already committed at the time of adoption [July 2010]. However, the use of upper floors of shops or offices for residential accommodation is considered to be a good use of otherwise vacant space.</u></p> <p><u>The Council's vision is for a comprehensive redevelopment of the area to both expand and complement Bourne's main shopping area. This will increase the attractiveness of the centre, contribute towards the economic viability of the town centre and help promote a positive image of Bourne.</u></p> <p><u>The Council would like to see a comprehensive development which meets the following objectives:</u></p> <ul style="list-style-type: none"> • <u>retail-led mixed use scheme to complement and strengthen the existing retail offer of the town</u> • <u>improvement of links between the main retail elements of the town centre and the existing car park</u> • <u>enhancement of pedestrian and cyclist access to the centre</u> • <u>high quality design which retains existing buildings of local historical or architectural value</u> <p><u>The multiple ownership of the area is a constraint to comprehensive redevelopment of this area. However, the Council will resist piecemeal development, which would prejudice this approach. The Council is facilitating the first stage by redevelopment in the south of the Core Area. This will include the redevelopment of Wherry's Mill for residential use, along with the creation of some retail units with an element of residential on the upper floors. There will also be public realm improvements. It is intended that this first stage will be the catalyst which will enable the wider regeneration of the town centre to occur.</u></p>	
SAP7	<p>Delete “and the opportunity areas identified on the proposals map” from first paragraph of policy. And Delete “including the identified opportunity areas” from the second bullet point of the policy</p>	To reflect the councils support in principle for the development or redevelopment of town centre sites for town centre uses but that no specific opportunity areas will be identified.
SAP7 a)	<p>Add additional <u>Bourne Core Area policy</u></p> <p><u>Within the identified Bourne Core Area planning permission will be granted for</u></p>	To provide policy support for Council initiative for Bourne Core Area

development schemes which will contribute to the Council's vision of a comprehensive mixed use redevelopment of the area. This should include retail, leisure, business, office and cultural facilities, with residential use at upper floor level. Retail development will provide a range of floor sizes, the design of which should reflect the historic retail development of the town.

Schemes should:

- be of a high quality design and appearance, commensurate with the site's prominence as a key part of the town centre;
- ensure that the area is well-integrated with the rest of the town centre by improving existing connections and creating new routes to improve North-South and East-West pedestrian permeability through the area; and
- improve and extend the existing public car parking facilities, and incorporate a new public open space, to include cycling facilities and public realm works

APPENDIX B

REVIEW OF LOCALLY IMPORTANT EXISTING EMPLOYMENT SITES

(As referenced in section 4.3 of Report No PLA891 Cabinet 4th July 2011)

The following areas have been identified as being employment sites which have local importance. These sites have been selected because they provide significant employment opportunities and/or provide scope for expansion. This policy aims to enable these areas to remain in employment use and to protect them from redevelopment for other non-employment generating uses.

Site / area	Why it is important?
Stamford	The Core Strategy identifies Stamford as a Main Town which provides a range of services and facilities and as a centre to which development will be directed. Policy H1 of the Core Strategy allows for a modest level of growth in Stamford to help provide a better balance between homes and jobs, and to arrest the drift of households towards Peterborough. Policy E1 seeks to encourage employment development within Stamford. This is best achieved by allocating land for office, industrial and ancillary uses and by ensuring that existing employment areas are retained and, where possible, enhanced.
East of Ryhall Road ExE S1 ExE S2	The area east of Ryhall Road comprises a mix of employment uses. These include Gwash Way and Stamford Business Park as well as Markham Retail park. It is the location of many small businesses, as well as larger retail units. This area of Stamford is also a major destination for the larger retail operations which are usually found in out-of-centre locations. Ryhall Road offers easy access to much of the rest of the District. The protection of the areas including Gwash Way and Stamford Business Park for employment use is considered essential to ensure that they are not subsumed into the neighbouring retail areas. It is considered that the whole of the area east of Ryhall Road benefits from the mixed economy of retail and employment/business uses which presently exist.
North of Uffington Road ExE S3	This area comprises industrial/storage units and is the headquarters of CWG Ltd, Farming and Country Supplies, with stores throughout the Midlands and East Anglia, a long-standing user. This site offers good access to much of the District via the A16 route to The Deepings, enabling access east to the farming areas of eastern Lincolnshire and south to Peterborough.
North of Barnack Road ExE S4	This is a single user location. The site is the headquarters of Cummins Generator Technologies Limited, an international company, and one of the District's largest employers. The loss of such an enterprise would have major impacts on the economy of the town and District.
Bourne	The Core Strategy identifies Bourne as a Main Town which provides a range of services and facilities and as a centre to which development will be directed. There is a high level of residential development committed and/or taking place in Bourne (at Elsea Park) and so no housing allocations have been made. Policy E1 seeks to encourage employment development within Bourne. This is best achieved by allocating land for office, industrial and ancillary uses and by ensuring that existing employment areas are retained and, where possible, enhanced. The eastern side of Bourne has long been seen as the "employment" sector, home to several large employers. All the sites border the Cherry Holt Road/Spalding Road route which takes traffic east towards Spalding and the major

