

# Grantham Area Action Plan: Submission Consultation DPD September 2011

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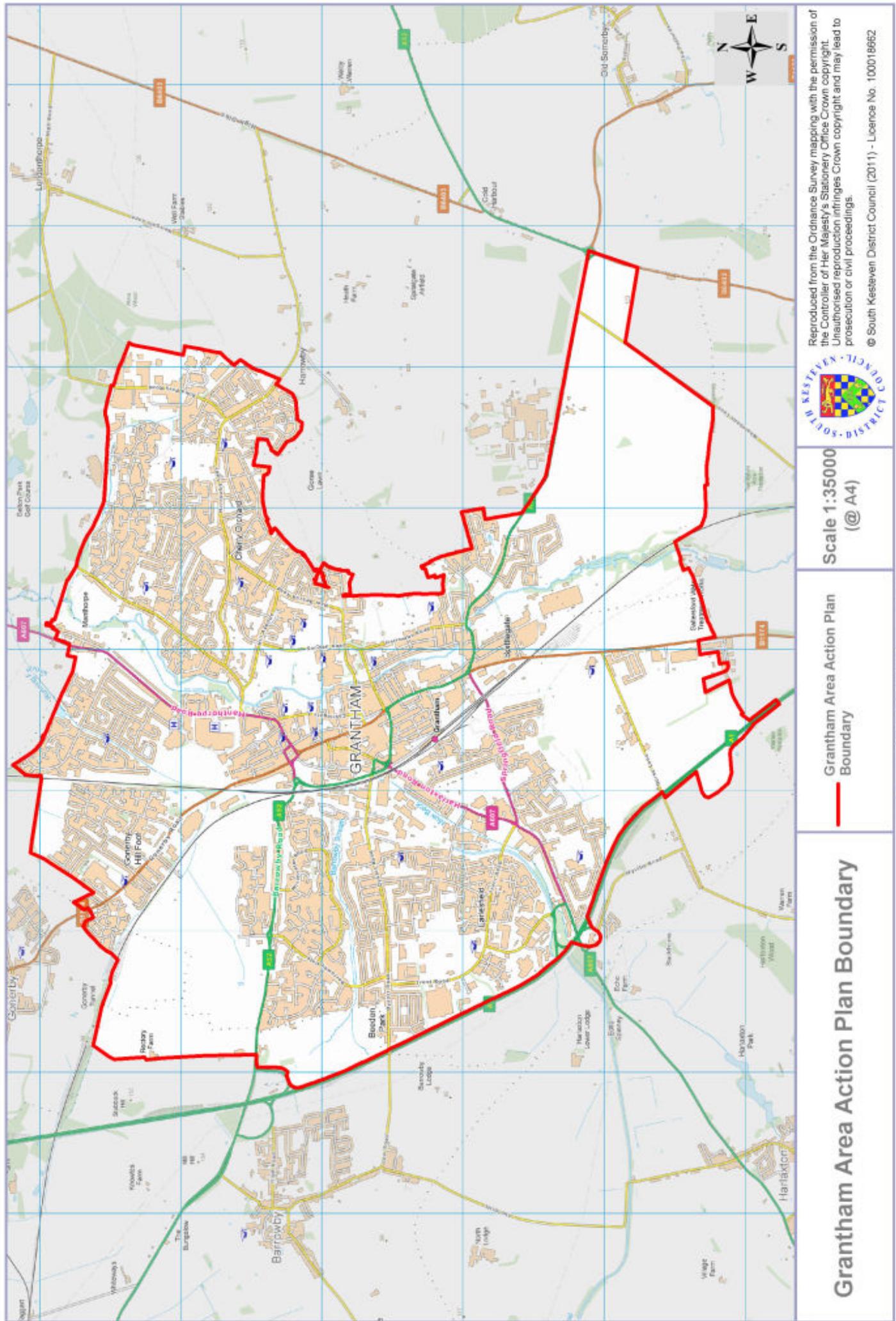
## 1 Introduction

**1.0.1** The Grantham Area Action Plan will drive regeneration and growth for the town and will serve as a vehicle to deliver Grantham's status as a Growth Point. It sets out the Council's vision for the town together with objectives, a policy framework and proposals to guide future development over the next 15 years up to 2026. It seeks to enhance Grantham's historic environment and improve the quality and range of facilities and services available to residents and businesses. The Grantham Area Action Plan (GAAP) identifies and allocates sites for specific types of development including employment, retail, housing, open space and green infrastructure networks and will play a key role in delivering the future development requirements for Grantham town.

**1.0.2** The GAAP covers the whole of Grantham but excludes Great Gonerby which is covered by the Site Allocation and Policies Development Plan Document (DPD). However, policies contained in this DPD will have regard to developments in Great Gonerby and its immediate surroundings. This approach is necessary to ensure that Great Gonerby maintains its identity as a community and also to minimise the impact of growth from Grantham town.

**1.0.3** The GAAP boundary includes parts of the adjoining parishes of Barrowby, Londonthorpe and Harrowby and Great Gonerby. This reflects the location for future housing and employment development which have been identified following an assessment of potential development sites, completion of several technical studies and public consultation.

**The boundary of the GAAP is shown in Figure 1:**



**Figure 1: GAAP Boundary**

# 1 Introduction

**1.0.4** The GAAP will replace the existing ‘saved’ planning policies for Grantham within the 1995 South Kesteven Local Plan, and forms part of the Council’s Local Development Framework (LDF). Appendix 1 sets out those remaining saved Local Plan policies replaced by policies in this DPD.

**1.0.5** Together with the Core Strategy and a separate Site Allocation and Policies DPD, the GAAP will provide the policy framework for the District, guiding the location, design, form and use of land and buildings.

**1.0.6** The GAAP must be in conformity with the spatial strategy and policies included within the Core Strategy. It is aligned with local, countywide and national strategies and takes forward many of the key objectives and priorities set out for Grantham, interpreting them spatially so that what happens on the ground best reflects what the local community wants to see in the town. It also helps to deliver growth aspirations and regeneration initiatives expressed in the Council’s Economic Strategy, Grantham Local Investment Plan and Grantham Growth Point Programme of Development.

**1.0.7** This Plan builds upon views expressed through previous consultations and wide-ranging research, to shape and guide the rejuvenation of Grantham.

**1.0.8** The GAAP will result in:

- A strong local economic focus that will provide high quality housing, employment and a strong retail offer
- New road infrastructure, which will assist in reducing traffic in the town centre enabling a traffic calmed environment to be created
- A vibrant and visually attractive town
- An enhanced environment with striking architecture, spaces, waterways and green networks
- An attractive shopping area with new retail and mixed use developments
- A centre for strong community culture and historic environment
- Improved accessibility, particularly for pedestrians and cyclists

**1.0.9** The GAAP is based upon:

- A number of background studies providing robust evidence to support the approach proposed (see below)
- A sustainability appraisal to make sure the approach will have the best environmental, social and economic outcomes possible
- Technical and viability assessments of key development sites

**1.0.10** A significant amount of evidence has been prepared to inform the development of the LDF. Much of this was prepared for the Core Strategy but additional studies, or review of previous reports, has been undertaken to support the development of the GAAP. These studies can be viewed on the Council’s website and include:

- Employment Land Capacity Study (2010)
- Retail Needs and Town Centre Study (2010)
- Strategic Flood Risk Assessment Level 2 (2011)
- Landscape Capacity and Sensitivity Study (2011)
- Belton House and Park Setting Study (2010)
- Grantham Movement Strategy (2010)
- Grantham Townscape Assessment (2010)
- Grantham Green Infrastructure Strategy (2010)
- Peterborough Sub Regional Strategic Housing Market Assessment (updated 2010)
- Strategic Land Availability Assessment (updated 2010)

## 1.1 Policy Context and Community Engagement

**1.1.1** In 2005 South Kesteven started work on the Local Development Framework with publication of an Issues and Options document. This resulted in consultation on two spatial policy documents in 2006 - the Core Strategy and a Housing and Economic DPD. In 2007 the Council prioritised the preparation of the Core Strategy so that it would be adopted in advance to give the strategic policy framework for more detailed policy and site allocation plans. This has ensured that the guiding principles and spatial strategy established by the Core Strategy are in place to guide the development of subsequent plans and to provide an overarching policy framework for determining planning applications. In July 2010, the Council's Core Strategy was adopted. This provides a sound policy base for the Grantham Area Action Plan.

**1.1.2** The GAAP provides more detailed policy guidance as required by the Core Strategy and also provides further guidance and criteria on a number of specific issues and types of development.

**1.1.3** The Core Strategy establishes a Policy context for the more detailed policy guidance provided in the GAAP as follows:

Policy SP1 Spatial Strategy

Policy SP2 Sustainable Integrated Transport

Policy H1 Residential Development

Policy H2 Sustainable Urban Extension (SUEs) boundaries and broad distribution of land uses

Policy E1 Employment Development/Protection Existing Employment Areas

Policy E2 Town Centre and Retail Development

# 1 Introduction

## Policy EN1 Protection and Enhancement of the Character of the District

**1.1.4** In producing the GAAP, consideration has been given to the context provided by existing policy frameworks at the national level. This document has been influenced by the Government's Planning Policy Statements (PPSs) and Planning Policy Guidance (PPGs), which cover a wide range of topics, and Planning Circulars. Those national policy documents relevant to a particular GAAP policy are identified throughout.

**1.1.5** The preparation of the GAAP has involved consultation with the local community and other key stakeholders not only on the overall policy approach of the GAAP but also specific proposals for key development sites. Previous community engagement on a number of the policy issues contained in the GAAP has also taken place through the publication of the Issues and Options paper in September 2005, the Housing and Economic Development DPD in June 2006 and the Grantham Issues and Options (Masterplan) in 2007. The views received during consultations have helped shape development of the document and its policies.

## 1.2 Sustainability Appraisal

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

**1.2.2** In order to meet the SA/SEA requirement for this Plan, baseline data relating to biodiversity; flora; fauna; land; water air; climate change; cultural heritage; landscape; demography; crime; health; education; recreation; the economy; employment and transport, have been collected and reviewed as a generic baseline information on the state of Grantham. This process has enabled the Council to make informed decisions based on sustainability principles on the choice of sites for allocation and preferred policies over the plan period.

**1.2.3** Key issues which are considered relevant to this plan include:

- To direct development to locations which meets the strategic requirements set out by the Core Strategy
- Delivering housing, employment and retail requirements of the Core Strategy
- Delivering Green infrastructure networks and protecting and enhancing existing open spaces and meeting open space standards for new development
- To identify the town centre as a focus for development including retail, mixed use development, employment, housing and other other town centre uses
- To avoid development in areas of high risk from flooding
- To consider locations that have existing or potential infrastructure to support development

- To protect against detrimental impact on historic assets
- The need for affordable housing.

**1.2.4** A SA Scoping Report was published in October 2009: this was a combined report for both the GAAP and the Site Allocation and Policies DPD. The Scoping Report identified the sustainability objectives and set out a framework to be used to assess the policies and proposals included in the GAAP. The Scoping report also assessed the proposed GAAP objectives against the sustainability framework.

**1.2.5** The policies contained in the GAAP have been assessed using the SA framework and a SA report prepared and published as a separate document.

### **1.3 Habitats Regulations Assessment**

**1.3.1** The Habitats Directive (Directive 92/43/EEC) requires an assessment of the implication of plans and projects on Natura 2000 sites (these are European sites identified and protected for their nature conservation value). There are two Natura 2000 sites within the District (Baston Fen and land at Grimsthorpe) and two areas outside the District which could be affected by development within South Kesteven (Rutland Water and the Barnack Hills and Holes). The Habitats Regulation Assessment for the Core Strategy was prepared, published and considered as part of the Public Examination. This concluded that the Core Strategy policies were not likely to have any significant effects on these Natura 2000 sites.

**1.3.2** The GAAP policies have been developed from and are in conformity with the Core Strategy policies. This means that the GAAP policies are not likely to have significant impacts on Natura 2000 sites and that, therefore, there is no need to proceed to the next stage of undertaking an Appropriate Assessment.

### **1.4 Spatial Portrait of Grantham**

**1.4.1** There are a wide range of challenges within Grantham which need to be addressed in the GAAP. As a designated Growth Point, Grantham is committed to achieving increased delivery of housing numbers and providing employment opportunities for all residents across the plan period, although this is not without its challenges as there will be significant infrastructure requirements arising from the proposed developments.

**1.4.2** At present, development opportunities within Grantham are constrained by the lack of capacity within the foul water drainage network, which the Council and its partners are working to address.

**1.4.3** In order to attract people to Grantham, there will also need to be improvements to areas such as employment and retail provision, whilst ensuring that the town's cultural heritage is protected and enhanced.

# 1 Introduction

**1.4.4** South Kesteven's Retail Needs and Town Centre Study (2010) indicates that there is an identified need for Grantham to provide increased comparison goods retail floor space across the plan period. This will be necessary to provide additional facilities for the increased population of the town, and to prevent further leakage of retail expenditure to competing centres.

**1.4.5** There is currently a lack of modern, high quality office space within Grantham, which makes it harder to attract businesses to the area and, coupled with major transport infrastructure constraints, potential investment is being deterred.

**1.4.6** Effectively dealing with the recognised congestion problems within Grantham will be a key component to growth. Making it easier to travel around the town, and making better use of public transport, walking and cycling opportunities, will be important elements to relieving this congestion and successfully achieving the growth agenda.

**1.4.7** New open spaces and green infrastructure networks will be required providing an enhanced environment and well connected town centre. As the population of Grantham grows, the pressures upon public open space will too, highlighting the need for the appropriate types of open space to be provided in line with growth proposals.

## **Demography**

**1.4.8** Grantham is located around 26 miles south of Lincoln and 24 miles east of Nottingham and is the largest settlement within the District with an estimated population of around 45,000. The current population structure is similar to that of the UK in general, although there is a smaller proportion of the population in the 20-29 age groups due to the town's long standing problem with retaining skilled younger workers. The ethnic makeup of the town is largely white British. The largest proportion of other ethnic groups are Asian, African, Caribbean and Chinese, though the past few years have seen a significant increase in the level of migrant workers from EU Countries such as Portugal and Eastern Europe living and working in the town.

## **Historic Environment and Biodiversity**

**1.4.9** Grantham was founded by the Anglo-Saxons in the 6<sup>th</sup> and 7<sup>th</sup> century and its boundaries are still found in the street layout and water courses. By the middle of the 11<sup>th</sup> century Grantham was an important market town, the centre of a region of Saxon and Danish villages and where the production and sale of wool and leather trade created the riches of the town.

**1.4.10** The town features a large number of both Grade I and Grade II listed buildings together with a large conservation area. This includes St Wulfram's Church where Peregrine Falcons roost within the bell tower. The River Witham flows through

the town and to the south of the town, between Little Ponton and Saltersford, the area is rich in biodiversity. The River and its surroundings are home to a range of wildlife such as herons, duck, water voles and the endangered white clawed crayfish.

### **Health, Crime and Life Expectancy**

**1.4.11** The health of the population is generally good with life expectancy in South Kesteven District being 82.4 years for females and 77.9 years for males. Deprivation levels within Grantham are generally low with much of the town classified as being amongst the least deprived nationally. Despite this, there are areas of fairly high deprivation close to the town centre, with Earlsfield being among the bottom 10% of the most deprived areas in the country. Despite this, Grantham is statistically a safe place to live as the District benefits from a generally low crime rate which is below the county average.

### **Transport**

**1.4.12** The town has historically been of strategic importance due to its location on the River Witham, the Great North Road and the rail link with London and the north. It has good communication links with the A1 running just to the west of the town, the A52 providing links to Nottingham and the East Coast Main Line passing through Grantham station, providing excellent road and rail links to both London and the north. Public transport has recently been improved with regular town bus services now serving the town centre, train station, employment areas and surrounding residential areas.

### **Economy**

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

**1.4.14** The workforce is relatively well qualified in comparison to the national picture, although many of the highly skilled local people use the excellent transport links to travel out of Grantham to work, which is demonstrated through resident based earnings being significantly higher than workplace earnings. Grantham as a Growth Point will provide an attractive environment for investment in housing, employment, retail, tourism and green infrastructure development. This will provide a good and attractive environment to retain a highly skilled labour force.

### **Education**

**1.4.15** There is a strong history of learning within the town 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: Kesteven and Grantham Girls' School and the Kings School. Further education in the town is provided by Grantham College.

### **Housing**

**1.4.16** House prices are relatively low compared to elsewhere in South Kesteven District and the wider Lincolnshire area. Yet despite this, Grantham has relatively low levels of owner occupancy and high rates of social housing and private sector renting. There is a shortage of affordable housing compared to the level of demand.

## 2 Vision and Objectives

### 2.1 Vision

#### Vision for Grantham

By 2026, Grantham will be a vibrant and key economic centre in Lincolnshire. It will be an economically, socially, environmentally and physically connected town.

Grantham will offer a high quality choice of retail, leisure, residential and employment opportunities for all. Development will take account of existing design characteristics to conserve and improve the character of the area including Grantham's heritage. It will celebrate its natural and built heritage, culture and riverside location.

Grantham will be an attractive traffic calmed environment which allows the enjoyment of its historic spaces, building and streets. The East-West Relief road and other highway improvements will have improved traffic circulation. Public transport, cycling and walking routes will all have improved giving a real alternative to using private cars.

Grantham will provide high quality open spaces and networks of multi-functional green spaces linking new developments to the town centre.

Redevelopment will have increased the quantity and range of retail space, together with additional dwellings and leisure facilities. The Greyfriars and Wharf Place development sites will provide high quality retail led development opportunities for Grantham.

New offices and commercial uses will be accessible by a number of means of transport and will be close to residential areas. Grantham will provide a gateway to the East Midlands region for the business community with a reputation for quality business facilities. The waterways within Grantham will be given new and exciting uses and opportunities for the town, including the location for a vibrant night time economy.

The Station Approach will serve as a gateway into the town centre and will have been transformed into a distinctive entrance to the town centre creating a sense of arrival set within a consolidated, high quality built and landscaped environment, providing good pedestrian connections to the town centre.

