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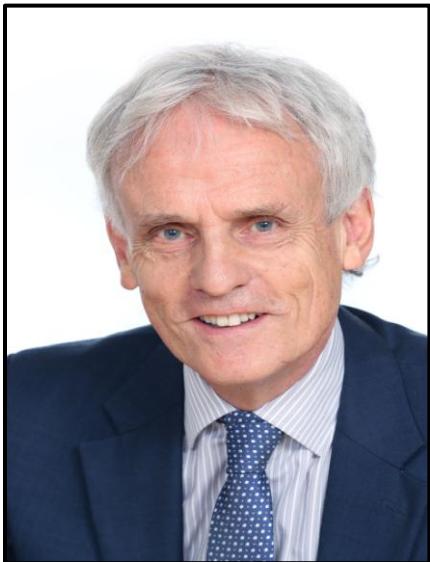
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The new Local Plan and all information related to it can be found via the Council's website:

www.southkesteven.co.uk/newlocalplan

(i)Foreword

By Councillor Michael King – Cabinet Member for Economy and Development



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

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

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

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

- A new Southern Gateway strategic employment location of up to 105 hectares, centred on the new A1/ Southern Relief Road interchange, to support the continuing economic growth of Grantham

- Development of the Spitalgate Heath Garden Village for Grantham involving some 3,700 new homes and related employment opportunities
- Inclusion of a new strategic housing area, with associated employment, on the north side of Stamford amounting to nearly 1,300 homes and associated facilities
- A development strategy for Bourne which accommodates the community's and Neighbourhood Plan Group's desires to plan for the future sustainable growth of their town
- New employment and housing sites in Market Deeping, including land at Linchfield Road to be master planned for around 590 new homes
- The introduction of a policy relaxation to allow some homes to be built for local people with community support, in even the smallest villages
- An intention to prepare a Supplementary Planning Document to ensure good design within all developments
- Recognition of the importance of the visitor and retail economy building on the heritage and vibrancy of our market towns and villages.

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

- A concentration of employment and housing growth in the four towns – Grantham, Stamford, Bourne and the Deepings
- 50% of new housing is intended for Grantham in order to give it the critical mass to attract strategic employment and higher ranking services
- A concentration of village housing in the fifteen Larger Villages
- The protection of shops, pubs and other services in all villages
- For housing developments of 11 or more homes the provision of affordable homes through Section 106 Planning agreements.

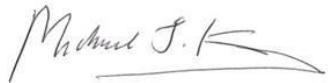
Finally, we have made a number of changes to the Plan as a result of both the extensive public consultation that took place in the summer of 2017 and changing national imperatives particularly the emphasis on delivering more housing; amongst these are:

- Adherence to our original target of 625 new homes a year rather than adopting the Government's new standard methodology which would require 785, but because of a poor building rate between 2011 and 2018 this means providing land for an average of 686 per year from now till 2036
- Proposals for some additional housing sites in larger villages and in Grantham and modifications to some previously proposed ones

- Relaxation of the kinds of businesses we would permit on our strategic employment sites for each town in order to encourage investment and implementation.

We will do our utmost to achieve the delivery of more local employment opportunities and high quality new housing but as things stand we still do not have the powers to absolutely ensure that the land we allocate and the subsequent planning permissions are readily implemented.

I commend this Proposed Submission Local Plan to you.

A handwritten signature in black ink, appearing to read "Michael S. King".

Michael King

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(ii) List of Policies

Policy	Description
SD1	Presumption in Favour of Sustainable Development (SP)
SD2	The Principles of Sustainable Development in South Kesteven (SP)
SP1	Spatial Strategy (SP)
SP2	Settlement Hierarchy (SP)
SP3	Infill Development (SP)
SP4	Development on the Edge of Settlements (SP)
SP5	Development in the Open Countryside (SP)
SP6	Community Services and Facilities
E1	Strategic Employment Sites (SP)
E2	Employment Allocations (SP)
E3	Protection of Existing Employment Sites (SP)
E4	Expansion of Existing Businesses
E5	Loss of Employment Land and Buildings to Non-Employment Uses (SP)
E6	Rural Economy (SP)
E7	Other Employment Proposals (SP)
E8	Visitor Economy (SP)

H1	Housing Allocations (SP)
H2	Affordable Housing Contributions (SP)
H3	Self and Custom Build Housing (SP)
H4	Meeting All Housing Needs (SP)
H5	Gypsies and Travellers (SP)
H6	Travelling Showpeople (SP)
EN1	Landscape Character (SP)
EN2	Protecting Biodiversity and Geodiversity (SP)
EN3	Green Infrastructure (SP)
EN4	Pollution Control (SP)
EN5	Reducing The Risk Of Flooding (SP)
EN6	The Historic Environment (SP)
EN7	Protecting and Enhancing Grantham Canal
DE1	Promoting Good Quality Design (SP)
SB1	Sustainable Building (SP)
OS1	Open Space (SP)
RE1	Renewable Energy Generation (SP)
GR1	Protecting and Enhancing the Setting of Belton House and Park
GR2	Sustainable Transport In Grantham (SP)