	<p>agricultural/horticultural areas of Lincolnshire, and south to join the A15, which gives easy access south to Peterborough or west to the A1 for access to the rest of the country.</p> <p>It is considered that the area along the Cherry Holt Road/A151 corridor should remain in employment use and that new industry and other employment-generating operations should be directed to appropriate sites in this location. It is considered that the town benefits from having one clearly identified industrial area.</p>
<p>Pinfold Industrial Estate and surrounding area - north of Spalding Road between Carr Dyke and Meadow Drove and south of Manning Road</p> <p>ExE B1</p>	<p>The Pinfold Industrial Estate site is an important area of industrial and mixed uses, on the edge of town and separate from it. This relative isolation makes it suitable for some "bad-neighbour" uses which are present. The adjoining land is currently in agricultural use but there is room for expansion. There is little development on the adjacent road (Meadow Drove, which leads to Dyke) giving the possibility of widening/ upgrading to give easier access to the Pinfold site as well as the rest of the east of Bourne.</p>
<p>East of Cherry Holt Road between Spalding Road and Bourne Eau</p> <p>ExE B2</p>	<p>This is a large site in single ownership and use. It is one of Bourne's major employers, Bakkavor Bourne Salads. The site includes land to enable the business to expand. The site adjoins the A151 which gives easy access to the major agricultural areas of Lincolnshire.</p>
<p>West of Cherry Holt Road</p> <p>ExE B3</p>	<p>This is an area of predominantly industrial uses occupying premises of varying sizes. Part of the wider industrial area of Bourne, centred on Cherry Holt Road, and which locates most industrial uses to the east of the town.</p>
<p>East of Cherry Holt Road and south of Bourne Eau</p> <p>ExE B4</p>	<p>An area of predominantly industrial uses and part of the wider industrial area of Bourne which is centred on Cherry Holt Road. The site includes Pinguin Foods a major employer in the town.</p>
<p>Deepings</p>	<p>The Core Strategy identifies the Deepings area as a Small Town which provides a range of services and facilities and as a centre to which development will be directed. Policy H1 of the Core Strategy allows for a modest level of growth in the Deepings to help provide a better balance between homes and jobs, and to arrest the drift of households towards Peterborough. Policy E1 seeks to encourage employment development within the Deeping. This is best achieved by allocating land for office, industrial and ancillary uses and by ensuring that existing employment areas are retained and, where possible, enhanced.</p>
<p>Northfields Industrial Estate</p> <p>ExE D1</p>	<p>This is an important area of the Deepings, containing units of varying sizes, housing a wide variety of employment uses. It includes several large employers, some of them of national importance, including Landis+ Gyr and Park Air Systems. There has been considerable investment in this Industrial Estate in recent years, including new highway infrastructure and the construction of Eventus, the LCC business and innovation centre. There is easy access to Peterborough and the Spalding/Boston area via the A16 and A15. This is an area of strong demand for premises and includes land for expansion.</p>
<p>Spitfire Way, Market Deeping</p>	<p>This area of small industrial units occupies a site close to the northern entrance to Market Deeping. The southern part of the site is developed and fully occupied; whilst the northern part has consent but is not yet developed This is an area of</p>