Housing will be of the best possible layout and high quality design, whilst integrating effectively with the landscape and character of Grantham.

## 2 Vision and Objectives

The Northwest and Southern Quadrants will provide a high quality “place” and neighbourhoods which are sustainable, attractive, and safe for people to aspire to live, work and visit.

All new development will incorporate renewable energy and energy saving features, make better places to live, reduce carbon emissions and respond to the challenges of climate change.

This will be achieved by :

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

### 2.2 Objectives

**2.2.0.1** The Core Strategy establishes the overarching policy framework for the LDF. It incorporates the Vision and Objectives for the whole LDF. The GAAP will provide more detailed policies and specific site allocations to enable the Core Strategy vision, objectives and policies be delivered.

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

#### 2.2.1 Housing

##### Objective 1

To provide new dwellings within Grantham up to 2026 of sufficient variety in terms of sites, size, types, tenure and affordability to meet the needs of the population.

## Objective 2

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

### 2.2.2 Employment/Commercial

## Objective 3

To provide for the development of employment land on a variety of sites to support a diversity of employment opportunities and attract high quality investment and skilled jobs up to the period of 2026.

## Objective 4

To promote the vitality and viability of the town centre, exploiting the benefit of enhanced growth of the town whilst retaining the best and most valued aspects of its existing character.

## Objective 5

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

### 2.2.3 Retail Development

## Objective 6

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

## 2 Vision and Objectives

### 2.2.4 General

#### Objective 7

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

### 2.2.5 Sustainable Communities

#### Objective 8

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

### 2.2.6 Cultural Heritage

#### Objective 9

To conserve and enhance Grantham's heritage, respecting historic buildings and their settings, links and views.

### 2.2.7 Biodiversity

#### Objective 10

To provide a network of multi-functional green spaces which secures a net gain in biodiversity, provides for the sporting and recreational needs of the population, promotes healthy lifestyles and enhances the quality of the natural and built environment.

## 2.2.8 Water

### Objective 11

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

## 3 Spatial Policies

### 3.1 Movement and Accessibility

**3.1.1** In order to meet the growth aspirations for Grantham and to maximise investment opportunities for the town, the Council commissioned a Movement and Accessibility Strategy (Urban Initiatives, 2011) to identify proposals which would improve and manage the additional movement demands to be generated by the planned growth of the town. This builds on the Grantham Transport Strategy (2007). The Strategy recognises the importance of improved mobility and accessibility to economic growth and inward investment. It supports the location, mix and form of development proposed in Grantham to deliver improvements to the town network by all modes including public transport, cycling and walking.

**3.1.2** The challenge for Grantham is to provide a framework within which development proposals can come forward in an integrated and mutually supportive manner over time, leading to the achievement of a more compact and connected town form and, consequently more sustainable patterns of trip making. Encouraging a higher share of trip making by non-car modes and greater levels of trip containment within the town will, in conjunction with the provision of improved transport networks and other demand management measures, help achieve the root cause of the historic problem - the poor relationship of land use and transport.

**A graphical representation of some of the key elements concerning movement in Grantham is shown in Figure 2.**

Annotations:

1. The town centre core and key public realm
2. Historic Victorian and Edwardian neighbourhoods
3. Severence created by the town centre 'traffic collar'
4. Key town centre regeneration sites and the potential to improve connectivity and linkages
5. New [and existing] areas of employment
6. Proposed residential led urban extensions to the town
7. The River Witham and the green corridor linking Belton Park through to the south
8. The East Coast Main Line and the rail line to Nottingham

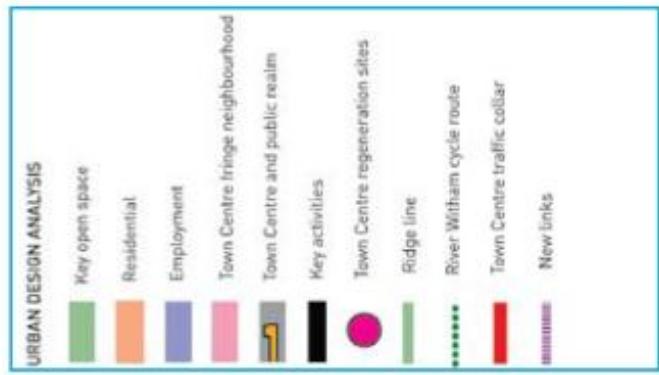


Figure 2: Movement and Accessibility

### 3 Spatial Policies

#### Public Transport

**3.1.3** Grantham enjoys excellent rail access to an array of national destinations via the East Coast Main Line (ECML), as well as regional services. A new network of local bus services has recently been delivered along with new bus shelter facilities, markedly improving access by bus for local journeys. Despite this, bus services struggle to meet timetables due to town centre congestion, and consequently fail to capture a greater market share. Although the bus station is located in the most accessible location in the town, it is currently an unwelcoming gateway to Grantham. The growth point agenda for Grantham will provide new opportunities for public transport investment. New growth across the town will be required to deliver a step change, to include improved frequency, reliability and efficiency of bus services as well as higher quality facilities, information and amenities for bus users. It is expected that new and significant development will contribute towards the delivery of prime bus stops in key locations such as the town centre, community facilities, schools and employment sites. This should include higher order bus shelters, signage, information and public realm. The Sustainable Urban Extensions need to hardwire in public transport routes and facilities from the outset through appropriately located and designed streets with prime bus stops. There is also the potential for new high-frequency bus services between the Northwest and Southern Quadrants through the town centre.

#### 3.1.4 Cycle Network

**3.1.5** Grantham has a well established cycle network. Facilities along heavily trafficked radial routes are generally of good quality with some shared or segregated cycleway/footways running along one side of the streets like Gonerby Road, North Parade, Barrowby Road, Harlaxton Road and Belton Road. Given that 60% of journeys to work into the town are 2km or under, there is a huge potential for Grantham to become a 'Cycling Town'.

**3.1.6** Despite this huge potential, cycling is an under-performing mode only accounting for 5% of all journeys to work. The River Witham corridor, in particular, could provide an excellent walking and cycling link between the town centre and the Southern Quadrant. This has the potential to form the backbone for the town cycle network.

#### Traffic and Parking

**3.1.7** Traffic congestion is one of the major problems hindering vehicular movement within Grantham especially in the town centre. This is more prevalent, particularly during AM and PM peak travel times in the town centre traffic collar of Wharf Road, Sankt Augustin Way, Barrowby Road/Broad Street. This is the main pinch point on the network resulting from the convergence of radial roads and closely spaced junctions caused by physical constraints of the River Witham and the ECML. This issue is compounded by the fact that Grantham is located on the main freight route

between the A1 Trunk Road and distribution centres and rural areas to the east. Due to a lack of alternative routes, heavy goods vehicles (HGVs) are forced to use the town centre streets, particularly Wharf Road and the High Street.

**3.1.8** Parking is also a key issue for the town to deal with. On-street parking is saturated throughout the town on both weekdays and weekends. Private off-street car parks such as those associated with Morrisons and Asda supermarkets are well utilised. Public off-street car parking sites, such as those in Watergate, are potential development sites whilst others are under utilised: this may be due to either being too far away from the town centre or their visibility to car park users. It is expected that future growth opportunities will generate a demand for new car parking and that the best use of underutilised car parks will be made.

**3.1.9** The delivery of the East-West Relief Road will bring significant social and economic benefits to Grantham and the wider area. Its construction will help to reduce traffic congestion within the town centre and will provide an alternative vehicular route especially for HGVs. This will attract people and businesses into the town which will in turn support the vitality and viability of the town centre.

## Policy MOV1: Movement and Accessibility

**Improved mobility and accessibility is critically important to economic growth, inward investment and climate change and should minimise adverse environmental impacts of motorised travel on the environment and communities.**

**Development should encourage sustainable transport networks by offering alternatives to the use of private car.**

**In order to achieve this, development should:**

- **Deliver an appropriate mix of uses to maximise people's propensity to walk and cycle when accessing local goods and services.**
- **Avoid cul-de-sac layouts as they work against making public transport, walking and cycling attractive as modes of choice.**
- **Pursue more compact forms of development to support more viable public transport.**
- **Integrate the River Witham and other green features/corridors into new development to act as high quality walking, cycling and recreational corridors.**
- **Ensure that street networks are designed to hardwire in public transport services with highly legible and walkable bus hubs located within areas of activity.**
- **Provide a network of connected streets which disperse movement loads and promote walking and cycling.**

### 3 Spatial Policies

- **Contribute towards junction improvements for all modes of transport to enable growth to occur whilst resolving local movement and place issues**
- **Contribute towards the delivery of bus service improvements, and other sustainable transport initiatives, including the provision of facilities, through S106 and S278 agreements and, in the future, the Community Infrastructure Levy.**
- **Contribute to, and/or provide high quality new cycle facilities and routes.**

**This policy contributes towards achieving Objectives 2, 4, 5, 6, 7, 8, 9 and 10**

## 3.2 Green Infrastructure

**3.2.1** ‘Green infrastructure’ is the network of green spaces and links that supports natural processes, and delivers ecosystem services and benefits integral to the health and quality of life for Grantham’s communities. It is a network of multi-functional green spaces in urban areas, the countryside in and around towns, and the wider countryside. Green infrastructure will also contribute to the setting of Grantham and its surrounding landscape. The provision of high quality accessible green infrastructure is seen as increasingly important to regeneration and creating places that are based upon local distinctiveness. Quality environments also attract quality investment in terms of housing, the economy, jobs and skills. Investment in the public realm and green networks should, therefore, be seen as equally important as any other aspect of the regeneration process.

**3.2.2** Grantham’s green infrastructure network comprises both green spaces within urban areas, such as Wyndham Park, and larger spaces in the countryside around the town, such as Belton Park. It also includes green corridors, such as the River Witham and the Grantham Canal that are significant green infrastructure assets for the town.

**3.2.3** The current national planning policy framework for the natural environment, countryside and landscape is set out in PPS 1 (Delivering Sustainable Development), PPS 7 (Sustainable Development in Rural Areas) and PPS 9 (Biodiversity and Geological Conservation). The policies are aimed at sustainable development which protects and enhances biodiversity, and provides for access to the countryside. The draft PPS on Planning for a Natural and Healthy Environment encourages local planning authorities to adopt a strategic approach to planning for green infrastructure alongside open space, sports and recreation facilities provision. It also identifies development management policy principles relating to the maintenance of an adequate supply of green infrastructure for meeting identified environmental, social and economic needs. PPS 12 (Local Spatial Planning) calls for local development plans to be underpinned by evidence of what green infrastructure is needed to support the proposed amount, type and distribution of development for an area.

**3.2.4** A key aim of the GAAP will be to increase access to Grantham town and deliver green infrastructure for the Sustainable Urban Extensions. Investment in green infrastructure provision for Grantham will help to tackle existing deficits in the provision of accessible green space, and help provide and protect wildlife corridors, open space and accessible land. It will also help to create new areas of habitat. This will be achieved through the identification of opportunities within the plan area for delivery of new and enhanced green infrastructure that is required to meet the needs of existing and future communities, such as that provided by the redevelopment of the Canal Basin for example.

**3.2.5** The District-wide Green Infrastructure Strategy (2009) provides a strategic framework for green infrastructure planning in the Grantham area, and identifies strategic opportunities to plug deficiencies in accessible green spaces in around the

### 3 Spatial Policies

town – including areas of countryside to the north of the town around Belton Park in particular. A more detailed Green Infrastructure Strategy for Grantham town has been completed (Chris Blandford Associates, 2011), which identifies priorities for green infrastructure provision and investment to support the sustainable growth of Grantham over the next 15 years up to 2026.

**3.2.6** The Green Infrastructure Strategy aims to provide a strategic framework and vision for the planning, implementation and management of a multi-functional green infrastructure networks connecting Grantham and surrounding countryside. The application of green infrastructure concepts, as set out in the Strategy, apply beyond the boundary of the GAAP as illustrated by Figure 3 and Figure 4.

#### Policy GI1: Green Infrastructure Provision

**Green infrastructure is a network of high quality green spaces and other environmental features.**

**It includes parks, open spaces, playing fields, woodlands, allotments and private gardens. The provision of Green Infrastructure can provide social, economic and environmental benefits close to where people live and work.**

**In Grantham, priority will be given to investment in locations with identified needs and opportunities for green infrastructure provision, including regeneration sites within the town centre, the Sustainable Urban Extensions and for key green corridors and links, such as the River Witham and Grantham Canal. An action plan for delivery of a range of green space and access projects within these areas is provided by the Grantham Green Infrastructure Strategy.**

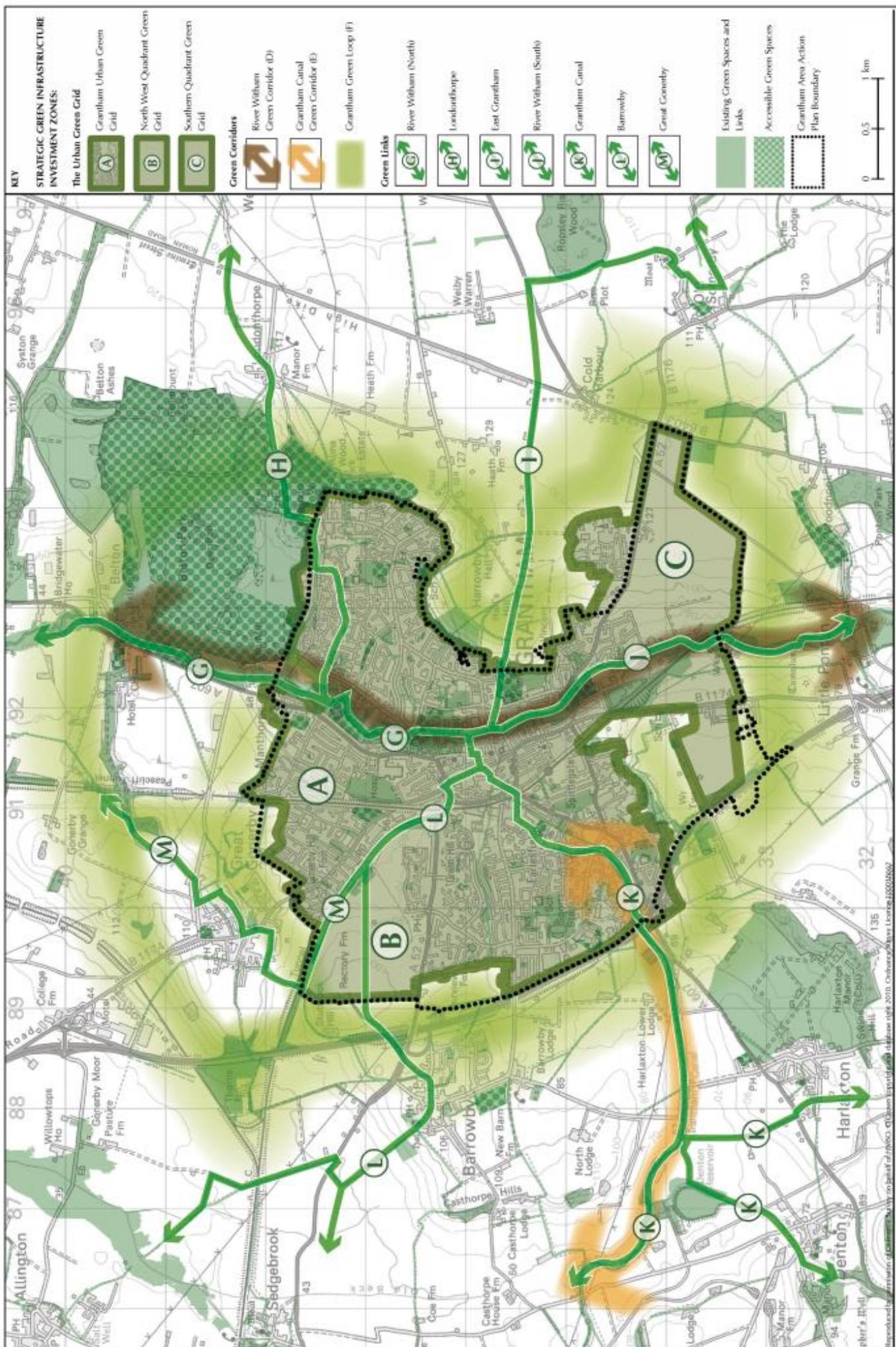
**The green infrastructure networks will be protected managed and, where necessary, enhanced by:**

- **Ensuring that proposals for housing and employment development retain, enhance and/or create green corridors and spaces to provide linkages between the development site and the town centre, urban fringe areas and the wider countryside, and provide a net increase in biodiversity.**
- **Not permitting development that will cause significant harm to the functioning of the green infrastructure network, particularly in relation to reducing the impacts of climate change.**
- **Where an adverse impact on green infrastructure is unavoidable, only permitting development if suitable mitigation measures are provided to ensure the multi-functionality and connectivity of the green infrastructure network is maintained.**
- **Requiring development to provide or contribute towards the provision of on- or off-site green infrastructure as appropriate through planning**

**conditions or legal agreement to address identified deficiencies. Provision of financial contributions will be required to include arrangements for on-going management and maintenance of green spaces where necessary.**

**This policy contributes towards achieving objectives 8, 9 and 10.**

**3.2.7** Key locations for investment in green infrastructure provision are shown on Figure 3. Options for investment in new and enhanced green space and access linkages within these areas are provided in the Grantham Green Infrastructure Strategy, which identifies 28 recommended projects to address needs and opportunities identified by the Strategy. These projects include, for example: the creation of a 'riverpark' based on the River Witham linking Belton Park, the town centre and the southern Sustainable Urban Extension; and a number of new 'greenways' to provide shared cycle and pedestrian access routes linking the town centre with destinations in the surrounding countryside.