GR3	Grantham Residential Allocations (SP)
GR4	Grantham: Town Centre Policy
STM1	Stamford Residential Allocations (SP)
STM2	Stamford Town Centre Policy
BRN1	Bourne Housing Need (SP)
BRN2	Bourne Town Centre Policy
DEP1	The Deepings Residential Allocations (SP)
DEP2	Market Deeping Town Centre Policy
LV - H1 / LV - H2	Ancaster Residential Allocations (SP)
LV - H3	Barrowby Residential Allocation (SP)
LV - H4	Billingborough Residential Allocation (SP)
LV - H5	Colsterworth Residential Allocation (SP)
LV - H6 / LV - H7	Corby Glen Residential Allocation (SP)
LV - H8	Great Gonerby Residential Allocation (SP)
LV - H9	Langtoft Residential Allocation (SP)
LV - H10	Long Bennington Residential Allocation (SP)
LV - H11	Long Bennington Residential Allocation (SP)
LV - H12	Morton Residential Allocation (SP)
LV - H13	South Witham Residential Allocation (SP)

LV - H14	South Witham Residential Allocation (SP)
LV - H15	Thurlby Residential Allocation (SP)
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(iv)Summary

Introduction

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

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

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

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

Key issues addressed within the Local Plan include:

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

- Avoiding where possible the development of our productive agricultural land, and
- Making sure that issues such as flood risk are fully taken into account in planning for new development.

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

This stage of the process seeks to consult the public and stakeholders on a Proposed Consultation Local Plan and invite representations as to the soundness of the plan.

Employment and Prosperity

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

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

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

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

In line with the ED Strategy, the Local Plan recognises the strategic significance of key employment sites at KING31/Spitalgate (Grantham), Exeter Fields/Empingham Road (Stamford), Spalding Road (Bourne), Peterborough Road and Northfields (The Deepings). A range of other employment allocations are proposed across the District to create a better balance between homes and jobs in the four main towns and the larger villages and to take advantage of strategic highway connections to the A1.

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

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

Planning for population changes

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

This population growth and the likely changes to households have been used to produce an assessment of the number of additional homes required in the District up to 2036. The assessed need is based on the Peterborough Sub-Region Strategic Housing Market Assessment (SHMA), which covers the period 2011 to 2036. This provides a minimum requirement for the new Local Plan to allocate sufficient land to enable an average of 625 homes per annum to be built over the period 2011-36. This equates to 15,625 new homes in the plan period. Taking account of homes already completed and already planned for, there is a remaining amount of around 3,400 homes to be provided for in the new Local Plan, as a minimum.

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

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

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

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

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

Meeting specific housing needs

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

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

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

Site Allocations for residential development

Grantham: the majority of development proposed in the District is intended to take place in Grantham. This ensures development is located in the most sustainable location and enables Grantham to enhance its role as a sub-regional centre. Strategic housing allocations are proposed for:

- Rectory Farm (Phases 2 and 3) - [Phase 1 of this site was the development of Poplar Farm, an allocation in the Core Strategy 2011. This site is currently under construction] and Spitalgate Heath Garden Village (Southern Quadrant) [also an allocation in the Core Strategy 2011]
- Prince William of Gloucester Barracks

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

Bourne: there is still a significant amount of new housing to be completed in Bourne through the Elsea Park scheme. The Local Plan does not make any site specific allocations in Bourne, because of current commitments still outstanding. Instead, it is expected that the Neighbourhood Plan body will work in partnership with the Council to identify suitable, sustainable locations for a minimum of 200 new homes over the plan period within the emerging Bourne Neighbourhood Plan.

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

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

Protecting and Enhancing the Environment

We have a rich built and natural environment in South Kesteven. The policies of the Local Plan aim to protect and enhance the character of the District. The plan includes policies for protecting landscape and biodiversity, pollution control; reducing the risk of flooding; and the historic environment. In addition, the plan seeks to promote good quality design in all new developments – this will be enhanced through the production of a Supplementary Planning

Document to encourage high quality design. Appendix 4 to the Local Plan covers more detailed policies and guidance with respect to renewable energy. Existing adopted planning policies which have proven effective regarding protecting open space and the setting of Belton House have been effectively rolled forward for inclusion in the Proposed Submission Local Plan.