ExE D2	<p>strong demand for small industrial units. There is good access to both the A16 and A15. Retention of this employment area will help to ensure a supply of small employment units in the town.</p> <p>It should be noted however that the site is a small part of a larger area of land which is being considered as part of the site assessment process for a major mixed use development comprising housing and employment/commercial uses. If the larger site is selected for allocation the protection of this small part as an existing employment site may need to be reconsidered to allow the whole area to be comprehensively master planned.</p>
LSCs	The Council wishes to broaden and diversify the employment base of the District. This is best achieved by allocating land for office, industrial and ancillary uses and by ensuring that existing employment areas are retained and, where possible, enhanced.
Gonerby Moor, Grantham ExE LSC1	Gonerby Moor occupies a prominent location off the A1 to the north of Grantham. There is easy access from the site to the national road network. Existing uses include major employers and a retail superstore. The site also includes a motorway service area and Travelodge. The site has not been fully developed and there is, therefore, room to accommodate new employment uses. The A1 is a strategic transport route within, and through, the District. Core Strategy policy E1 identifies focuses economic development on the four urban areas and the A1 corridor. Easy access to the national transport network and close proximity to Grantham make this site attractive to the market.
Land adjacent to A1 Colsterworth ExE LSC2	The site is located immediately east of the A1, to which there is easy access. The A1 is a strategic transport route within, and through, the District. Core Strategy policy E1 seeks to allocate land for B2 and B8 uses along the A1 corridor at Colsterworth. This site is a good location for storage and distribution uses which require access to the national road network.
Long Bennington Business Park, Main Road, Long Bennington ExE LSC3	The Core Strategy identifies the Long Bennington as one of a number of Local Service Centres which provide a range of services and facilities to a wider rural area, and where some growth will occur. Policy H1 of the Core Strategy allows for some growth in these settlements to maintain their viability. Policy E1 seeks to support employment development within the Local Service Centres, provided it does not adversely impact on the village. This site is located to the north of the village, and access from the southbound A1 slip road. The site plays an important part in maintaining the sustainability of the village.
White Leather Square, Billingborough ExE LSC4	The Core Strategy identifies the Billingborough as one of a number of Local Service Centres which provide a range of services and facilities to a wider rural area, and where some growth will occur. Policy H1 of the Core Strategy allows for some growth in these settlements to maintain their viability. Policy E1 seeks to support employment development within the Local Service Centres, provided it does not adversely impact on the village. This site, on the outskirts of Billingborough, is the location of several small industrial units providing local employment opportunities. Retention in employment use is important for maintaining the sustainability of the village.

As a result of the consultation, representations were received that the former Mirlees Blackstone site at Stamford and the Grimer's Transport site in Billingborough should also be identified as Locally Important Employment sites.

Both of these sites have been assessed against the criteria included in Policy SAP4 of the November 2010 consultation document.

Site / area	assessment/conclusion
Stamford	
Former Mirlees Blackstone site, Ryhall Road	
criteria:	
a. located within Stamford ... or in or adjacent to one of the 16 Local Service Centres	yes - site is located on the edge of Stamford
b. within easy reach by foot and cycle of centres of population	yes
c. be suitable for employment uses	Site is a former foundry, which has been derelict for a number of years. Large parts of the site have been cleared.
d. be well located in terms of the highway network	yes - the site is located a short distance from Ryhall Road to the west, and Uffington Road to the south
satisfy one or more of the following criteria:	
e. Site / use provides significant employment opportunities for local people	The site has been unused for several years and is largely derelict, parts of the site having been cleared of industrial buildings. The site is adjacent to major retail units of Stamford Retail Park accessed from Ryhall Road and Morrison's Supermarket accessed from Uffington Road. A large part of the site is the subject of a planning application for Non-food retail and leisure use, which the Council has been minded to approve, although planning permission has not yet been granted.
f. Site provides a range of land and premises suitable for different sizes and uses of business	
g. Has the ability to meet the needs of multiple businesses in one area, allowing for business networks to be established	
h. Has scope to be redeveloped, improved, extended or for the business uses to be intensified to provide a better employment area	
	The area to the north of the site is in employment use and has been identified as a Locally Important Employment site. It is considered that the retail and leisure uses proposed by the planning application are appropriate in this area and would complement the existing retail uses along the southern part of Ryhall Road. It is acknowledged that an employment use may also be appropriate on the site, but as the site is not actively in employment use at present it is considered inappropriate for it to be included within site ExE S2. However part of the may be suitable for allocation for new employment uses as part of the site allocation process.