**Figure 3: Proposed Green Infrastructure Networks and Opportunity Areas**

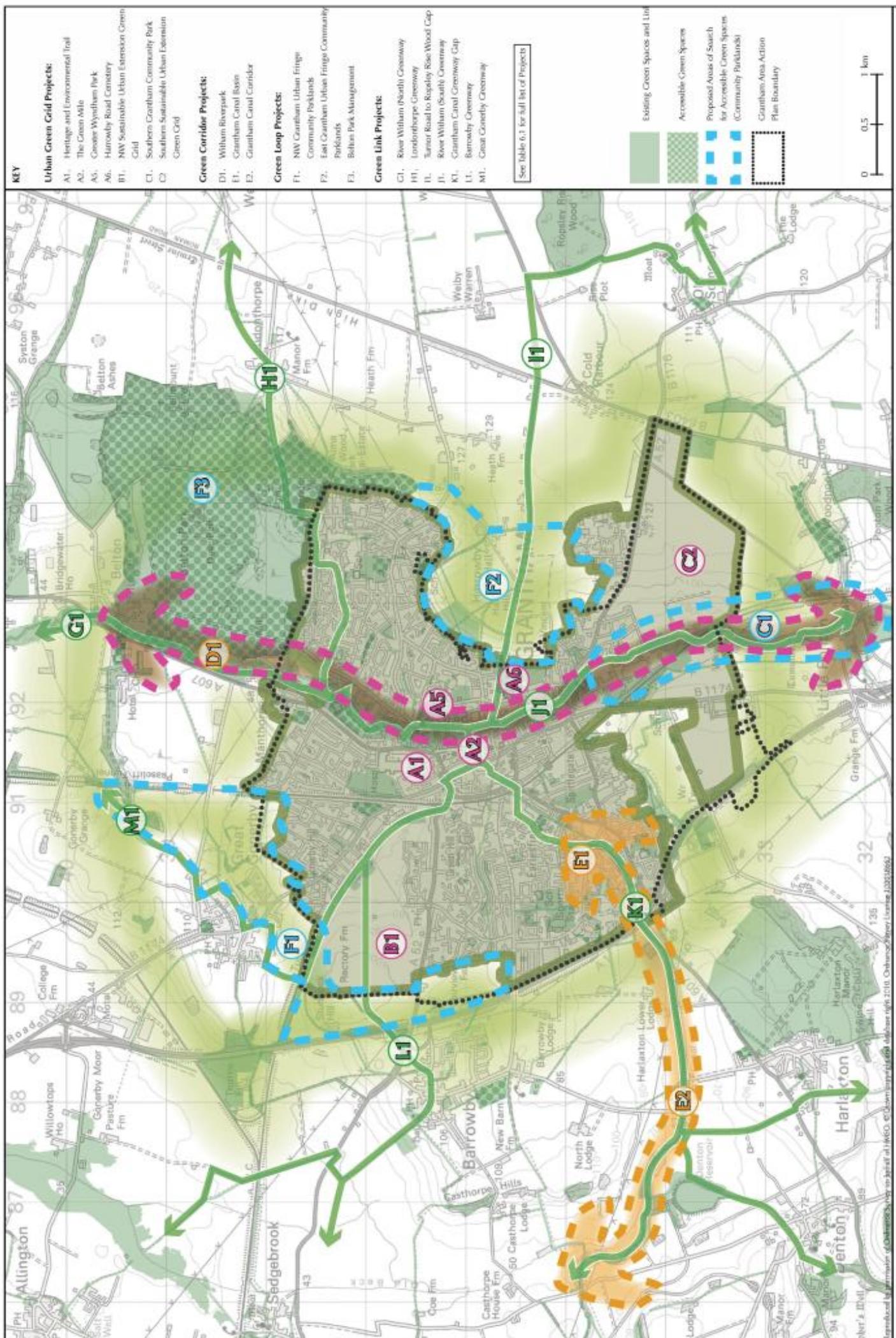


Figure 4: Proposed Green Spaces and Green Links Projects

### 3 Spatial Policies

#### 3.3 Retail Development and the Town Centre

##### 3.3.1 Retail Development

**3.3.1.1** Grantham is the main shopping and commercial centre in South Kesteven. The centre serves shoppers from across the District with a large number and variety of retail and service uses.

**3.3.1.2** Convenience retailing in the town is strong but there has been a gradual change in the comparison offer available in the town and vacancy rates are slightly above the national average, with a number of larger units not being reoccupied. In its present form the town centre presents a fragmented offer and is under performing: the lack of the right size and type of units available in the town centre is seen as being a contributory factor to this.

**3.3.1.3** The Retail Needs and Town Centre Study (Nathaniel Lichfield and Partners, 2010) indicates that there will be a requirement for additional development to accommodate retail and other town centre uses during the plan period to 2026. The study identified a need for additional retail floorspace for comparison goods (for shopping where you might compare the offer and prices of two or more similar stores, such as for clothes, electrical goods etc) and more limited capacity for convenience goods (day to day shopping for things such as food, newspapers etc). These projections provide broad guidance and should be used as an indicator when assessing major retail proposals.

**3.3.1.4** The floorspace projections take into account many factors, including population levels and spending patterns, and changes in shopping patterns e.g. increased growth in home/electronic shopping.

**3.3.1.5** The Study found that most of the key commercial leisure sectors are sufficient to support the catchment population, although there may be potential for further health clubs, restaurants and bars in line with population growth.

**3.3.1.6** The Retail Needs and Town Centre Study identified that Grantham had the potential to increase its market share, which could see a potential floorspace capacity of about 23,000 sqm to 2016. It is anticipated that some of this (over 6,000sqm) could be met by the reoccupation of vacant floorspace and the short term approach will be to ensure re-use of vacant units in the town centre.

**3.3.1.7** A number of sites within or on the edge of the town centre have been identified as being suitable for development or redevelopment, particularly Greyfriars and Wharf Place, which could go some way towards meeting the identified need for additional floorspace, providing the type and size of unit attractive to retailers and strengthening the town centre.

**3.3.1.8** The Study projects retail capacity beyond 2016 (40,800sqm by 2021). These long-term projections should be treated with caution as they are subject to uncertainty and may need to be amended to reflect, amongst other things, changing economic conditions, trends in retailing and commitments.

**3.3.1.9** Should this additional retail floorspace be required in the longer term (beyond 2016) the Retail Needs and Town Centre Study identified a site at Elmer Street South as a potential area to accommodate this.

**3.3.1.10** A number of the sites identified are currently in use and provide an important local facility e.g. car park. The suitability of these areas for redevelopment may, therefore, depend upon the provision of a replacement facility either through the better use of that site, or by relocating or changing the nature of the facility.

**3.3.1.11** Opportunities for small scale retail development to serve local needs will be provided as part of the community hubs within the Sustainable Urban Extensions.

### **Policy RT1: Improving Town Centre Retail Offer**

**To maintain its role as a Sub-regional Centre and strengthen and improve the vitality and viability of the town centre the redevelopment of the following sites, and identified on the proposals map, for retail and other appropriate town centre uses will be supported provided that the proposal is in accordance with the requirements of the Core Strategy, the town centre policy (TOC1) and specific regeneration site policies in this Plan:**

- **Greyfriars**
- **Wharf Place**
- **Station Approach**
- **Watergate Car Park**

**Redevelopment of a site at Elmer Street South, shown on the proposals map, will be supported for retail and appropriate town centre uses should this be required in the longer term.**

**Where a site incorporates existing public services or facilities the proposal will be expected to include appropriate arrangements for the replacement or reconfiguration of that facility as part of the scheme.**

**Redevelopment and or re-use of sites on the edge of the defined town centre or in out of centre locations for large scale retail uses will only be acceptable if it is demonstrated that:**

### 3 Spatial Policies

- all other sequentially preferable sites, including the identified sites have been considered, but are demonstrated to be unavailable or unsuitable for the proposed use, and
- the proposal will not lead to significant adverse impacts on the town centre.

**“On the edge of the defined town centre”** is taken to mean any site which is well connected to and within easy walking distance (up 300 metres) of the Primary Shopping Area.

**“Out-of Centre”** is taken to mean any location not in or on the edge of a centre but not outside the existing urban areas.

**This policy contributes towards achieving Objectives 4, 6 and 7.**

#### 3.3.2 Town Centre Uses

**3.3.2.1** The Council’s adopted Core Strategy Policy E2 requires the GAAP to define the boundary of the town centre and the boundaries of the Primary and Secondary Shopping Frontages within it. The town centre includes the Primary Shopping Area and areas of predominantly leisure, business and other main town centre uses within or adjacent to the Primary Shopping Area.

**3.3.2.2** The Primary Shopping Area is made up of both Primary Shopping Frontages and Secondary Shopping Frontages. The Primary Shopping Frontages are the core shopping area in the centre of the town, likely to include a high proportion of comparison retail uses and services such as banks and building societies. To promote a busy and attractive town centre new retail opportunities will be concentrated within the Primary Shopping Frontage, providing a focus for activity and preventing key uses from being dispersed throughout the centre.

**3.3.2.3** The Secondary Shopping Frontages support independent and convenience retailers and non-retail uses such as offices, restaurants and cafés. These uses form an important complementary function and by allowing a higher proportion of non-retail uses in the Secondary Shopping Frontage a diversity of uses can be encouraged.

**3.3.2.4** The Retail Needs and Town Centre Study (2010) included a review of the town centre shopping areas and primary shopping streets identified in the 1995 Local Plan. The study showed that some slight adjustments were required to reflect current usage. The findings of this Study have been used to define the town centre.

**3.3.2.5** The defined Primary and Secondary Shopping Frontages include the properties identified in the table below. The defined town centre boundary and frontages are illustrated in Figure 5.

<b>Primary Frontages</b>	<b>Secondary Frontages</b>
4-39 High Street	22-35 St. Peters Hill
41-67 High Street	2-3 and 68-71 High Street
40-42 St. Peters Hill	1-3 (odd numbers), 2-18 (even numbers) and 9-51 (odd number) Watergate
Units 1-39, Isaac Newton Shopping Centre	12-15 Vine Street
1-4 The Pantiles	1-2A and 5-31 Market Place
Units 1-27, The George Shopping Centre	1-3, 7-31 and 64-99 Westgate
	1-4, 10-16 (even numbers) and 11 Guildhall Street
	Guildhall Court
	Kings Walk
	Blue Court
	1-15 (even and odd numbers), 53-59 (odd numbers only) and 62-63 Welby Street
	1-33 Wharf Road
	1-20 St. Catherine Road
	7-49 (odd numbers ) London Road

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#### Policy TOC1: Town Centre Uses

**The Town Centre Boundary and the Primary and Secondary Shopping Frontages are defined on the proposals map.**

**Within the Town Centre, development or reuse of vacant buildings for a range of uses including retail, leisure, office, food and drink, cultural and residential uses will be supported. This should be consistent with local and national policies but should not undermine the developmental agenda for the town centre as set out in the Regeneration Site policies.**

**The primary focus of ground floor usage within the town centre will be retail. Within the Primary Shopping Frontage development will be restricted to retail (Use Class A1) uses at street level. Non-retail uses at street level will only be permitted where it can be demonstrated that the proposed non-retail use will generates a high level of callers such as bank, cafés etc. and provided they are sited appropriately so as not to detract from the shopping frontage by creating 'dead' frontages. Non-retail development will be permitted on the upper floors of buildings within the defined Primary Shopping Area.**

**Within the town centre, the Council will permit development for:**

- **A1-A5 uses, provided is consistent with other policies**
- **Leisure, arts, tourism and cultural uses within use classes D1 and D2**
- **Residential development on upper floors**
- **Offices (B1 use), on upper floors within the Primary Shopping Area.**

**This policy contributes towards achieving Objectives 4, 5, 7, 8 and 9**

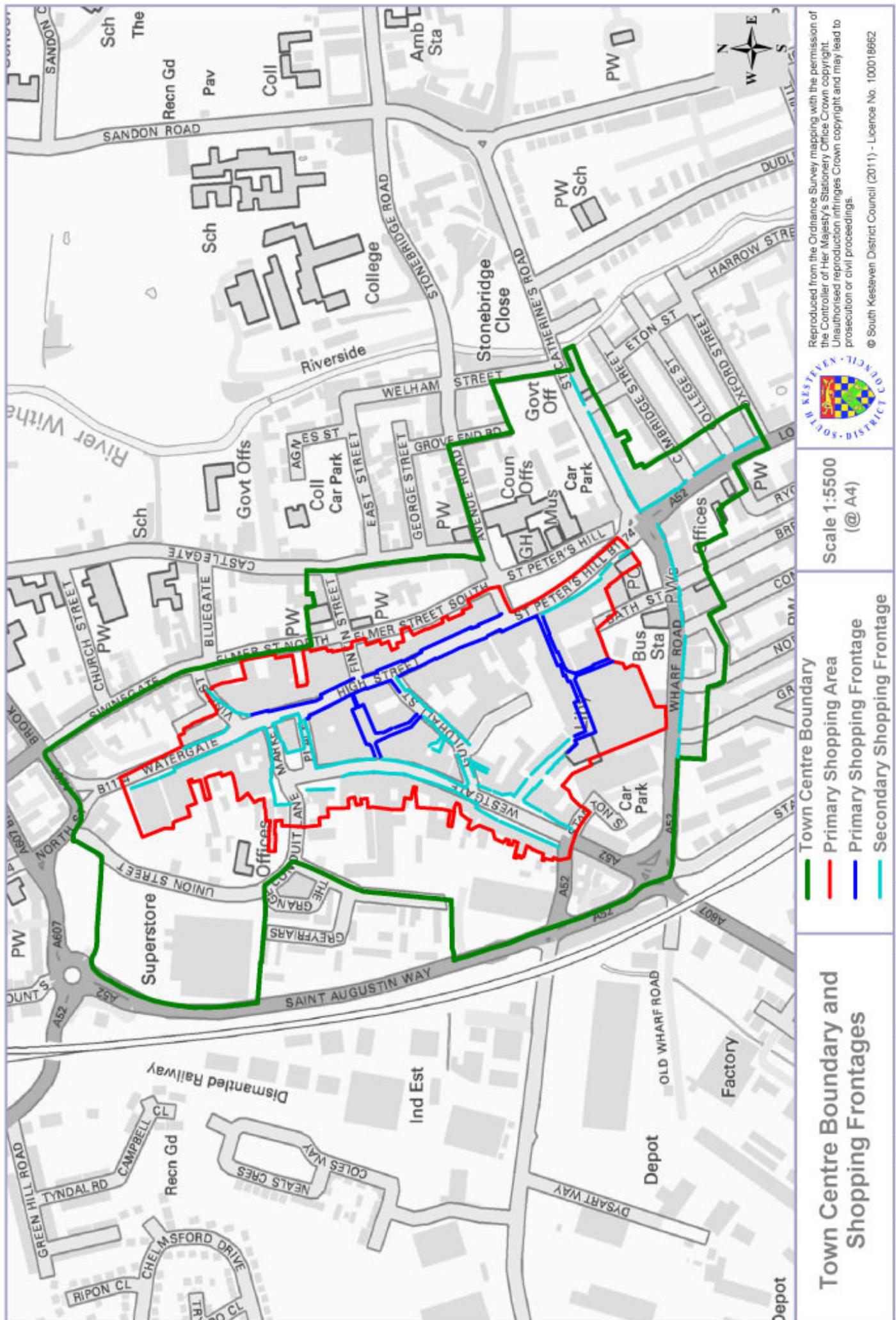


Figure 5: Town Centre Boundary and Shopping Frontages

### 3 Spatial Policies

#### 3.4 Regeneration Opportunity Areas

##### 3.4.1 Introduction

**3.4.1.1** Four key regeneration sites have been identified, the successful regeneration of which will play a significant part in positively changing Grantham over the next 15 years. Each site is considered a key development opportunity area due to its significance in delivering the GAAP objectives and the Growth Point agenda.

**3.4.1.2** Three of these sites are located within or close to the Town Centre namely Station Approach, Wharf Place and Greyfriars. The Canal Basin has also been identified as an opportunity site outside of the town centre which will provide long term regeneration benefits for Grantham. The extensive redevelopment of this site will contribute significantly to the attractiveness and vitality of the town and improve connectivity with better pedestrian links to the town.

**3.4.1.3** Regeneration of these key sites will reinforce and enhance the viability of the town including an expanded retail offer, employment opportunities, new homes, improved transport facilities and services. The development expectations for each site are set out in the following policies which identify primary and ancillary uses to direct the nature of the mixed used development proposals associated with each area.

**3.4.1.4** The sites encompass land in several different private ownerships. There may be the opportunity for a phased approach to development and the policies provide a framework for development to come forward in this way provided the overall regeneration objectives and development principles for the site are met.

##### 3.4.2 Station Approach

**3.4.2.1** Station Approach presents significant opportunities to regenerate an underused area of land to create a vibrant and attractive 'gateway' development providing office and employment floor space, new homes, a high quality public realm and enhanced connectivity between the Railway Station, Wharf Place (regeneration site) and the town centre. The transformation of this area as a gateway to the town is one of the key development opportunities to strengthen Grantham's future success.

**3.4.2.2** Station Approach constitutes two land parcels which comprise 5.26 hectares (13 acres) situated on the eastern side of Grantham Railway Station and the East Coast Mainline. The extent of the area included in the Station Approach policy area is defined on the Proposals Map. The location of the site is also illustrated in Figure 6. The site is currently disconnected from the town by a lack of clear pedestrian routes and by the dominance of the A52 Wharf Road. To the north of the site along Wharf Road is the edge of the defined town centre. The Maltings, a three storey listed building currently in commercial use, is located at the junction of Wharf Road and Westgate adjacent to the northern boundary of the site.



**Figure 6: The Station Approach**

**3.4.2.3** The redevelopment of this site must reflect a sense of arrival for passengers coming from the train station. A major office/employment led scheme is potentially a major catalyst for wider regeneration of Grantham Town Centre. The presence of a modern office space of high visual quality in close proximity to the town centre is to be encouraged. Given Grantham's Growth Point status and the provision of office space on the Station Approach site, there is potential demand from the business sector for a hotel of circa 120 rooms. However, the option to provide other commercial uses to serve those working in the new office space should be provided if a suitable hotelier does not come forward.