LSCs	
Grimer's Transport site, Station Road, Billingborough	
criteria:	
i. located within ... or in or adjacent to one of the 16 Local Service Centres	yes - site is located within Billingborough
j. within easy reach by foot and cycle of centres of population	yes
k. be suitable for employment uses	site is in current employment use
l. be well located in terms of the highway network	site has accesses to Station Road and West Street
satisfy one or more of the following criteria:	
m. Site / use provides significant employment opportunities for local people	<p>The site is in use as a haulage depot. The units are let to various users. The site consists of large industrial buildings and a large area of hard standing. There is also a former railway building on site. The site can be accessed from Station Road to the north and West Street to the east.</p> <p>The site is being considered for residential use through the site allocations process. There are no major constraints to development of this site, although there is known to be some contamination from previous uses (the present haulage business and former railway use). This site provides local employment opportunities which the Council would wish to continue, however there are also other employment areas available within Billingborough. Should the current employment use cease, however, the site would be considered suitable for redevelopment for residential use, because of its location within a largely residential part of the village. Public consultation responses about the site reveal a mix of support for the site to remain in employment use, and for it to be redeveloped for housing. On balance it is not considered appropriate to identify the site for protection.</p>
n. Site provides a range of land and premises suitable for different sizes and uses of business	
o. Has the ability to meet the needs of multiple businesses in one area, allowing for business networks to be established	
p. Has scope to be redeveloped, improved, extended or for the business uses to be intensified to provide a better employment area	

APPENDIX C

Assessment of Stamford Town Centre boundary

(As referenced in section 4.4 of Report No PLA891 Cabinet 4th July 2011)

The Retail Needs and Town Centre Study, prepared for the Council by NLP, identified the Primary and Secondary Shopping Frontages within the towns of Stamford, Bourne and Market Deeping. It reviewed the defined town centre boundaries which had been included within Policy S1 of the 1995 Local Plan, and proposed several slight adjustments to reflect current usage. These amendments were encompassed within Policy SAP6: Development within the Defined Town Centres of the November 2010 consultation document.

Representation was made by Stamford Town Council which felt that High Street St Martins, St Georges Street and Scotgate should be added to the list of "Secondary Frontages".

Primary and Secondary Shopping Street designation is only appropriate for streets within the identified town centre. Primary Shopping Frontages are the core shopping streets within the town centre, where the majority of shops are. Secondary Shopping Frontages are usually located between the Primary Frontages and the edge of the town centre, and contain both retail and non-retail uses. Scotgate, High Street St Martins and half of St Georges Street are located outside of the town centre boundary which has been identified. If any, or all, of these streets is to be designated as Secondary Shopping Frontages, they must also be included within the identified Town Centre boundary.

To determine whether, or not, these streets should be designated as Secondary Shopping Frontages, and thus be included within the Defined Town Centre, a survey was conducted to identify the uses of the properties on High Street St Martins, St Georges Street and Scotgate. A map was marked to show whether properties were Residential, Retail or Service uses.

High Street St Martins

The identified Town Centre ends at the north bank of the River Welland, and High Street St Martins begins at the south side of the river. The premises on the western side of the road comprise (N-S) Lord Burghley's Hospital (residential), The George Hotel and residential properties from number 67-42. On the eastern side is Pizza Express, nos 4-6 is NGI Design, 7 is an Antiques shop, nos 8-11 are service uses (Aromatica, SmithsGore, FootClinic and Harriets Beauty Room), nos 12-18 are residential properties, no 19 is The Bridal Room, the next property is St Martin's Church and then the street becomes residential up to Stamford High School.

North of The Bridge the road is called St Mary's Hill. On the eastern side is the Town Hall and Council Offices. The properties on the western side are predominantly retail, with a few service uses: nos 13, 15 and 16 are cafe/restaurants.

St Georges Street

The identified Town Centre includes the northern end of St Georges Street, and encompasses nos 22-27 on the western side and nos 4 & 5 on the eastern side.

A survey of this street shows that properties outside the town centre, on the western side from nos 17-20 are residential (no 21 appears to be part of a Funeral Services which operates from the yard behind no 21). On the eastern site the properties are residential, with the exception of no 8 which is the Christian Book Shop. The properties at the southern end of St Georges Street (which number into St George's Square and Danegeld Place) are also residential.

The properties within the town centre are: on the western side, nos 22-23 are service users (an office and a travel agent respectively), nos 24 & 25 are residential and nos 27-29 is retail. On the eastern side, nos 4 & 5 have both received planning approval (December 2010) for a change of use from shop to residential. The property to the north of no 4 is M&S Simply Food.