**3.4.2.4** The Policy provides prospective developers with certainty as to what the planning authority will consider in principle on the Station Approach site, whilst avoiding being too prescriptive. More detailed guidance can be found in the Station Approach Development Brief Supplementary Planning Guidance. Site 1 (north of the train station) provides an opportunity for a Business Innovation Centre with other commercial type uses such as retail units at ground floor level to provide activity along new pedestrian routes and public squares. Site 2 (south of the train station) could provide employment floorspace of light industrial uses and small start up units, a multi-storey car park to serve the train station, with the potential for some residential development on part of the site if necessary.

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**3.4.2.5** The redevelopment of this site may come forward in phases. The phasing approach will have potential wider regeneration benefits for Grantham to attract future investment to the town, not only for Station Approach but for other key opportunity sites. The early phases of development may be brought forward by the public sector to kick start the regeneration of this site.

#### Policy SA 1: Station Approach

**The Station Approach regeneration site will be a gateway to Grantham's town centre encouraging visitors to the Town Centre and an area that will provide for economic development and job creation. The site will also offer the opportunity for new homes, jobs, shops and improved public realm.**

**Development should provide:**

- **A mix of uses including commercial and employment floorspace, new homes, local convenience outlets and car parking to serve the train station creating a dynamic and vibrant area.**
- **A public realm that connects the Railway Station, Wharf Place and the Town Centre through a series of urban spaces as well as enhanced pedestrian and cycle movement throughout a main Boulevard.**
- **A distinctive arrival point to Grantham in the form of a Station Square public amenity space that promotes a sense of community cohesion and civic pride.**
- **The promotion of Station Road as a pedestrian and bus priority route including the provision of a bus interchange and taxi and passenger drop off point.**
- **For the settings of the Grade II listed railway cottages, the Maltings, the Grantham conservation area and other heritage assets within and surrounding the site.**
- **A creative and positive streetscape that demonstrates a strong building line with active frontages along Wharf Road and Station Road East.**
- **High design quality and architecture, ensuring that a mix of complementary uses and building types is accommodated in an integrated way to create a distinctive gateway place.**

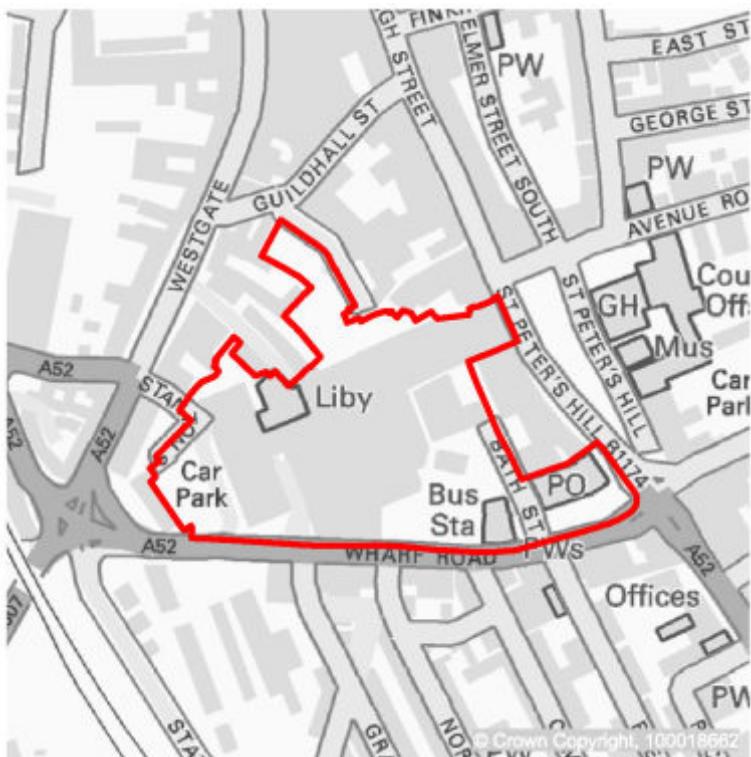
**This policy contributes towards achieving Objectives 2, 3, 4, 5, 7, 8 and 10**

#### 3.4.3 Wharf Place

**3.4.3.1** Wharf Place is one of the key regeneration sites in the Grantham Area Action Plan due to its location adjoining the primary shopping area providing the opportunity to extend the range and quality of retail provision in Grantham. The site is within the defined town centre and can provide a development that will assist in

improving Grantham's attractiveness as a sub-regional centre. Wharf Place will deliver a retail-led mixed use development that will anchor the southern part of the main town centre shopping area and reinforce the retail offer as a whole.

**3.4.3.2** The site extends to approximately 3.36ha (8.3 acres) and is located on the southern edge of Grantham town centre. It is bounded to the south by Wharf Road, the east by St Peter's Hill, and the north/west by retail units, comprising Morrisons and the Isaac Newton Centre. Vehicle access to the site is via Wharf Road and Greenwood's Row. Grantham Railway Station is approximately 400m to the south west, and Grantham Bus Station lies within the site. The extent of the area included in the Wharf Place policy area is defined on the Proposals Map and its location is also illustrated in Figure 7.



**Figure 7: Wharf Place**

The site has the potential, with appropriate land uses, to improve the visual and pedestrian experience and establish quality links between the Isaac Newton Centre and the railway station (via the Station Approach site). The development of Wharf Place should be structured around a series of urban spaces. These new urban spaces could include new pedestrian routes that improve connectivity within the site itself and between Isaac Newton Centre, the Railway Station and the Town Centre.

There is the potential to open up the existing enclosed mall and create an inviting vibrant space that maximises opportunities for social and economic exchange. It is recognised that the Grantham Baptist Church located on Wharf Road and Bath Street

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has local historic and architectural value with scope for development potential. A new landmark building, the improvement of the Wharf Road frontage and the redevelopment of the existing car parking area all present themselves as key development opportunities to compliment the adjacent Primary Shopping Area and increase retailing activity.

**3.4.3.3** The Council and its Growth Point partners have worked with a range of stakeholders to establish a preferred approach to the development of this site. This has led to the preparation of a Development Brief for Wharf Place, which will be adopted as a Supplementary Planning Document.

#### Policy WP1: Wharf Place

**The re-development of Wharf Place will improve connectivity, legibility and permeability north and south of Wharf Road. The site will deliver a mix of town centre uses with the opportunity of having a strong presence of retail and office development that compliments the surrounding areas.**

##### **Development should provide:**

- **A building of high quality architectural response to this important corner site.**
- **The refurbishment of all existing retail floor space including the opening up and appropriate landscaping of the internal malls of Isaac Newton Centre.**
- **New retail spaces that enhance vitality and compliment the main town centre shopping area.**
- **The strengthening of pedestrian and visual connections between the town centre, Station Approach and the railway station and the introduction of a new, direct, high quality pedestrian route through the site enhanced by streetscape works and lined by active frontages.**
- **Public realm improvement and unification throughout the site that encourages consumer activity and economic growth.**
- **The potential relocation or rationalisation of the bus station and bus waiting area to a more efficient facility.**
- **Retention of access and servicing arrangements to existing properties where possible, including specific measures to include conveniently located parking for disabled persons.**
- **A new multi-level car park accessed via Wharf Road.**
- **For the setting of the historic environment, including heritage assets within and surrounding the site.**

**This policy contributes towards achieving Objectives 4, 5, 6, 7, 8 and 9**

### 3.4.4 Greyfriars

**3.4.4.1** The Greyfriars site has the potential to be a niche destination with retail and leisure use. Greyfriars is an ideal location to provide a range of shops and complimentary evening time economy uses that appeal to a wide range of people. The area will thus widen consumer choice and support and promote cultural and economic development. Greyfriars is highly accessible and is currently an underutilised plot of land. The site has an immediate sense of place due to its location near the historic Market Place.

**3.4.4.2** Greyfriars is located directly west of the Primary Shopping Area, wedged between the railway line and the main shopping streets. The site extends to approximately 2.8 ha (6.9 acres) and is located to the west of Grantham Town Centre. The extent of the area included in the Greyfriars policy area is defined on the Proposals Map. The location of the site is also illustrated in Figure 8. Greyfriars is bordered by commercial and retail land to the south, Greyfriars residential estate to the west, by Conduit Lane to the north and Westgate (Road) to the east. Several private car parks are currently located along Greyfriars: an existing industrial building and the rear of retail buildings which front onto Westgate. Greyfriars is a minor cul-de-sac, providing access to residential housing; car parks and existing buildings that are situated along Greyfriars. A defining feature of the Greyfriars site is the historic alleyways that provide links through to Westgate. Conduit Lane acts as the northern boundary of the site and provides for local access northwards from Market Place.



Figure 8: Greyfriars

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**3.4.4.3** The eastern part of the site lies within the Grantham Conservation Area. The site includes several statutory listed buildings and a Scheduled Ancient Monument (SAM). Conduit Lane contributes to Grantham's historic fabric with its special character arising from the Scheduled Ancient Monument, the Greyfriars Conduit.

**3.4.4.4** The Council and its Growth Point partners have worked together with a range of stakeholders to establish a preferred approach for the development of this site. This has led to the preparation of a Development Brief which will be adopted as a Supplementary Planning Document.

#### Policy GF 1: Greyfriars

**The Greyfriars site can accommodate a leisure, retail and residential mixed use development that establishes the area as a niche destination quarter. All new development must fully integrate Greyfriars into the Primary Shopping Area and enhance the vitality and viability of the Town Centre. Pedestrian connectivity from Greyfriars to Westgate through to the High Street must be invested in any new proposal.**

**Development should provide:**

- **A mix of retail and leisure uses with particularly active uses at street level.**
- **Town houses/flats within the development site that will complement the existing residential in the immediate area.**
- **Adequate car parking to serve the proposed land uses.**
- **Integration of the site into its town centre surrounds through improved access and permeability, particularly improved pedestrian links to Westgate, Market Square and the High Street.**
- **A public realm designed to encourage pedestrian activity, using high quality materials, including street trees, seating, public art and good lighting and enhancement of the existing lanes and alleyways linking Greyfriars to Westgate.**

**Redevelopment must be undertaken to a high design quality, ensuring that a mix of complimentary uses and building types are accommodated in an integrated way, with particular respect to the historic grain and surrounding town context.**

**This policy contributes towards achieving Objectives 1, 2, 4, 5, 6, 7 and 9.**

### 3.4.5 Canal Basin

**3.4.5.1** Lying to the south west of Grantham Town Centre, the Grantham Canal Basin area has the potential to deliver the town's growth and development aspirations. It is a substantial tract of under-utilised, largely brownfield land offering significant redevelopment and regeneration opportunities for Grantham. When redeveloped it will be a waterside destination for visitors, businesses and residents located on the edge of a thriving and growing gateway town and sub-regional centre.

**3.4.5.2** The Canal Basin site is a long term opportunity area reserved for future regeneration and development for Grantham. Its regeneration will improve the vitality and viability of the town centre and will attract investment to the town which will improve the quality of life for residents.

**3.4.5.3** The site is approximately 22 hectares in area, bounded by Dysart Road to the north. The site extends as far as the A1. To the east of the site there is an area of higher density Victorian/Edwardian terraced housing. Towards the north eastern edge of the site, a railway viaduct carrying the East Coast Mainline separates the site from the town centre. The Canal Basin sits at the end of the canal route and is currently occupied by a range of employment uses including a household waste recycling centre. The extent of the area included in the Canal Basin policy area is defined on the Proposals Map and Figure 9 illustrates the location of the Canal Basin regeneration site.



Figure 9: Grantham Canal Basin

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**3.4.5.4** The regeneration of the Canal Basin and reinstatement of this section of the Grantham Canal will help transform the performance of Grantham for the economic and social benefit of the town's residents in an environmentally friendly and sustainable way. The site offers significant landscape assets with views and nodes that contribute to the area having a specific sense of identity. The integration of the Canal Basin, the town centre and Station Approach should provide more of a focus for residential and leisure related facilities resulting in a mix of uses which complement rather than compete.

#### Policy CB1: Canal Basin

**The Canal Basin redevelopment will make a significant contribution to the overall attractiveness of the canal as a tourist route. A comprehensive redevelopment of the Canal Basin will be permitted for a mixed use development including retail, employment, leisure, residential, office development, open space and public realm improvement. This redevelopment will create an attractive waterside destination for visitors, businesses and residents.**

**Development should provide:**

- **A balance mix of uses that do not undermine the vitality and viability of the town centre**
- **The improvement of pedestrian linkages within the site, maximising the waterfront amenity and providing a good pedestrian connection through to the heart of the town centre thus encouraging visitors to explore the rest of the town.**
- **The preservation of the area's sense of identity in particular the significant views and nodes.**
- **New homes that deliver a mix of type, size and housing tenure, including affordable housing, and be designed to the highest standards**
- **A range of facilities for boaters, including short stay moorings, within the canal basin to help strengthen the tourism offer.**

**The Council will encourage appropriate development that contributes towards the overall future vision for the site.**

**This policy contributes towards achieving Objectives 2, 4, 8 and 10**

## 3.5 Open Space, Leisure, and Recreation

### 3.5.1 Open Space Provision

**3.5.1.1** Open space includes all open spaces 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 also act as a visual amenity. Open spaces in towns are essential in improving public health, well-being and quality of life. Attractive, safe and accessible parks and green spaces contribute positively to social, economic and environmental benefits and promote social inclusion. Well-used and maintained open spaces make a considerable contribution to the quality of life of residents and visitors and promote sustainable communities. Each type of open space has various benefits, for example allotments for growing produce, play areas for children's play and playing pitches for formal sports events.

**3.5.1.2** It is important to provide a balance between different types of open space in order to meet local needs. For example, not all residents living in every area will have a demand for open space in the form of playing pitches or allotments. In some areas there will be a specific local demand for 'green corridor' sites such as nature walks or bridleways.

**3.5.1.3** Planning Policy Guidance 17 (PPG 17) requires the Council to prepare a strategy for the provision and enhancement of open spaces, sport and recreational facilities based on up to date data assessment of need. In response to this, a Study on Open Space, Sport and Recreation in South Kesteven was undertaken (2009). In accordance with PPG17 the study examined the quantity, quality and accessibility of open space provision and considered the local needs of the present population and the demands that will be made by future development.

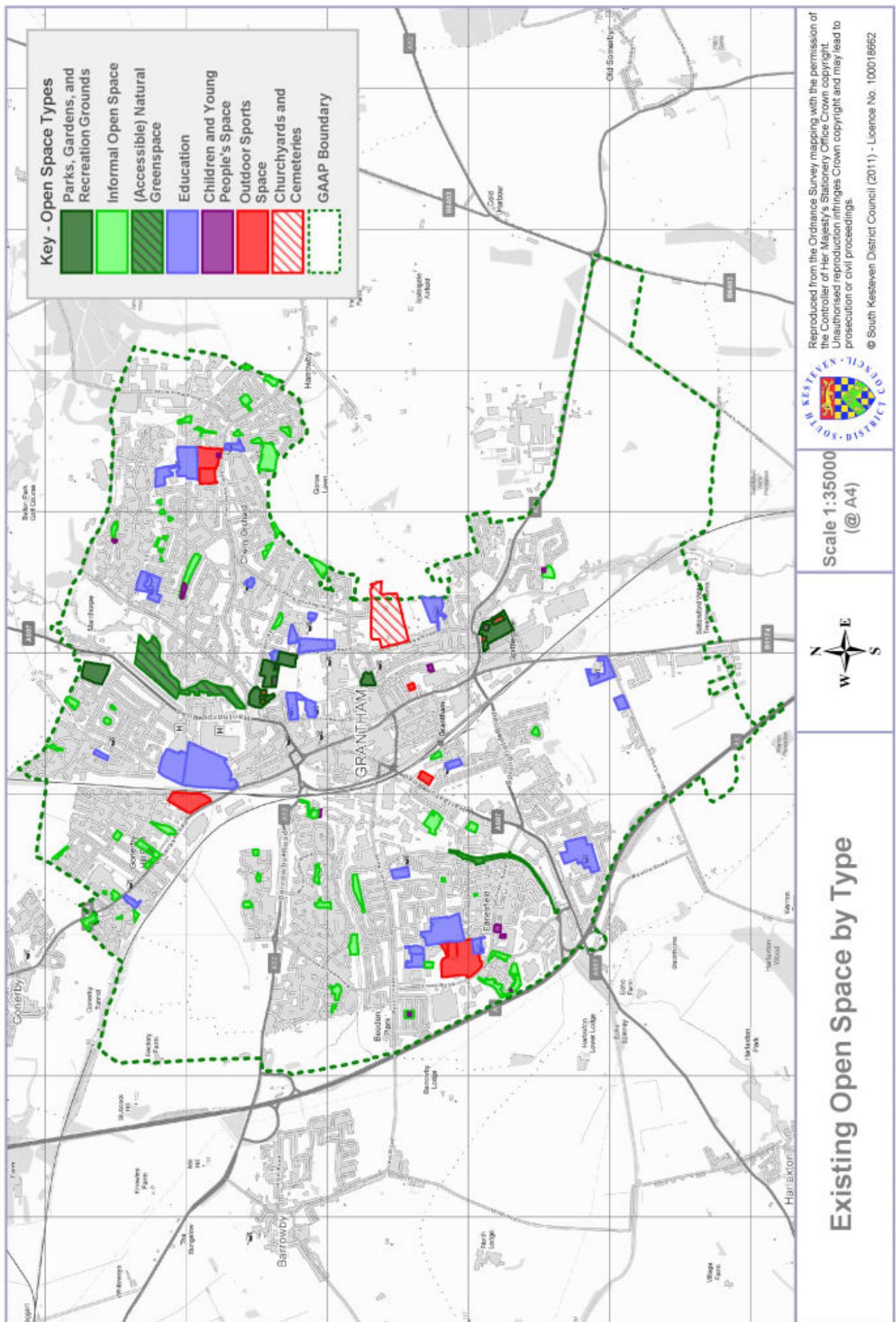
**3.5.1.4** Figure 10 shows the location of existing typologies of open space within Grantham. These include Parks and Gardens, Informal Open Space or Amenity Green Space, Allotments, Churchyards and Cemeteries, Natural Greenspace, Outdoor Sports Space and space for Children and Young People's play.