As part of the survey, a note was made of the types of properties on St Paul's Street. Most of the properties on the south side, between nos 38 and 46 are retail or service, with the exception of no 40a and this is a residential property (although there is extant planning permission to demolish and create 9

residential units and 2 shops - S09/2662 & 2663). On the north side of St Paul's Street nos 1-4 are retail units (O₂, YMCA and Cancer Research charity shops), no 5 is a Public House, nos 8 and 9 is a restaurant, and nos 7 and 10 are retail units. Other properties on St Paul's Street (immediately adjacent to the town centre boundary) are service and retail units. Stamford High Street has been pedestrianised and the properties in this area are predominantly retail with a few service uses (e.g. no 40 is Connells estate agency and the Citizen's Advice Bureau).

Scotgate

Scotgate terminates at All Saints' Place, no 73 Scotgate being adjacent to no 15 All Saints' Place. All the properties around the north side of All Saints' Place are residential. With the exception of Scotgate Mews (offices) and nos 65-62 (retail), all the properties on the north side of Scotgate, between nos 73 and the junction with North Street, are residential. Properties on the north side of Scotgate (beyond the junction with North Street) comprise a mix of residential and service uses (including a petrol station, Jacksons kitchen and bathroom showroom and a restaurant). On the south side of Scotgate, between All Saints' Place and the junction with West Street, the properties are mainly residential with a public house, a waxing salon and a mobility scooter shop halfway along the road. At the All Saints' Place junction there is a service use (Ambitions Personnel) at the junction with All Saints' Street. The remainder of the road frontage is the rear wall to properties on All Saints' Street. Properties on All Saints' Street are mainly service uses (especially pubs and restaurants) at the eastern end. Outside the identified town centre boundary the properties are residential.

Conclusion

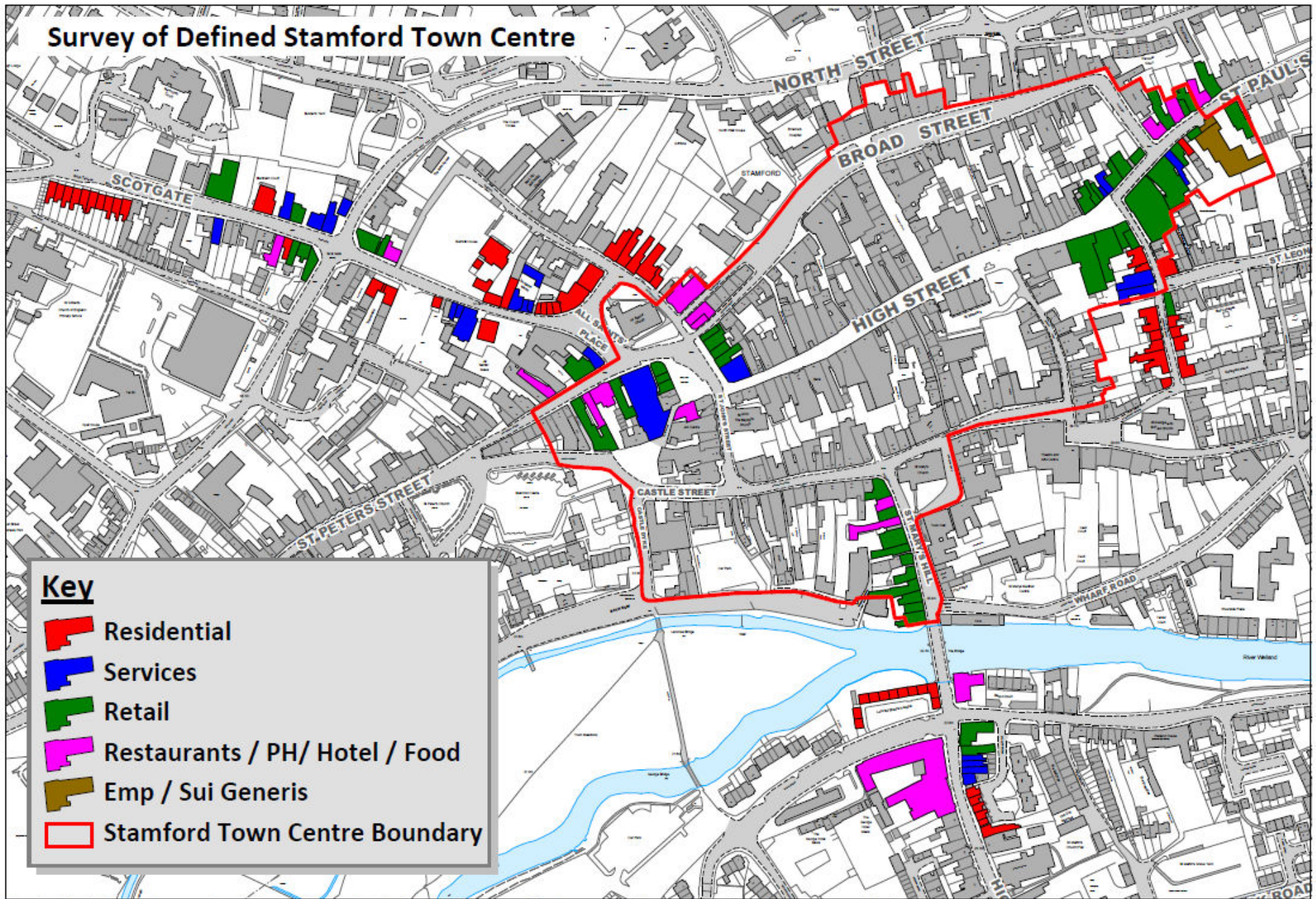
The visit also included the High Street, Red Lion Square, St John's Street, St Mary's Street and St Mary's Hill. It was apparent that the highest pedestrian footfall was along the pedestrianised High Street, and around its junctions with Red Lion Square and St George's Street/St Paul's Street. There were few visitors either walking along Scotgate or crossing The Bridge to High Street St Martin's.

The survey was conducted to assess whether the uses of the suggested streets was such that they should be included within the identified town centre.

- From the survey it is apparent that High Street St Martins, which lies south of The Bridge, is essentially outside the town centre. The properties in the area immediately adjacent to The Bridge are largely residential and service uses, including the George Hotel, a local landmark. These are not areas which generate large volumes of pedestrian traffic. High Street St Martin's is a busy road which is difficult to cross on foot, especially as there is no pedestrian crossing.
- All of the properties on St George's Street which lie outside the identified town centre boundary are residential in use (with the exception of one retail unit (The Christian Bookshop).
- Scotgate is largely residential with a few service and retail units. The retail units are located well away from the town centre and are clustered around the cross-road junction with North Street and West Street.

There is, therefore, no justification for including any of the streets within the Defined Town Centre boundary.

Survey of Defined Stamford Town Centre



Key

-  Residential
-  Services
-  Retail
-  Restaurants / PH / Hotel / Food
-  Emp / Sui Generis
-  Stamford Town Centre Boundary

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APPENDIX D

REVIEW OF THE IDENTIFIED OPPORTUNITY AREAS

(As referenced in section 4.5 of Report No PLA891 Cabinet 4th July 2011)

Stamford:	
<p>St Johns Lane/Bath Row: This is an area of mixed uses, containing a garage, offices/ storage, areas to the rear of properties fronting St Marys Street and residential properties. There is a pedestrian link to St Marys Street.</p>	<p>This site is part of the town centre and lies within the Conservation Area. It is a relatively open area, abutting a public car park and The Town Meadows. The site is in multiple ownerships, which would make any comprehensive redevelopment scheme difficult because of the problems of site assembly. There are pedestrian links between Bath Row and St Marys Street, and these will have to be maintained.</p> <p>It is considered that, although a scheme of redevelopment, which links the town centre and the river/meadows area and enhances the area, would be supported. Deliverability of such a scheme is uncertain and it is not appropriate to identify the site as an area for redevelopment.</p>
<p>Bus Station Sheep Market: The site comprises the bus station and waiting area</p>	<p>This site is adjacent to the town centre, and contains the Stamford bus station and waiting area. Any redevelopment would have to retain the bus station, or ensure that a bus hub facility is provided elsewhere. Concerns have been expressed that redevelopment of the site would damage the town centre and aggravate the present traffic congestion.</p> <p>The bus station is an important facility, which it is essential to retain. The Council would not, therefore, support any scheme of redevelopment which resulted in the loss of such assets.</p>
<p>North Street Car Park: The site contains a public car park and Nelsons Butchers</p>	<p>This site is located a short distance from the town centre, and within easy reach of the main shopping area. Most of the site is in use as a public surface car park. Concerns have been expressed that there is already a shortage of car parking spaces in the town. Any redevelopment scheme would have to make provision for replacement parking spaces.</p> <p>The car park is an important facility which contributes towards the economic well-being of the town. It is considered essential that this site is retained as a public car park. The Council would not, therefore, support any scheme of development which resulted in the loss of such assets.</p>
<p>North Street Chapel Yard: The site contains various premises, some of them vacant</p>	<p>This site is located a short distance from the town centre, and is within easy reach of the main shopping area. It is adjacent to the North Street Car Park.</p> <p>The site lies close to the Recreation Ground, and would be a logical extension to the nearby residential areas of north Stamford. There is extant planning permission for residential development on part of the site. It is not, therefore, considered appropriate to identify the site as being suitable for town centre redevelopment uses.</p>