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

**3.5.1.6** Locally based Open Space Standards have been developed based on the assessment of needs in the Study, and proposals for new residential development should contribute to the provision of open space in areas where the standards are not met. These standards are all higher than the current levels of provision, with the exception of allotment provision.

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**3.5.1.7** Open space should be well designed and of a high quality providing a welcoming, well kept, litter and dog fouling free environment that is free of vandalism and that is valued and enjoyed by everyone. This in turn will encourage healthy living, biodiversity and wildlife conservation, sustainable development and environmental education and is fit for the purpose intended.



**Figure 10: Existing Open Space Types**

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#### Policy OSS 1: Open Space Provision

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.

Open Space Type	Quantity Standard	Accessibility
<b>Informal/Natural Green space.</b>  (These are amenity greenspace, natural green space e.g woodlands, scrub, and grasslands (commons and meadows) wetlands, open & running water).	2.0 hectares per 1000 population.	480 m (10 minutes walk time).
<b>Parks and Gardens</b>  (includes urban parks and formal gardens that provide opportunities for various informal recreation and community events)	0.30 hectares per 1000 population.	480 m (10 minutes walk time).
<b>Outdoor Sports Facilities</b>  (This is natural or artificial surfaces and either publicly or privately owned). This includes tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields and other sports areas.	1.0 hectares per 1000 population.	480 m (10 minutes walk time).
<b>Provision for Children and Young People</b>  (This includes equipped play areas, skateboard parks, outdoor basketball hoops, and other informal areas e.g 'hanging out' areas, teenage shelters.	0.3 hectares per 1000 population.	480 m (10 minutes walk time).

Open Space Type	Quantity Standard	Accessibility
Allotments	0.20 hectares per 1000 population.	480 m (10 minutes walk time).

To ensure that new housing development provide sufficient new (or improved) open space to meet the needs of the development, the above standard will be applied to all development proposals for new housing that meet the thresholds set out in the Planning Obligations SPD. Development proposals in areas that do not currently meet these standards for open space will be required to make appropriate provision, based upon this standard, as part of the development proposal.

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.

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.

This policy contributes towards achieving Objectives 8 and 10.

## Policy OSS2: Protecting Existing Open Spaces, Sports and Recreational Facilities

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

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

- (i) The proposal will provide increased or improved open space and /or recreational facilities, or
- (ii) The site is not required to meet the local standard set out in Policy OSS1 or;

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**(iii) Equivalent (or better) replacement provision is to be made within the same catchment area.**

**This policy contributes towards achieving Objectives 8 and 10.**

#### 3.5.2 Allotments Provision

**3.5.2.1** The planning system through PPG17 and PPS3 (Housing) provides a framework for the protection of urban green spaces including allotments and sets out that allotments should not be considered as previously developed land. PPG17 emphasises that planning permission should not be granted for the redevelopment of allotments simply because they have been allowed to fall out of use and become derelict or that poor use or quality of a facility should be taken as necessarily indicating an absence of need in the area.

**3.5.2.2** The Open Space, Sport and Recreation Study assessed the level of all allotment provision in Grantham as being equivalent to 0.52 hectares per 1000 population. However, this included a number of allotment sites, or parts of sites, that were unused or underused so the supply of available allotments within the town is effectively reduced from this assessed position. The majority of allotment sites are also in private ownership which can create difficulties in obtaining access to and use of plots.

**3.5.2.3** Whilst the assessed level of provision of 0.52 hectares is higher than the proposed local standard for new allotment provision in Policy OSS1, this should not be taken to mean that there is significant over provision relative to likely future needs. With population growth in line with the town's status as a Growth Point and expected increase in demand for allotments over time, the level of assessed provision per 1000 population will fall.

**3.5.2.4** Identified allotment sites, as shown in Figure 11, within Grantham will, therefore, be safeguarded for future provision and protected from alternative development unless it can be demonstrate that certain criteria are met as set out in Policy AT1.

## Policy AT1: Allotment Provision

**The allotment sites identified on the proposal map will be safeguarded for future allotment provision.**

**Development that leads to a loss of allotment land will not be supported unless:**

- **It can be demonstrated that the allotments are not required to meet demand in Grantham in the long term or**
- **Equivalent alternative provision is made elsewhere which is accessible and provides equivalent community benefit.**

**Where the above criteria are met other uses compatible with the character and amenity of the area may be acceptable.**

**This policy contributes towards achieving Objectives 8 and 10.**

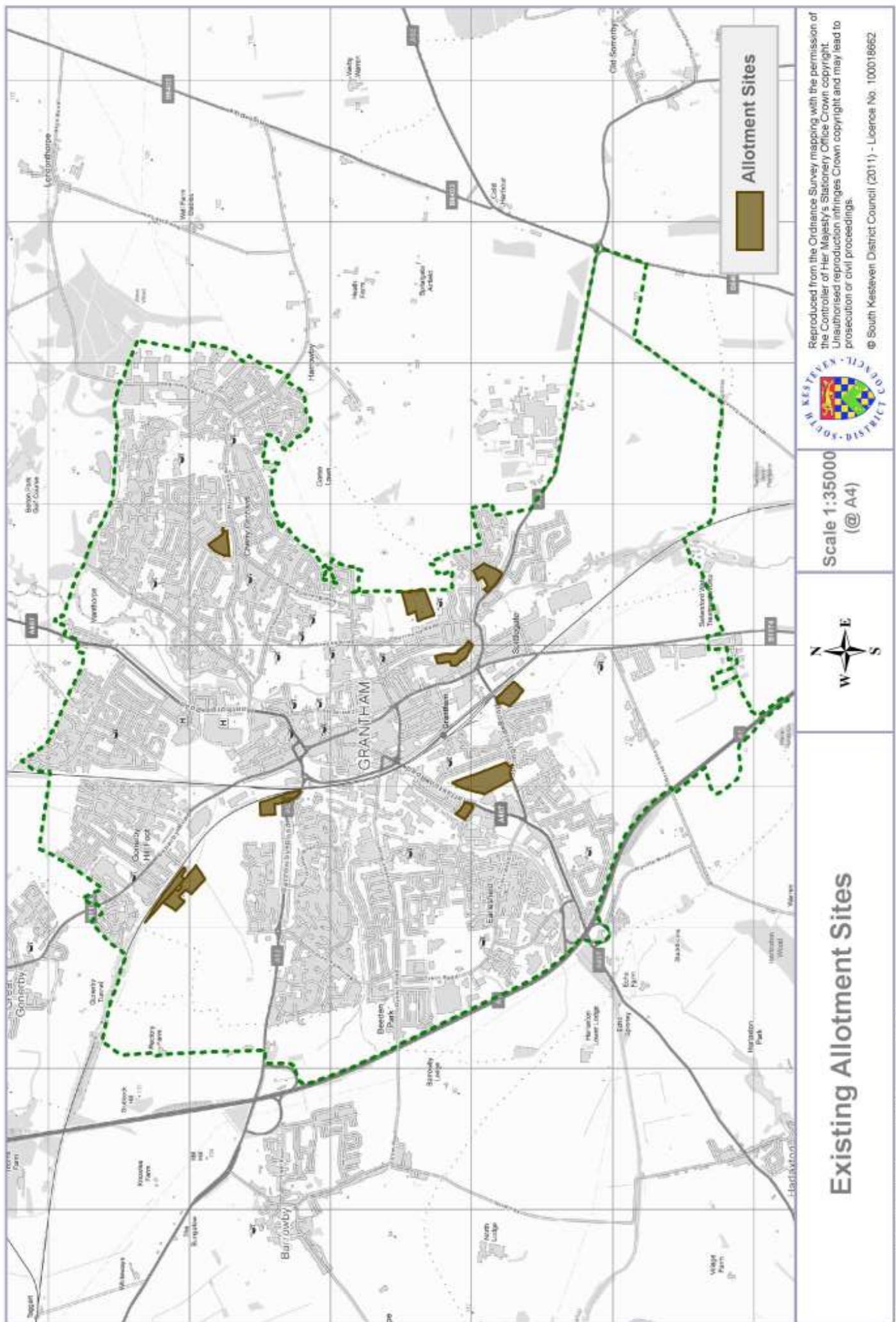


Figure 11: Existing Allotment Sites

## 3.6 Housing Delivery and Allocations

**3.6.1** The Core Strategy provides a broad framework for the right amount of housing and distribution of new homes across the District. In Grantham, the Core Strategy identifies a total of 7,680 of new dwellings to be provided for between 2006 and 2026. Between 1<sup>st</sup> April 2006 and the 31<sup>st</sup> March 2011 1,392 houses had been built in the town. The remaining requirement, therefore, is for 6,288 houses over the 15 year period to 2026. In addition a further 759 houses had planning permission, leaving 5,529 houses to be provided for.

**3.6.2** The broad locations for housing growth in Grantham have already been established through the adopted Core Strategy: the North West Quadrant and Southern Quadrant SUEs. These sites are expected to deliver a significant element of the housing requirement during the plan period of around 5000 dwellings. Policies NWQ1 and SQ1 set out development principles to provide more detailed criteria to guide the development of master plans for each SUE.

**3.6.3** The Core Strategy recognises that the two SUEs will not be the only possible locations for future development and that it will be necessary to allocate 'appropriate and sustainably located sites both within and on the edge of the built up area of the town to ensure that a range of sites is available throughout the plan period'.

**3.6.4** The approach adopted has been to seek to identify small to medium size sites which are suitable, available and deliverable. This will help to manage the supply of housing and will ensure that the right amount of housing is provided at the right time. In addition Station Approach and Greyfriars, which have been identified by the GAAP as key town centre regeneration sites, are expected to provide an element of new housing as part of redevelopment proposals.

**3.6.5** The proposed allocations are set out in Policy HS1. These have been derived from an assessment of a number of sites identified in the Strategic Housing Land Availability Assessment (SHLAA) and put forward by landowners and developers as being available and suitable for development. This has included sites both within the built up area of the town, including previously developed sites, and on the edge of the town. Each site has been assessed against a set of criteria (derived from those set out in the Core Strategy) to assess the housing capacity, impact of development and infrastructure requirements. A summary of the assessment for each site can be found in the background evidence to this Plan.

**3.6.6** In addition to the allocated housing sites, a certain amount of new housing will come forward during the plan period through the redevelopment of sustainable and deliverable brownfield sites and small infill sites within the built up area of the town in accordance with Policy SP1 of the Core Strategy.

**3.6.7** Ensuring there is a continuous supply of housing land is a requirement of Government housing policy (PPS3). It is proposed that this should be managed by phasing development of the allocated sites into 5 year periods.

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**3.6.8** If during the plan period it is clearly demonstrated that insufficient housing development has taken place, that allocated housing sites have not been delivered in accordance with the phasing strategy and that there is not a five year supply of deliverable housing land, consideration will be given to re-prioritising the phasing of sites. In accordance with the Core Strategy, if insufficient allocated housing land is available to be re-prioritised to provide a five year supply, consideration will be given to granting planning permission for additional housing sites which meet the locational requirements of PPS3 and Core Strategy policies SP1 and H1. The Council will, therefore, continue to monitor the amount of development that is coming forward from all sources and report on this through the Annual Monitoring Report.

**3.6.9** In bringing forward proposals for the allocated sites, development will need to comply with policies in the Development Plan. This includes issues that may need to be considered early on in the process ( e.g access or flood risk issues) that may impact on the scale, layout and/or design of development proposals. Planning proposals will need to comply with policies that address issues including but not restricted to:

- Flood risk and surface water management identified in the current Strategic Flood Risk Assessment
- Sustainable design and construction and incorporation of energy from low carbon technology sources
- Preservation and enhancement of the historic environment including listed buildings and archaeology
- Preservation and enhancement of biodiversity
- Provision of social and physical infrastructure

3.6.9 The Core Strategy establishes a high need for affordable housing in the District. The Affordable Housing Viability Assessment (2010) (AHVA) indicated that because of variations in local land and sales values, Grantham was one area of the District where it may be challenging to achieve a higher proportion of affordable housing on market schemes. The AHVA indicated that only 21% affordable housing is likely to be achievable for much of the plan period. This will be the minimum level of provision that qualifying development sites will be expected to deliver, in accordance with Core Strategy Policy H3. However, to ensure that over the lifetime of the Plan the maximum amount of affordable housing possible is delivered the Council will review the viability of this level annually and publish any changes in the Annual Monitoring Report. This will allow changes in house prices, cost of construction and alternative land use values to be reflected in the affordable housing contribution to be sought over the plan period.

**3.6.10** An indicative amount of affordable housing allocated sites will be expected to deliver against the anticipated site capacity, based on 21% provision, is set out in Policy HS1.

### Policy HS1: New Housing Development

New homes will be provided to meet the future needs of residents in Grantham. At least 5,529 houses will be built during the plan period to 2026 in a way that will create sustainable communities. The sites listed below, as identified on the Proposals Map, are allocated for housing development. Site specific proposals will need to be developed in accordance with policies in the development plan and national planning guidance unless material considerations determine otherwise.

Site Ref.	Site Location	Indicative Number of Dwellings	Indicative Minimum Number of Affordable Dwellings*	Phase
GRAH1	Land north of Dysart Road, Grantham	240	50	2011-2016
GRAH2	Stonebridge House, Stonebridge Road, Grantham	69	15	2011-2016
GRAH3	Land north of Peachwood Close, Grantham	400	84	2016-2021
SA1	Station Approach, Grantham	60	13	2016-2021
GF1	Greyfriars, Grantham	50	10	2016-2021

### 3 Spatial Policies

Site Ref.	Site Location	Indicative Number of Dwellings	Indicative Minimum Number of Affordable Dwellings*	Phase
<b>NWQ1</b>	<b>North West Quadrant, Grantham</b>	<b>3500</b>	<b>735</b>	<b>2011-2026</b>
<b>SQ1</b>	<b>Southern Quadrant, Grantham</b>	<b>1600</b>	<b>336</b>	<b>2011-2026</b>

**\*Based on a contribution of 21%. This level will be updated annually and published in the Annual Monitoring Report.**

**This policy contributes towards achieving Objectives 1 and 2**

#### 3.6.1 North West Quadrant

**3.6.1.1** An element of the Sustainable Urban Extension to the northwest of Grantham, known as Poplar Farm, has been a strategic allocation for a number of years. Poplar Farm featured in the 1995 Local Plan, and has been carried through to the Core Strategy, where it has been expanded upon to encompass further land to the west of the Poplar Farm allocation. Collectively the site is known as the Northwest Quadrant (NWQ), with Poplar Farm known as NWQ East, and the remaining adjoining land referred to as NWQ West.

**3.6.1.2** An outline application for 1,800 dwellings and associated community facilities covering the NWQ East was approved in June 2011. A condition of the planning permission requires the development of a master plan for the NWQ East which will give an indication of how the site will function as a new neighbourhood.

**3.6.1.3** The Council is working with the NWQ landowners on the preparation of a master plan for the entire NWQ site. The Council aims to ensure that both the NWQ East and the NWQ West successfully knit together to create a cohesive, integrated new sustainable urban extension to Grantham.

**3.6.1.4** The Core Strategy requires the GAAP to define the broad distribution of land uses within the SUE's. It's considered that the NWQ could provide for some retail provision adjacent to the Muddle Go Nowhere pub at the Barrowby Road end of the site. Additional retail provision could also be provided adjacent to the Pennine Way Link Road in a more centralised location within a Community Hub that could

also provide a primary school, a community centre, and a health centre. Facilities for play and areas of open space could be dispersed throughout the site and along 'walk to school' routes to encourage physical activity. These locations are broadly in line with the indicative master plan that forms part of the NWQ East planning application.

**3.6.1.5** Areas sensitive to development such as flood risk areas, as well as areas of high ecological and landscape value should be protected with the presumption against their development.

**3.6.1.6** The potential exists for some small scale local retail provision within the NWQ West, in order to ensure that the entire community has access to local shopping facilities which can be accessed without the need for vehicular movements.

**3.6.1.7** Policy NWQ1 builds upon policy H2A outlined in the Core Strategy, and will help guide the development of the master plan supplementary planning document.

**3.6.1.8** Figure 12 shows a broad distribution of some of the land uses in the NWQ. The broad locations reflect the Design Code for Poplar Farm and will help shape the master plan for the entire North West Quadrant.