Bourne:	
<p>Burghley Centre Car Park: The site comprises the surface car park adjacent to the Burghley Centre.</p>	<p>This site is located adjacent to the Burghley shopping centre, a short walk to the main shopping areas of the town. Any redevelopment scheme would have to make provision for replacement parking spaces.</p> <p>The car park is an important facility which contributes towards the economic well-being of the town. It is considered essential that this site is retained as a public car park. The Council would not, therefore, support any scheme of development which resulted in the loss of the assets.</p>
<p>Bus station, clinic and petrol filling station: The site contains the bus station, a petrol filling station and the Bourne Health Centre.</p>	<p>This site is located to the north of the town centre. It comprises a petrol filling station and health centre to the north of Gilbert Road and the Bourne bus station to the south of Gilbert Road. Concern has been expressed at the loss of any of these facilities, although it has been acknowledged that the area could be improved. The site is in multiple ownership, which may make site assembly difficult.</p> <p>The health centre and the bus station are community facilities and it is considered essential that these are retained. The petrol filling station, which also includes a Tesco Express, is well used and in a good location on the A15. Any redevelopment of this site would have to retain the bus station and the health centre. While it is acknowledged that the site, especially the bus station, could be improved, there is no certainty that a scheme which incorporates all these uses would be deliverable. It is not considered appropriate to include this site as an area for redevelopment.</p>

Market Deeping:	
<p>Rear of The Original Factory Shop: The site includes The Original Factory Shop, car parking and open space. Suggested uses are retail units or commercial leisure and alternative uses are residential or office.</p>	<p>The under-used part of the site is largely outside the identified town centre boundary, with a narrow access from Church Street. The site is in multiple ownership which could lead to problems of land assembly.</p> <p>The constraints to redevelopment of this site (multiple ownership and access) are such that it is unlikely that a redevelopment scheme will be delivered within the plan period. It is not therefore considered appropriate to identify it as an area for redevelopment.</p>
<p>The Precinct and Car Park: The site contains retail units within The Precinct, the adjacent car park and buildings to the rear of Barclays Bank/Market Gate</p>	<p>This site is adjacent to a busy supermarket. The car park element is well used by customers of both the supermarket and the rest of the town. The Precinct contains a selection of small shops and serves as a pedestrian walkway to connect the car park with the centre of Market Deeping. Part of the site is within the defined town centre but part is outside.</p> <p>The site, including the supermarket and all the land up to Godsey Lane, is now in single ownership. The owners are currently looking to maintain and improve the retail offer to the town. Consideration has been given to the potential this site together with the precinct, Co-op and land adjacent to the Co-op (see below) could have for delivering an improved and extended retail offer for the Deepings. However there is no evidence at this stage that</p>

	such a scheme is needed or can be delivered. Maintaining Policy SAP7 without identifying specific sites will allow for this area to be developed for improved and extended retail provision, should the case be made during the plan period.
<p>Adjacent the Co-op Store: The site contains a petrol filling station and servicing area for the existing Co-op store.</p>	<p>This site is part of The Precinct, car park and Co-op supermarket development. There are possible contamination issues arising from its use as a petrol filling station.</p> <p>This site forms part of the same land ownership as the precinct and car park above.</p>
<p>Herwards Discount site, High Street: The site contains a retail unit and large garage.</p>	<p>This is a small site which is located on the main street. It lies within the Conservation Area.</p> <p>It may be that the site could be improved to provide a more visually pleasing frontage to the High Street. It is, however, a small site which is not part of a larger area which would be suitable for a redevelopment scheme. There are no plans for the redevelopment of the site therefore it is questionable whether a scheme would be deliverable within the plan period.</p>