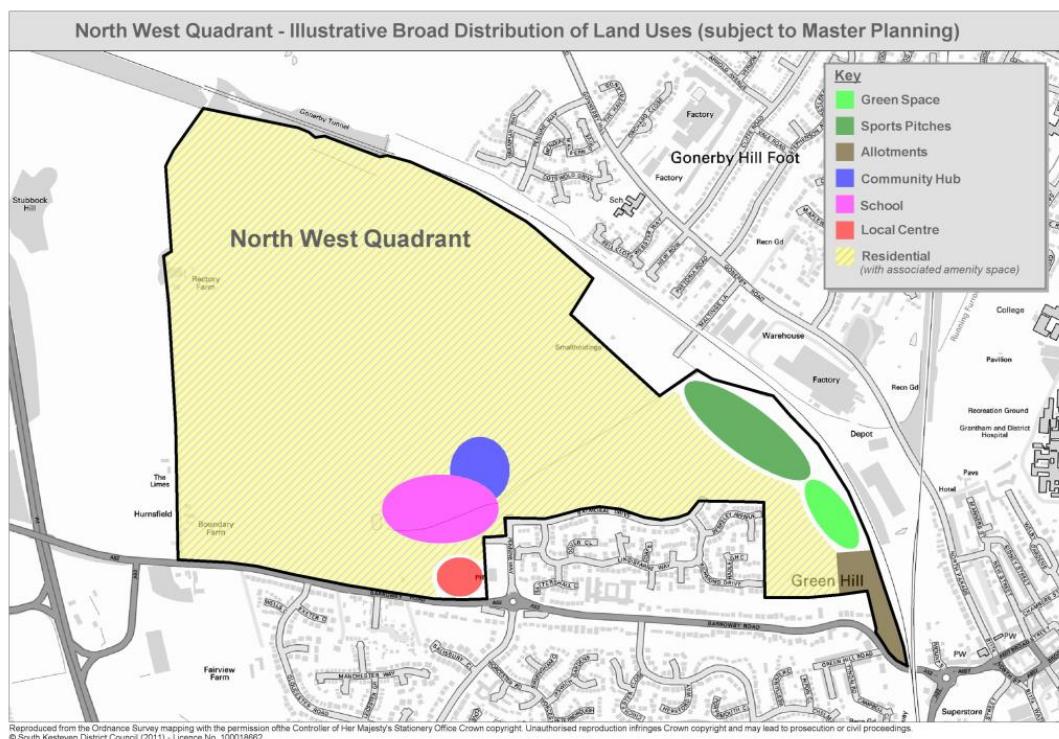


Figure 12: North West Quadrant

### 3 Spatial Policies

#### Policy NWQ1: Developing Sustainable New Neighbourhoods (North)

The Northwest Quadrant, as identified on the proposals map, is allocated as a Sustainable Urban Extension. It will make a significant contribution to the future population growth of Grantham through the provision of an attractive new residential neighbourhood. Development proposals should ensure that:

- The design and layout responds to the following issues, as identified in the Grantham Townscape Assessment:
  - Strategic views into and from the site
  - Encroachment of development along ridgelines
  - The use of colour and materials palettes to reinforce local identity
  - The integration of the built edge of development with the landscape fringe
- A diverse range of residential tenures and types are provided throughout.
- The Pennine Way Link Road, and rail bridge, is delivered in full between Barrowby Road and Pennine Way.
- Safe, direct and convenient pedestrian and cycle routes across the Pennine Way are provided, and strong links are forged with the town centre, Great Gonerby and Barrowby Gate.
- Development integrates well with surrounding neighbourhoods and the town centre and provides walking and cycling links with them, with the varied topography and its impact on both views into and out of the site is taken into account.
- A high standard of sustainable design and construction is provided in all residential, commercial and community buildings.
- On site renewable energy technology should be included wherever possible.
- Provision is made for an integrated public transport network including bus stops at key points within the site.
- A neighbourhood centre together with facilities to serve the new community delivered on site including a new primary school, community centre, health centre, retail facilities, sports pitches and open space.

This policy contributes towards achieving objectives 1, 2, 7, 8, 9 and 10

### 3.6.2 Southern Quadrant

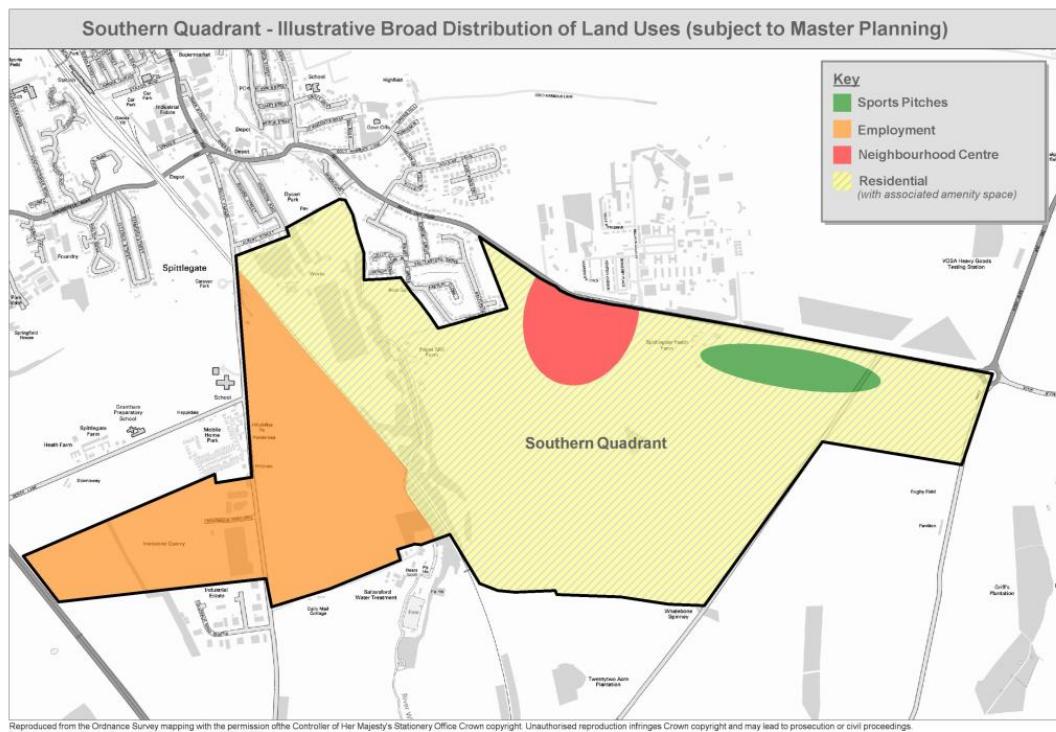
**3.6.2.1** The Southern Quadrant (SQ) was included as a strategic allocation in the Core Strategy as a Sustainable Urban Extension site under Policy H2B. It is anticipated that it will be able to deliver around 4,000 dwellings, together with employment development, community facilities and the east west relief road connecting the A52 and the A1.

**3.6.2.2** To the west of the Southern Quadrant site, a full planning consent has been granted for a major industrial/commercial development between the B1174 and the A1. This proposes to deliver an all movements junction with the A1 which will link into the B1174 and form phase 1 of the east-west relief road.

**3.6.2.3** The Council is working with the landowners on the preparation of a master plan for the entire SQ which will help to deliver a comprehensive scheme for the creation of a sustainable new neighbourhood.

**3.6.2.4** Policy SQ1 builds upon policy H2B outlined in the Core Strategy, and will help guide the development of the master plan supplementary planning document.

**3.6.2.5** Figure 13 gives an indication of the possible distribution of some of the land uses in the Southern Quadrant. Clarification and further detail will be delivered in the master plan for the area.



### 3 Spatial Policies

Figure 13: Southern Quadrant

#### Policy SQ1: Developing Sustainable New Neighbourhoods (South)

The Southern Quadrant, as identified on the proposals map, is allocated as a Sustainable Urban Extension. It will create a significant new community to the south of Grantham which will contribute to the growth of the town, provides new employment opportunities for residents and attracts new businesses. Development proposals should ensure that:

- The design and layout responds to the following issues, as identified in the Grantham Townscape Assessment:
  - Strategic views into and from the site
  - Encroachment of development along ridgelines
  - The use of colour and materials palettes to reinforce local identity
  - The integration of the built edge of development with the landscape fringe.
- An appropriate mix of residential tenures and types are provided throughout, including affordable housing.
- The River Witham is protected and enhanced including the population of white clawed crayfish together with other significant biodiversity values and natural landscape features within and surrounding the site.
- A high standard of sustainable design and construction is provided in all residential, commercial and community buildings.
- Renewable energy generation is delivered on site wherever possible.
- Impacts upon the ecosystem are minimised with existing trees, hedgerows and wildlife habitat retained wherever possible.
- The East-West Relief Road is delivered in full between The A1 and the A52.
- A shift away from the private car to the use of public transport, walking and cycling is promoted.
- Provision is made for an integrated public transport network including bus stops at key points within the site.
- Safe, direct walking and cycling routes are provided throughout a network of green infrastructure routes leading to key destinations within the site (such as the River Witham and employment areas), surrounding areas and the town centre.
- Residential streets adhere to the principles of good design assigning higher priority to pedestrians and cyclists in line with the Department for Transport's Manual for Streets (2007) as supplemented by Manual for Streets 2.

- **A neighbourhood centre together with facilities to serve the new community delivered on site including new Primary and Secondary schools, Community centre, Health Centre, retail facilities, sports pitches and play areas.**
- **Employment opportunities are provided on site to encourage sustainable travel to work patterns.**

**This policy contributes towards achieving objectives 1, 2, 3, 7, 8, 10 and 11**

### 3 Spatial Policies

#### 3.7 Employment Allocations

**3.7.1** A key requirement of the Area Action Plan is to provide for appropriate sustainable employment opportunities for the residents of Grantham and to support the growth of local businesses and attract investment. This will help to realise the role of Grantham as a growth point and sub-regional centre.

**3.7.2** This will be achieved through protecting existing employment sites and allocating new employment land at sustainable locations that offers a choice and range for different types of employment – offices, light industry, manufacturing, storage and distribution and the service sector. The Council's Employment Land Capacity Study (Nathaniel Lichfield and Partners, 2010) revealed that there was a lack of modern, high quality office accommodation and suitable distribution sites and that a number of general industrial estates are currently coming to the end of their useful economic life. There is the need, therefore, for Grantham to increase its supply of attractive modern office and business premises; in particular the need for a high quality business park with good access to the strategic highway network to provide and attract new employment opportunities and higher paid jobs to boost the local economy. Future delivery of employment opportunities in Grantham will be provided by the allocated sites identified in Policy EM2. This will be delivered in phases to ensure a continuous supply of employment land through out the plan period up to 2026. To ensure that there is no over supply of a type of employment use in Grantham, consideration has been given to existing employment sites or the potential allocation of future employment land outside of the GAAP boundary, such as at Gonerby Moor, which may have an impact on the type, choice and supply of employment land. .

**3.7.3** For a number of years, the District has experienced an annual net loss of 5.4ha of employment land, predominantly to residential uses. In Grantham this has included the redevelopment of the former BMARCO site (8.87 ha), former John Lees Sacks (2.50 ha) and part of Earlesfield Industrial Estate (1.17ha). If Grantham is to maintain its role as a growth point and aspire to provide job opportunities for the growing population then existing employment sites of high quality should be protected.

**3.7.4** Policy E1 of the adopted Core Strategy recognises the valuable role of locally important existing employment areas and establishes that they will be identified within the Grantham Area Action Plan. Policy E1 also requires this plan to establish policy criteria to protect such areas from redevelopment to other non-employment generating uses. Within the identified areas the Council will not, as a general principle, support development for non-employment uses.

**3.7.5** The identification of Locally Important Existing Employment Sites has arisen through joint work with the Council's Economic Development team. Sites which satisfy one or more of the following broad key criteria were identified for protection and future enhancement:

- a) Located within the GAAP boundary

- b) Proximity or access to local services by buses or within easy reach by foot and cycle
- c) Suitable for employment uses
- d) Well located in terms of highway network
- e) Has scope to be redeveloped, improved and extended to meet future needs
- f) Site/use provides employment opportunities for local residents
- g) Has the ability to meet the needs of multiple businesses in one area, allowing for business networks to be established
- h) Site provides a range of land and premises suitable for different sizes and uses of businesses.

### **Policy EM1: Existing Employment Areas**

**Proposals for development, re-use and/or redevelopment of land or premises within the existing employment areas listed below for employment generating uses will be supported.**

**Proposals for non-employment uses on these sites will only be considered acceptable if it clearly demonstrated that an alternative use:**

- **Will not have an adverse impact on the primary employment uses(s) in the locality**
- **Will not reduce the overall supply and quality of employment land and premises within the locality**
- **Will deliver economic regeneration benefits to the site and/or area**
- **Will resolve existing conflicts between land uses**

**Proposals for retail and town centre uses on these sites will also be subject to the requirements of Policy E2 of the Core Strategy and Area Action Plan Policies RT1 and TOC1.**

### 3 Spatial Policies

Site ref.	Site/Area	Why is it important	Area (ha)	Criteria met
EEP1	Land at Earlesfield Along Venture Way	Sited within mixed industrial area with good highway link. Access to the site is good and will provide employment opportunity to local residents.	11.24	a, b, c, d, e, f
EEP2	Land at Earlesfield Along Swingbridge Road	Land is sited within employment setting. Close to industrial estate and hotel with good connection to the A1 and will provide employment to local residents.	12.78	a, b, c, f
EEP3	Land at Alma Park Off Isaac Newton Way	Site within industrial setting. The current use is compatible with the immediate uses and provides employment opportunities to local people.	33.55	a, c, f, g
EEP4	Land at the Junction of Dysart Road and Kempton Way	Located on a good transport links and close proximity to the town centre. Good access to local services	1.33	a, b,c
EEP5	Land Adjacent Padleys, Gonerby Road	Sited within employment area. There is scope for intensification and is suitable for employment use.	7.68	a, e, f
EEP6	Auto Rental Car Wash, Harlaxton Road	Close proximity to the town centre and is suitable for employment use	0.46	a, c

<b>EEP7</b>	<b>London Road Industrial Estate, SpringGarden</b>	<b>The site is strategically linked to the town centre and has excellent access links and provides employment opportunities to local residents and will form part of growth point project.</b>	<b>2.82</b>	<b>a, b, f</b>
<b>EEP8</b>	<b>Land North of Dysart Road</b>	<b>Has good access to local services e.g buses and easy reach by foot. It will form an integral part of the Canal Basin. It is strategically linked to the town centre.</b>	<b>10</b>	<b>a,b, c</b>
<b>EEP9</b>	<b>Factory at North end of Trent Road</b>	<b>Fit within industrial setting and is compatible with surrounding uses and has Access to the A1. Suitable for employment use.</b>	<b>1.99</b>	<b>b, a, c</b>
<b>EEP10</b>	<b>Anglia Recycling, Springfield Road</b>	<b>Suitable for employment use and fit within the surrounding area and has the scope to be improved and redeveloped.</b>	<b>0.86</b>	<b>c, e, a</b>
<b>EEP11</b>	<b>Cinema and Car Park, St. Catherine's Road</b>	<b>Contiguous site for the Council and the Primary Care Trust and is strategically important to the town. Is easily accessible by foot and public transport.</b>	<b>0.42</b>	<b>a , b, e</b>
<b>EEP12</b>	<b>Former School Launder Terrace</b>	<b>Strategically important to Grantham Growth initiative.</b>	<b>0.36</b>	<b>a, c</b>

### 3 Spatial Policies

	<b>Inner Street</b>	<b>Proximity and easy access to local services by buses, foot and cycle. Suitable for employment uses and has scope to redeveloped, improved and extended to meet future needs. Provides employment opportunities for local residents.</b>	<b>2.4</b>	<b>a, b, c, e, f</b>
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**This policy contributes towards achieving Objectives 3, 4, 7 and 8**

**3.7.6** Selection criteria as specified above were used to assess all the existing employment sites for inclusion in Policy EM1. However, some of the sites failed to meet the selection criteria for protection against loss to other uses.

**3.7.7** The Council's Core Strategy Policies (SP1, E1 and E2) gave a strategic policy framework for selecting existing employment sites for protection. Existing employment allocations in the Local Plan (1995) and those that were put forward through the Council's Housing and Economic DPD (2006) were also considered for protection.

#### **Policy EM 2: New Employment Allocations**

**New employment allocations are needed to provide job opportunities for residents in Grantham and to support the growth aspirations for the town. To achieve this objective, at least 90 hectares of new employment land is provided for through the allocation of sites listed below, and as defined on the proposals map, to provide for offices, storage and distribution centre, industry and manufacturing uses. The range of uses will allow for diversification of employment opportunities within Grantham which will increase the skills base and retain employees within the town.**

**Proposals for employment development for the B use classes specified will be supported. Sites allocated for employment use will be protected against future loss to alternative uses. The employment sites identified in the table below are gross figures thus including all ancillary works.**

**A reserve site for B1, B2 and B8 uses has been identified and will be brought forward for development toward the end of the plan period, if required under the "plan, monitor, manage" approach. The reserve site will serve as an additional site outside the employment target set for the Grantham Area Action Plan.**

Site Ref.	Site Location	Area (ha)	Proposed Use
<b>Phase 1 - 2011-2016</b>			
EM2 (a)	Land South of Barrowby Road and East of A1	26.33	B1-Business
EM2 (b)	Land at Tollemache Road (east of the A1, South of Gorse Lane, West of Spittlegate)	39	B8 B8-Storage & Distribution
EM2 (c)	Level The Station Approach site (part allocated for employment use).	1.8	B1(a) Office B1(c) Light industry
EM2 (d) (phase 1)	Southern Quadrant (part allocated for employment use)	18	B1, B2, B8
<b>Phase 2 - 2016-2021</b>			
EM2 (d) (phase 2)	Southern Quadrant (part allocated for employment use)	7	B1, B2, B8

### 3 Spatial Policies

Site Ref.	Site Location	Area (ha)	Proposed Use
<b>Phase 3-2021-2026</b>			
EM2 (e)	Canal Basin Site (part allocated for employment use)	3.34	B1(a)
EM2 (f)	Land at Spittlegate Level, South of Gorse Lane Between A1 and B1174 Old Great North Road	15.78	Reserved for B1, B2 and B8. This site will only be released when required and will not count toward employment target for Grantham.
<p><b>* B1-Business, B1(a)-Office, B2-General Industry, B8-Storage or Distribution</b></p>			

**This policy contributes towards achieving Objectives 3, 4, 7 and 8**

### 3.8 Historic Environment and Townscape

**3.8.1** The historic environment is a rich and diverse part of our cultural heritage which provides a sense of place and contributes to our cultural and socio-economic life style.

**3.8.2** PPS5 (Planning for the Historic Environment) provides a policy framework to protect and conserve historic assets and the historic environment. It recognises that historic assets are a non-renewable resource which needs protection against unsustainable use. Policy EN1 of the Core Strategy stresses the need for development to be appropriate to the character and significant historic and cultural attributes.

**3.8.3** The historic environment links people to their past and contributes to their sense of local and community identity. People care about their past history and want to conserve those elements of the historic environment that holds their heritage value. Once they are lost, they cannot be replaced.

**3.8.4** Grantham has a rich architectural and cultural heritage dating back to the early Saxon period. In the medieval period it was an important regional trading centre for wool and agricultural produce. St Wulfram's Church formed the nucleus of the

medieval town and the historic street pattern which emerged around it comprising of Swinegate, Castlegate, Westgate, Market Place and Watergate, is a distinctive feature of the town and remains largely intact. The modern town centre owes much of its architectural character to the 18<sup>th</sup> and 19<sup>th</sup> centuries and is a historic legacy of the wealth generated by the coaching trade on the Great North Road.

**3.8.5** The town centre was designated a conservation area in 1970. It comprises of four distinct character areas with their own attributes. These include:

- The medieval town centre which consists of a group of 14<sup>th</sup>-19<sup>th</sup> century limestone buildings clustered around St Wulfram's Church. It is the oldest part of the town with a high concentration of Grade I, II\* and II listed buildings and is therefore a highly significant area which is sensitive to any change or alteration. It comprises of the northern section of Castlegate, Church Street, Swinegate and Bluegate.
- The predominantly 18<sup>th</sup> century commercial centre, the focal point of which is the medieval Market Place. It comprises of the two principal retail streets of High Street and Westgate, together with Watergate, Vine Street, the southern end of Castlegate and Finkin Street and other smaller subsidiary streets. Buildings date from the 14<sup>th</sup>-20<sup>th</sup> centuries with a high concentration of listed buildings.
- The 19<sup>th</sup> century civic centre situated on St Peters Hill which is characterised by a formal layout dominated by the ornate Guildhall and the open green in the foreground.
- A mixture of terraced and semi detached housing on the northern periphery of the town centre which comprises of North Parade, Brown Street, Brook Street, Manthorpe Road, Gladstone Terrace, Albion Road, Chambers Street and Welby Gardens.

**3.8.6** The Townscape Character Assessment undertaken for the town (Forum Heritage Services et al, 2011) has divided the town into a number of distinct character areas: geographically specific parts of the town with their own individual character. Sixteen townscape character areas, predominately characterised by built form (houses, shops, factories, warehouses and other community uses), and a landscape dominated character area on the edges of the town have been identified. For each character area the Townscape Character Assessment has identified what the key issues may be when considering development within or adjacent to the character area and the opportunities for improvement through management of existing assets or redevelopment of sites.

**3.8.7** The Grade I listed Belton House and its Grade I registered historic park and garden are heritage assets of international importance. Protecting and enhancing the character of Belton House and Park and their setting is a key objective for the District Council. In recognition of this objective the District Council, jointly with the National Trust, commissioned the Belton House and Park Setting Study to define the extent of the setting of these heritage assets and inform policy formulation and decision making development proposals within the defined area. The Belton House and Park Setting Study will be a material consideration when assessing what impact

### 3 Spatial Policies

of development proposals that fall within the defined extent of the setting of Belton House and Park and within the area covered by the Grantham Area Action Plan will have on the internationally significant heritage assets.

**3.8.8** Bringing forward new development that respects the built heritage of the town and enhances the appearance and character of the area can present both challenges and opportunities. The Council will seek to ensure that new developments respond positively, and are successfully integrated with, the town's historic environment.

#### Policy HE1: Townscape Character

**The setting, historic fabric and cultural heritage of Grantham and its surrounding area are what give the settlement its distinctiveness and sense of place.**

**The preservation and enhancement of both designated and undesignated heritage assets and their setting is, therefore, vitally important in creating a quality environment for the benefit of existing and future residents, investors and visitors.**

**The Council will manage the historic environment positively through the use of its statutory powers, management plans and supplementary planning guidance informed by Conservation Area Appraisals and the Grantham Townscape Character Assessment in order to ensure that the historic identity of the town is preserved and enhanced.**

**This Policy contributes to achieving Objective 9**

#### Policy HE2: Development affecting Heritage Assets of Local Interest

**In consultation with the local community, a list of heritage assets of Local Interest in accordance with Planning Policy Statement PPS5 and guidance published by English Heritage will be compiled.**

**Development proposals should seek to retain and re-use heritage assets that although not statutorily listed are nonetheless of Local Interest for their contribution to local identity and distinctiveness, a sense of history, place and belonging. Proposals involving the demolition/removal of non-designated heritage assets will only be favourably considered if it can**

**be demonstrated that their demolition/removal would produce substantial benefits for the community in accordance with national and local planning policies.**

**In cases where it is accepted that demolition/removal would be of benefit to the community, an appropriate level of archaeological recording should be undertaken prior to demolition/removal.**

**This Policy contributes to achieving Objective 9**

#### **Policy HE3: The setting of St Wulfram's Church**

**The views of St Wulfram's Church are one of the town defining characteristics of Grantham. St. Wulfram's Church is prominent in both short and long views and the key strategic views identified in the Grantham Townscape Assessment will be safeguarded from development within and without the town that would have a detrimental impact on these views.**

**This Policy contributes to achieving Objective 9**

#### **Policy HE4: 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, the extent of which is defined in the adopted Belton House and Park Setting Study, 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 take account of the setting of Belton and that any adverse impacts have been removed and/or mitigated.**

**This Policy contributes to achieving Objective 9**

### 3 Spatial Policies

#### Policy HE5: Public Realm

**The impressions created by a place are to a large degree formed by the buildings and spaces that make up the public realm. A good quality public realm can encourage visitors and businesses to invest in an area. As part of the future challenges for Grantham it is important that the public realm is respected and, where traditional examples survive, these are retained.**

**Where opportunities arises, the public realm will be enhanced in accordance with the recommendations contained in the Grantham Townscape Assessment, in order to create an attractive environment in which to reside, visit and invest. This will engender a sense of pride amongst existing and future residents such that the environment will be cherished and cared for, helping to reinforce a sense of community and interest in the history in the area.**

**There will be an integrated approach to public realm proposals through the co-ordination of relevant local authority strategies and functions and encouraging coordination of the activities of statutory undertakers and other agencies whose functions affect the public realm.**

**This Policy contributes to achieving Objective 9**

## 4 Monitoring and Implementation

### 4.1 Monitoring Framework

**4.1.1** The GAAP will deliver some of the Core Strategy policies and objectives. Therefore where applicable the monitoring framework included in the Core Strategy (Appendix B) is used to monitor the effectiveness of the Plan in delivering its objectives. In addition a series of additional indicators and targets have been derived to monitor performance of the GAAP.

**4.1.2** Monitoring will be undertaken on an annual basis, with the results being published at the end of each calendar year in an Annual Monitoring Report.

**4.1.3** The monitoring framework for the GAAP is set out in Appendix 2.

### 4.2 Implementation

**4.2.1** The Council is committed to delivering the growth agenda and regeneration of Grantham town. In doing so it will seek to engage with, and work in partnership with the public, private and voluntary sector organisations in delivering new development and attracting new investment into Grantham.

**4.2.2** Chapter 7 of the Core Strategy details the delivery of necessary infrastructure to support the spatial strategy and level of growth envisaged during the plan period. This includes an Infrastructure Delivery Schedule which identifies further details of the critical infrastructure requirements which include education, health, water resources, sewage treatment works and highways.

**4.2.3** This has been updated where more information is available (see Appendix 3). It sets out a detailed delivery plan of the key infrastructure necessary to serve the new development proposed during the GAAP plan period.

## Appendix 1: Schedule of Local Plan Policies to be Replaced

### Appendix 1: Schedule of Local Plan Policies to be Replaced

The following table sets out those saved policies in the South Kesteven Local Plan that are superseded by policies in the Grantham Area Action Plan. In the remainder of the District they will be superseded by policies to be included in the Site Allocation and Policies DPD.

Local Plan Policy	Grantham Area Action Plan Policy
H1 Housing Allocation - Grantham	HS1 New Housing Development and NWQ1 Developing Sustainable New Neighbourhoods (North) and SQ1 Developing Sustainable New Neighbourhoods (South)
H12 Restriction on Change of Use of Residential Properties	No Replacement
E1 Employment Allocation - Grantham	EM1 Existing Employment Areas and EM2 New Employment Allocation
S1 Existing Town Centre Shopping Areas	RT1 Improving Town Centre Retail Offer and TOC1 Town Centre Uses
S2 New Shopping Development in and Around Town Centres	TOC1 Town Centre Uses and RT1 Improving Town Centre Retail Offer
S3 Non-Retail Uses in Primary Town Centre Shopping Streets	TOC1 Town Centre Uses

REC1 Protection of Existing Recreational Open Space	OSS2 Protection of Existing Open Space, Sports and Recreational Facilities and AT1 Allotment Provision
REC3 Public Open Space and New Housing Development	OSS1 Open Space Provision
REC4 Playing Fields Provision in new Residential Development of more than 100 dwellings or 4 Hectares	OSS1 Open Space Provision
REC5 Play Space provision in new Residential Developments of more than 50 dwellings or 2 Hectares	OSS1 Open Space Provision
REC7 Allotments	AT1 Allotment Provision
REC9 The Grantham Canal	CB1 Canal Basin
REC10 Indoor Leisure Facilities	No Replacement
REC11 Touring Caravan and Camping Sites	No Replacement
T2 Existing Town Centre Car Parks	No Replacement

## Appendix 2: Monitoring Framework

### Appendix 2: Monitoring Framework

POLICY	IMPLEMENTATION	RESPONSIBLE AGENCIES	INDICATOR	ASSOCIATED TARGETS
<b>MOV1:</b> Movement	GAAP	SKDC LCC Developers Public Transport Operators Network Rail	<p>Length of dedicated walking and cycling routes (LO)</p> <p>Supply of new movement infrastructure in phase with new development (LO)</p>	<p>Increase in length of dedicated walking and cycling routes over plan period</p> <p>All new movement and transport infrastructure required to be delivered in conjunction with the development to be secured through Section 106 Agreements or CIL</p>
			<p>Number of bus journeys per annum (LO)</p>	<p>% increase in number of journeys per annum year on year</p>
<b>GI1:</b> Green Infrastructure Provision	GAAP	SKDC Developers Landowners	<p>Percentage of development permitted that includes green infrastructure provision</p> <p>Changes in areas of biodiversity importance</p> <p>Length/area of dedicated green infrastructure networks</p>	<p>Net increase in GI provision over the plan period</p> <p>Net increase in habitats over the plan period</p> <p>Increase in length/area of dedicated green infrastructure networks over plan period</p>

POLICY	IMPLEMENTATION	RESPONSIBLE AGENCIES	INDICATOR	ASSOCIATED TARGETS
<b>RT1: Improving Town Centre Retail Offer</b>	GAAAP	SKDC Developers Landowners	New floor space completed within the town centre boundary (CO)	Provision of convenience and comparison floor space in accordance with Retail Needs Study
			Pedestrian footfall in Grantham town centre (LO)	Increase in footfall year on year
			Vacancy rates in Grantham town centre (LO)	Maintain at 5 %
<b>TOC1: Town Centre Uses</b>	GAAAP	SKDC Developers Landowners	Total amount of floor space for 'town centre uses' (CO)	Provision of convenience and comparison floor space in accordance with Retail Needs Study
			Number of additional homes provided on upper floors within the Town Centre	Net increase in additional homes provided on upper floors
			Total amount of additional employment floor space – by type within the Town Centre	Net increase in amount of employment floor space per annum

## Appendix 2: Monitoring Framework

POLICY	IMPLEMENTATION	RESPONSIBLE AGENCIES	INDICATOR	ASSOCIATED TARGETS
<b>SA1:</b> Station Approach	GAAP	SKDC Developers Landowners	Amount of additional office development completed on identified regeneration site	Net increase in additional office floor space per annum
<b>WP1:</b> Wharf Place	GAAP	SKDC Developers Landowners	Amount of additional retail floor space completed on identified regeneration site	Net increase in additional retail floor space per annum

POLICY	IMPLEMENTATION	RESPONSIBLE AGENCIES	INDICATOR	ASSOCIATED TARGETS
<b>CB1:</b> Canal Basin	GAAP	SKDC Developers Landowners	Amount of additional land uses completed within the regeneration site	Net increase in additional land uses over plan period
<b>OSS1:</b> Open Space Provision	GAAP	SKDC Landowners Private Developers	Amount of public open space (CO)	Net increase in public open space provision over plan period
<b>OSS2:</b> Protecting Open Spaces, Sports & Recreational Facilities	GAAP	SKDC Landowners Private Developers	Amount of public open space (CO)	Net increase in public open space provision over plan period
<b>AT1:</b> Allotment Provision	GAAP	SKDC Landowners Private Developers	Allotment land lost to alternative use	No net loss of allotment land per annum
<b>HS1:</b> New Housing Development	GAAP	SKDC Private house builders Developers Landowners	Net additional housing completions (CO) Proportion of housing completions on qualifying sites that is affordable (LO)	419 dwellings per annum 21% of total housing completions per annum to be affordable

## Appendix 2: Monitoring Framework

POLICY	IMPLEMENTATION	RESPONSIBLE AGENCIES	INDICATOR	ASSOCIATED TARGETS
<b>HS2: Housing Allocated Sites</b>	GAAP	SKDC Private house builders Developers Landowners	Net additional housing completions (CO)	Completions per annum in accordance with housing trajectory
			Supply of ready to develop housing sites	At least 100%
<b>NWQ1:</b> Developing Sustainable New Neighbourhoods (North)	GAAP	SKDC Private house builders Developers Landowners	Net additional housing completions	Completions per annum in accordance with housing trajectory
			Adoption of SPD	Adoption of SPD by 2012
<b>SQ1:</b> Developing Sustainable New Neighbourhoods (South)	GAAP	SKDC Private house builders Developers Landowners	Net additional housing completions	Completions per annum in accordance with housing trajectory
			Adoption of SPD	Adoption of SPD by 2012
<b>EM1:</b> Existing Employment Areas	GAAP	SKDC Developers LCC Landowners	Employment land lost to non-employment uses (LO)	No net loss of employment land per annum
<b>EM2:</b> New Employment Allocations	GAAP	SKDC Developers LCC Landowners	Amount of additional employment floor space completed (CO)	Net increase in amount of employment floorspace per annum

POLICY	IMPLEMENTATION	RESPONSIBLE AGENCIES	INDICATOR	ASSOCIATED TARGETS
			Number and type of employment schemes permitted in the study area (LO)	Increase range and number of schemes over plan period
<b>HE1: Townscape Character</b>	GAAP	SKDC Landowners Developers	Number of buildings in Grantham on the Buildings at Risk Register	Net reduction in number of buildings over plan period
<b>HE2: Development affecting Heritage Assets of Local Interest</b>	GAAP	SKDC Landowners Private Developers	Prepare a local list of developments affecting heritage assets of local interest.	Adoption of the list
<b>HE3: The Setting of Saint Wulfram's Church</b>	GAAP	SKDC Landowners Developers	Number of applications granted contrary to policies on the impact on the setting of St. Wulfram's Church	No planning permissions granted contrary to advice.
<b>HE4: Protecting and enhancing the setting of Belton House and Park</b>	GAAP	SKDC Landowners Developers	Number of applications granted contrary to the Belton House and Park Setting Study	No planning permissions granted contrary to advice.
<b>HE5: Public Realm</b>	GAAP	SKDC Landowners Developers	Number of public realm schemes permitted in the study area	Increase in the number of public realm schemes over the plan period.

## Appendix 2: Monitoring Framework

Key	
CO	Annual Monitoring Report Core Output Indicator
LO	Annual Monitoring Report Local Output Indicator
SKDC	South Kesteven District Council
CIL	Community Infrastructure Levy
GAAP	Grantham Area Action Plan
LCC	Lincolnshire County Council

### Appendix 3: Delivery Plan

AREA	INFRASTRUCTURE DESCRIPTION	DETAIL COST & ESTIMATE	PHASING	POTENTIAL FUNDING SOURCES	DELIVERY AGENCY & PARTNERS	RISK AND CONTINGENCY
<b>HIGHWAYS</b>						
Southern Quadrant	Highways Scheme (East-West Relief Road)	Construction of new road and viaducts Cost estimate £31-33M depending on route taken.	Detailed design has been completed. Construction will take between 3-6 years.	Developer Contributions, LCC, Other Public Sector funding.	Landowners/ Developers, HALCC, SKDC, Network Rail	Requires agreement from Network Rail. Delivery mechanism anticipated to be based on Bedford By-pass model. Under this model responsibility would be shared between the highway authority and developer

## Appendix 3: Delivery Plan

AREA	INFRASTRUCTURE DESCRIPTION	DETAIL COST & ESTIMATE	PHASING	POTENTIAL FUNDING SOURCES	DELIVERY AGENCY & PARTNERS	RISK AND CONTINGENCY
Northwest Quadrant	Highways Scheme (Pennine Way Link)	Construction of new bridge over rail line and junction improvements to Barrowby Road and Gonerby Hill.	Bridge to be delivered before certification of 751 <sup>st</sup>	Developer Contributions	Landowner/Developer, LCC, Network Rail	Requires agreement from Network Rail. Risk is low since the cost of

AREA	INFRASTRUCTURE DESCRIPTION	DETAIL COST & ESTIMATE	PHASING	POTENTIAL FUNDING SOURCES	DELIVERY AGENCY & PARTNERS	RISK AND CONTINGENCY
		Cost: estimate: £4.1M (bridge only)	dwelling on site (Section 106 term)		developer and Network Rail “ransom” are factored into the site viability calculations which form part of the approved planning permission. Delivery relies on developer building more than 750 dwelling within their planning consent of 1800 dwelling.	

## Appendix 3: Delivery Plan

AREA	INFRASTRUCTURE DESCRIPTION	DETAIL COST & ESTIMATE	PHASING	POTENTIAL FUNDING SOURCES	DELIVERY AGENCY & PARTNERS	RISK AND CONTINGENCY
Employment Land South of Barrowby Road and East of A1	New Roundabout Junction at A1 (southbound)/A52 Junction	To Be Confirmed	Developer Contributions	Landowners, Developers, HA, LCC	Landowners, Developers, HA, LCC	There is risk that developer funding not available. There will be the need to seek alternative funding.
Housing Allocated Site Land North of Peachwood Close	New Highway Access and potential for footpath/cycle path links adjacent to the railway line	To Be Confirmed	A Transport Assessment will determine the detail of the access option to be selected, design and delivery framework.	Developer Contributions	Landowners/ Developers, LCC	Requires agreement from the Highways Authority and Network Rail

AREA	INFRASTRUCTURE DESCRIPTION	DETAIL COST & ESTIMATE	PHASING	POTENTIAL FUNDING SOURCES	DELIVERY AGENCY & PARTNERS	RISK AND CONTINGENCY
Housing Allocated Site	New Highway Access in the form of a T-Junction and if necessary the inclusion of a right-turn lane Land North of Dysart Road	To Be Confirmed	A Transport Assessment will determine the detail of the access option to be selected, design and delivery framework.	Developer Contributions	Landowners/ Developers, LCC	The risk factor is low since the developer is aware of potential costs and development implications. Further information will be provided on completion of Transport Assessment.

## Appendix 3: Delivery Plan

AREA	INFRASTRUCTURE DESCRIPTION	DETAIL COST & ESTIMATE	PHASING	POTENTIAL FUNDING SOURCES	DELIVERY AGENCY & PARTNERS	RISK AND CONTINGENCY
Southern Quadrant	GP Services	6 GP facility Cost estimate: approx.£1.14 M (construction cost only)	To be confirmed through the master plan process.	PCT, Developer contribution	Landowner/ Developer and PCT	If no provision is made will increase pressure on existing GP services. There is risk that developer funding not available. There will be the need to seek alternative funding.

AREA	INFRASTRUCTURE DESCRIPTION	DETAIL COST & ESTIMATE	PHASING	POTENTIAL FUNDING SOURCES	DELIVERY AGENCY & PARTNERS	RISK AND CONTINGENCY
Northwest Quadrant	GP Services	4GP facility Cost estimate: £1.1M (construction costs only)	Land reserved until certification of 1,500 <sup>th</sup> dwelling (Section 106 term)	PCT, Developer contribution	PCT, Landowner/Developer	Current contribution secured through Poplar Farm s106 does not provide full funding. Additional funding is required or to be secured to bring forward GP surgery.
<b>WATER RESOURCES</b>						
Southern Quadrant	Water Supply	Provision of new pipeline between reservoir and development site Cost estimate: £3.6m	Three year procurement	Developer Requisition	Anglia Water Services Landowner/Developer	Work in Progress

## Appendix 3: Delivery Plan

AREA	INFRASTRUCTURE DESCRIPTION	DETAIL COST & ESTIMATE	PHASING	POTENTIAL FUNDING SOURCES	DELIVERY AGENCY & PARTNERS	RISK AND CONTINGENCY
<b>FOUL SEWERAGE NETWORKS (FSN) AND SEWAGE TREATMENT WORKS (STW)</b>						
NW Quadrant	Foul sewerage	Sewer network capacity upgrade from Barrowby Road Cost estimate: £1.9m for Poplar Farm first phase. Subsequent phases will require sewer improvement	Following completion of 250 units	Developer Requisition	AWS	The risk factor is low since the cost of developer requisition is included in the viability assessment. The first phase of Poplar Farm has included sewer improvement. This will form part of the current planning application. Subsequent

AREA	INFRASTRUCTURE DESCRIPTION	DETAIL COST & ESTIMATE	PHASING	POTENTIAL FUNDING SOURCES	DELIVERY AGENCY & PARTNERS	RISK AND CONTINGENCY
Southern Quadrant	Foul sewerage	Building of new STW to the south of Grantham (or upgrade of existing Marston STW Cost estimate: approx. £5m New sewerage network to connect to new STW Cost estimate: £0.8-£1.9m.	Developer Requisition AWS	AWS	Preferred solution will be confirmed by Water Cycle Study 2c or through technical data study. Anticipated confirmation of preferred solution by Summer 2011.	phases will include network improvements.

## Appendix 3: Delivery Plan

AREA	INFRASTRUCTURE DESCRIPTION	DETAIL COST & ESTIMATE	PHASING	POTENTIAL FUNDING SOURCES	DELIVERY AGENCY & PARTNERS	RISK AND CONTINGENCY
<b>ENERGY</b>						
All sites	Operational infrastructure	Depend on development and location	Across the plan period	Central Networks/ developer/ Landowner	Central Networks	No known constraints to deliver electricity infrastructure.
Southern Quadrant	Operational infrastructure	Upgrade of electrical and gas supply networks £5.3m- Electricity £620K – Improve Gas supplies	30 month Procurement Time: unconfirmed by British Gas	Developer Funded & Central Networks Landowner/ Developer	Central Networks	Pre-requisite to development. Risk level is low since the landowner is aware of cost and development implications
<b>EDUCATION</b>						
North West Quadrant	Primary School	New 3 Form Entry school Approx cost:8.7m	Site to be transferred to LCC prior to	Developer contributions, LCC,DCSF	LCC,SKDC, landowners, Developer	Provision of a 2 Form Entry school

AREA	INFRASTRUCTURE DESCRIPTION	DETAIL COST & ESTIMATE	PHASING	POTENTIAL FUNDING SOURCES	DELIVERY AGENCY & PARTNERS	RISK AND CONTINGENCY
Southern Quadrant	2 Primary School	New 2 Form Entry schools Cost estimate: £6m (each)	certification of 600 dwellings	catered for in Poplar Farm s106 with £4.8m secured towards construction costs of £6m. Funds will need to be sought from NWQ West toward extending school to 3FE from 2FE.	Developer contribution, LCC,DCSF process	LCC,SKDC, Landowner/ Developer Provision in the SQ will be included in the master plan.

## Appendix 3: Delivery Plan

AREA	INFRASTRUCTURE DESCRIPTION	DETAIL COST & ESTIMATE	PHASING	POTENTIAL FUNDING SOURCES	DELIVERY AGENCY & PARTNERS	RISK AND CONTINGENCY
Southern Quadrant	Secondary School	New Secondary School Cost estimate: Awaiting LCC information master plan	The master plan will confirm it	Developer contribution, LCC, DCSF	LCC, SKDC, Landowner/ Developer	If funding is not successful reliance will be on mobile or temporary classrooms or pupils will have to travel beyond Grantham to access school places.

## Appendix 4: Glossary

**A1 Shops** - Shops and certain other high street uses such as hairdressers, travel agents, sandwich bars and dry cleaners.

**A2 Financial/professional** - Uses providing financial and professional services to the public services such as banks, building societies, estate and employment agencies, solicitors and accountants.

**A3 Restaurants and cafés** - Uses where the sale of food and drink is for consumption on the premises.

**A4 Drinking establishments** - Premises such as public houses and wine bars - but not a night club.

**A5 Hot food takeaways** - Uses where the sale of hot food is for consumption off the premises.

**Adoption** - The point at which a planning document becomes official policy.

**Affordable Housing** - Housing which meets the present and future needs of households unable to secure adequate housing at prices determined by the market.

**Amenity** - A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.

**Annual Monitoring Report (AMR)** - Produced by the Council to provide an assessment of the progress made against targets and the performance of policies. The monitoring period is 1st April to 31st March.

**Area Action Plans (AAP)** - AAPs are used to provide the planning framework for areas where significant change or conservation is needed. A key feature of AAPs will be the focus on implementation. They will deliver the planned 'growth' areas and resolve conflicting objectives in the areas subject to the major development pressures.

**B1 Business** - Includes offices, research and development and light industry

**Biodiversity** - The whole variety of life on earth. It includes all species of plants and animals, their genetic variation and the ecosystems of which they are a part.

**Brownfield** - Land that has been previously developed (also known as previously developed land).

**Carbon Emissions** - Carbon Dioxide (CO<sub>2</sub>) that enters the atmosphere as a result of human activity, especially the burning of carbon-based fuels.

## Appendix 4: Glossary

**Conservation Areas** - Areas of special architectural and/or historic interest, the character or appearance of which it is desirable to preserve or enhance.

**Convenience shopping** - Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery.

**Core Strategy** - The Local Development Framework document which sets out the long term spatial vision for the local planning authority area, and the spatial objectives and strategic policies to deliver that vision. The Core Strategy will have the status of a Development Plan Document.

**D1 Non-residential institutions** - Uses such as clinics, health centres, crèches, day nurseries, day centres, schools, art galleries, museums, libraries, halls and places of worship.

**D2 Assembly and leisure** - Includes uses such as cinemas, music/concert halls, bingo, swimming baths, gyms and sports halls.

**Design Statement** - A statement to explain the design principles on which a development proposal is based.

**Developer contributions**-When development takes place there is a need for infrastructure and services to accompany it. Developer contributions are intended to ensure that developers make appropriate provision for any losses, or supply additional facilities and services, that are required to mitigate the impact of a development.

**Development brief** - A document providing detailed information to guide the uses, layout and design principles appropriate to the development of a particular, usually substantial, site.

**Development Plan Documents (DPD)** - A document that is the main consideration in deciding planning applications.

**East Coast Main Line (ECML)** - Is a 393 mile (632 km) long electrified high-speed railway link between London, Peterborough, Doncaster, Wakefield, Leeds, York, Darlington, Newcastle and Edinburgh. It is classed as a High Speed railway line because it meets the necessary speed criteria of 125 mph (200 km/h).

**Examination in Public** - DPDs are assessed at an examination, during which the Planning Inspector assesses the soundness of the document.

**Fauna** - The animal life of a particular time or region.

**Flora** - The plants of a particular region or time period.

**General Certificate of Secondary Education (GCSE)** - Is an academic qualification awarded in a specified subject, generally taken in a number of subjects by students aged 14 –16 in secondary education in England, Wales and Northern Ireland.

**Grantham Area Action Plan (GAAP)** - A Development Plan Document for Grantham used to provide a planning framework for areas of change or conservation.

**Grantham Growth Point Programme of Development** - Sets out a clear strategy for the town's growth and development over the next 10 years and beyond.

**Green Corridor** - This open space type includes towpaths along canals and riverbanks, cycleways, rights of way and disused railway lines. The primary purpose is to provide opportunities for walking, cycling and horse riding, whether for leisure purposes or travel, and also provide opportunities for wildlife migration.

**Green Infrastructure (GI)** - Highlights the importance of the natural environment in decisions about planning. GI is the network of green spaces and links that supports natural processes, and delivers ecosystem services and benefits integral to the health and quality of life for communities.

**Greenfield land** - Land (or a defined site) which has never been built on before, that has not been previously developed, and is therefore typically in a natural state.

**Growth Point Status** - Status awarded to a number of Local Planning Authorities (including South Kesteven District Council), which has resulted in Grantham receiving an allocation of funding towards various infrastructure projects, in exchange for agreeing to additional housing provision over requirements.

**Heavy Goods Vehicles (HGVs)** - Is the European Union term for goods motor vehicles (i.e. trucks / lorries) with a maximum allowed mass (MAM) or gross combination mass (GCM) of over 3,500 kilograms (7,716 lb).

**Housing Needs Study** - A study which assesses the future housing needs of the District, in terms of the size, type and affordability of dwellings.

**Infrastructure** - The basic services and facilities needed for the smooth running of a community.

**Listed Building** - Buildings of special architectural or historic interest. Permission is required before works that might affect their character or appearance can be undertaken. They are divided into Grades I, II\* and II, with I being of exceptional interest.

**Local Development Document (LDD)** - A document making up part of the planning strategy.

**Local Development Framework (LDF)** - The overall name for the folder or portfolio of Local Development Documents and the LDS and AMR, which together makes up the planning strategy for an authority.

**Local Distinctiveness** - Elements or features of a local area that make it distinct from other local areas.

## Appendix 4: Glossary

**Local Plan** - The plan produced under the former planning system by the District. The South Kesteven District Local Plan (and the Lincolnshire County Council Structure Plan) will be replaced by the RSS and LDF.

**Local Strategic Partnership (LSP)** - A partnership of service providers, the community, the voluntary sector and businesses that help to identify local priorities for action and devise strategies for delivery. One of its main tasks is to prepare and implement the Sustainable Community Strategy.

**Local Transport Plan (LTP)** - The transport strategy prepared by the local transport authority, i.e. Lincolnshire County Council. A five year plan setting out the strategy and priority for transport.

**Mixed-use development** - A combination of land uses such as residential, retail, leisure, office or other land uses within a development.

**Net floor space** - The sales floor space of a store, which is defined as the area where members of the public have access.

**Northwest Quadrant (NWQ)** - Is the Sustainable Urban Extension to the northwest of Grantham.

**Open Space** - In applying the policies in this guidance open space should be taken to mean all open space of public value in line with the latest National Guidance. Including: parks and gardens, natural and semi natural urban green spaces, green corridors and outdoor sports facilities, amenity green space, allotments etc.

**Permeability** - The extent to which the layout of urban forms enables people or vehicles to move in different directions.

**Planning and Compulsory Purchase Act 2004 (The Act)** - Puts in place the new statutory framework for preparing LDFs.

**Planning Obligation** - A legally binding agreement or obligation entered into by the local authority and a land developer over an issue related to a planning application, under Section 106 of the Town and Country Planning Act 1990.

**Planning Policy Guidance Notes (PPG)** - Guidance produced by the Government on planning matters (being replaced by PPSs)

**Planning Policy Statements (PPS)** - Statements of National Planning Policy issued by the Government (to replace PPGs)

**Population Density** - A measurement of the number of people in a given area.

**Preferred Options/Approach** - Document(s) produced as part of the preparation of Development Plan Documents, and issued for formal public participation. The general preferred approach is presented.

**Primary Shopping Area** - The hub of the town centre where A1 uses predominate.

**Proposals Map** - A map on an Ordnance Survey base, which shows the sites and locations to which policies apply, it is site and location specific. The Proposals Map will be revised each time a new DPD is prepared which has site specific policies or proposals, and will always reflect the up-to date planning strategy for the area.

**Public Realm** - Areas of the town centre and regeneration sites such as streets, squares and open space, which are available for everyone to use

**Regulations** - Town and Country Planning (Local Development) (England) Regulations 2004 as amended by the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008.

**Renewable Energy** - Energy supplies that are produced from elements which can be renewed i.e. used over and over again. The use of renewable energy helps to reduce carbon emissions. Examples include solar energy and wind power.

**Saved policies** - Policies principally contained in the Local Plan: which continue to be used in the determination of planning applications pending their replacement by policies in the Local Development Framework.

**Scheduled Ancient Monuments (SAMs)** - Ancient structure, usually unoccupied, above or below the ground, which is preserved by order of the secretary of state. Works affecting an ancient monument must be approved by the Secretary of State.

**Section 106 Agreement** - Derived from Section 106 of the Town and Country Planning Act 1990. A voluntary agreement between the local planning authority and any other body with an interest in land in their area. Its purpose is to restrict or regulate the use of land, or to make other such arrangements (such as financial contributions) as the Local Authority considers it necessary.

**Section 278 Agreement** - Derived from section 278 of the Highways Act 1980, as amended by section 23 of the New Roads and Street Works Act 1991. Section 278 agreements are legal agreements between a planning authority and a developer, under which the developer pays for required works on the existing adopted highway to be carried out. Examples of such works could be the construction of safety related works, such as traffic calming or improved facilities for pedestrians and cyclists.

**Site Specific Allocations and Policies document** - Allocations of sites for specific or mixed uses or development, to be contained in the Site Allocations DPD, which will come forward during the lifetime of the Local Development Framework. Policies will identify any specific requirements for individual proposals. The sites will be shown on the Proposals Map.

**Southern Quadrant (SQ)** - Is included as a strategic allocation in the Core Strategy as a Sustainable Urban Extension site to the South of Grantham town centre.

## Appendix 4: Glossary

**Spatial Planning** - The bringing together and integration of policies for the development and use of land, with other policies and programmes that influence the nature of places and how they function.

**Spatial Strategy** - A strategy for the future development of South Kesteven District, also illustrated on a plan, which identifies broad locations for various forms of development, key principles, and strategic level policies governing development and land use.

**Statement of Community Involvement (SCI)** - Document setting out how and when stakeholders and other interested parties will be consulted and involved in the preparation of the LDF (and in the consultation of individual planning applications).

**Strategic Environmental Assessment (SEA)** - Sustainability Appraisal needs to be undertaken in a way that incorporates the requirements for SEA. SEA is a generic term used internationally to describe environmental assessment as applied to policies, plans and programmes. This is a statutory requirement under the European 'SEA Directive' (2001/42/EC).

**Strategic Housing Land Availability Assessment (SHLAA)** - To identify sites which may be suitable for housing development during the period to 2026 each site within the SHLAA has been assessed to establish whether it is likely to be suitable for residential development and, if so, when it might come forward for development.

**Strategic Housing Market Assessment (SHMA)** - An assessment of need and demand for housing, to assist in developing long term strategies for planning and housing for a housing market area

**Structure Plan** - The strategic plan produced under the former planning system by County Councils. The Lincolnshire Structure Plan (and the South Kesteven Local Plan) will be replaced by the RSS and LDF.

**Supplementary Planning Document (SPD)** - Elaborates on policies or proposals in DPDs, and gives additional guidance.

**Supplementary Planning Guidance (SPG)** - Provides guidance or development briefs to supplement policies and proposals in a Local Plan (being replaced by SPD).

**Sustainability Appraisal (SA)** - A sustainability appraisal should be completed for all local development documents, at all stages. It identifies and evaluates the effects of the strategy or plan on social, environmental and economic conditions.

**Sustainable Development** - Development to improve quality of life and protect the environment in balance with the local economy, for current and future generations.

**Sustainable Urban Extension (SUE)** - Are developments which take place at the edges of existing urban areas, typically on greenfield sites or on other open land at the urban fringe.

**Town centre** - The principal centre in Grantham. It is defined on the **Proposals Map** and includes the **Primary Shopping Area** together with areas of predominantly leisure, business and other main town centre uses within or adjacent to the Primary Shopping Area.

### Appendix 5: List of Abbreviations

AAP	Area Action Plan
AMR	Annual Monitoring Report
CIL	Community Infrastructure Levy
DPD	Development Plan Document
LDF	Local Development Framework
LSC	Local Service Centre
LSP	Local Strategic Partnership
PCT	Primary Care Trust
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
SEA	Strategic Environmental Assessment
SFRA	Strategic Flood Risk Assessment
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Urban Drainage System
SUE	Sustainable Urban Extension



## Alternative formats

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

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

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



01476 406127



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

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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.

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