Making it happen

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

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

1. South Kesteven Local Plan 2011 - 2036

A new Local Plan for South Kesteven

- 1.1 The Local Plan is a statutory planning document prepared by South Kesteven District Council (the Council) contains the policies and proposed locations for sustainable growth and investment across South Kesteven up to 2036.
- 1.2 The Plan, together with adopted neighbourhood plans, will make up the “statutory development plan” for the District.
- 1.3 The Local Plan provides the spatial framework for guiding development and change across the District for the period up to 2036. The Plan establishes the key principles which will guide the location, use and form of new development and alongside other Development Plan Documents; these will aid the determination of planning applications.
- 1.4 The Local Plan presents a vision for what South Kesteven will be like by 2036. Alongside the vision are a series of objectives to explain how the Local Plan will achieve the vision. To accompany the Local Plan there are 50 policies maps ([Appendix 2: Policies Maps](#)) The Policies Maps depict land allocations and other land use designations and the policy reference is detailed on the Policies Maps for ease of cross reference with the Local Plan.

Why is a Local Plan being prepared?

- 1.5 The Council has prepared a Local Plan in order to comply with Government guidance and legislation. The National Planning Policy Framework (NPPF) was issued by Government in March 2012 and the Local Plan has been written to complement it. A consultation has been issued by the Government proposing revisions to the NPPF. However, it is anticipated that this Local Plan will be examined against the current NPPF.

What is the plan period?

- 1.6 The Plan period starts from 1st April 2011 through to 1st April 2036, to coincide with the Strategic Housing Market Assessment (SHMA). The Plan is forward thinking; the NPPF states that Local Plans should preferably plan for a 15 year time horizon.
- 1.7 The Plan Period up to 2036 provides an additional ten years beyond the current plan period of the adopted Core Strategy, which runs to 2026.

What does the Local Plan mean in terms of growth for South Kesteven?

- 1.8 As required by the NPPF, the Plan must define overall levels of growth, such as for new housing and employment land, across the District. These growth levels are to be informed by evidence of assessed need, in the case of housing provision and demand, in the case of employment land.
- 1.9 This Proposed Submission Local Plan (June 2017) is based on housing growth in relation to the 'Objectively Assessed Need' (OAN). The OAN considered the need for market, affordable, and other tenures of housing across the District. The OAN has been determined through the preparation of a Strategic Housing Market Assessment (SHMA) (July 2014) for the Peterborough sub-regional housing market area which includes the adjoining local authorities of South Holland, Peterborough and Rutland. Some elements of the SHMA, including the OAN figure, were refreshed in a report published in October 2015. The OAN was assessed as 625 dwellings per year, or a requirement for 15,625 new homes across the period 2011 to 2036. As completions over the period April 2011 to March 2018 have been considerably below this average, there is a requirement for the Local Plan to plan for 686 dwellings per annum as a minimum for the remainder of the plan period to 2036.
- 1.10 In September 2017, the Government published a consultation document entitled "Planning for the right homes in the right places", which has the intention of moving away from localised methods of calculating housing need and instead focusing on a national standardised methodology for calculating 'local housing need'. However, the Government's proposals as set out in the consultation on the revised NPPF allow for the Council to use its own evidence of housing need, based on the lower minimum assessed need of 625 dwellings per annum for the period 2011 to 2036.
- 1.11 Whilst the Proposed Submission Local Plan is based on the Council's own evidence of housing need, it is intended to plan for housing growth of around 12.9% above the minimum required to deliver the OAN. This will provide choice and consistency in housing provision and also address the under-performance of the housing market in recent years. As any future review of the Local Plan will need to take account of the Government's proposed standardised methodology, the planned level of growth as set out in this plan will ease any transition that will need to be in place at the first review of the Local Plan.
- 1.12 A glossary of the terms used in this document is set out in [Appendix1](#).

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

1.13 An Integrated Impact Assessment (IIA) has been carried out in order to assess the economic, social, and environmental sustainability of the Plan's proposals, as well as the health and equality impacts. The SA process is iterative and it has been ongoing to inform the development of policies and proposals in the Local Plan. There is also a requirement under European Legislation to produce a Strategic Environmental Assessment (SEA).

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

1.15 There are a number of regulatory stages for SEA:

- Stage A: setting the context and establishing the baseline
- Stage B: deciding the scope of SEA and developing policy alternatives
- Stage C: assessing the effects of the plan
- Stage D: consultation on the draft plan and environmental report
- Stage E: monitoring the implementation of the plan.

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

1.17 A consultation version of the SA (incorporating SEA) was produced alongside the Local Plan Regulation 18 consultation in July 2018. This version of the SA included:

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

Habitat Regulations Assessment

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

Format of the Local Plan

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

Supporting Evidence

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

Neighbourhood Plans

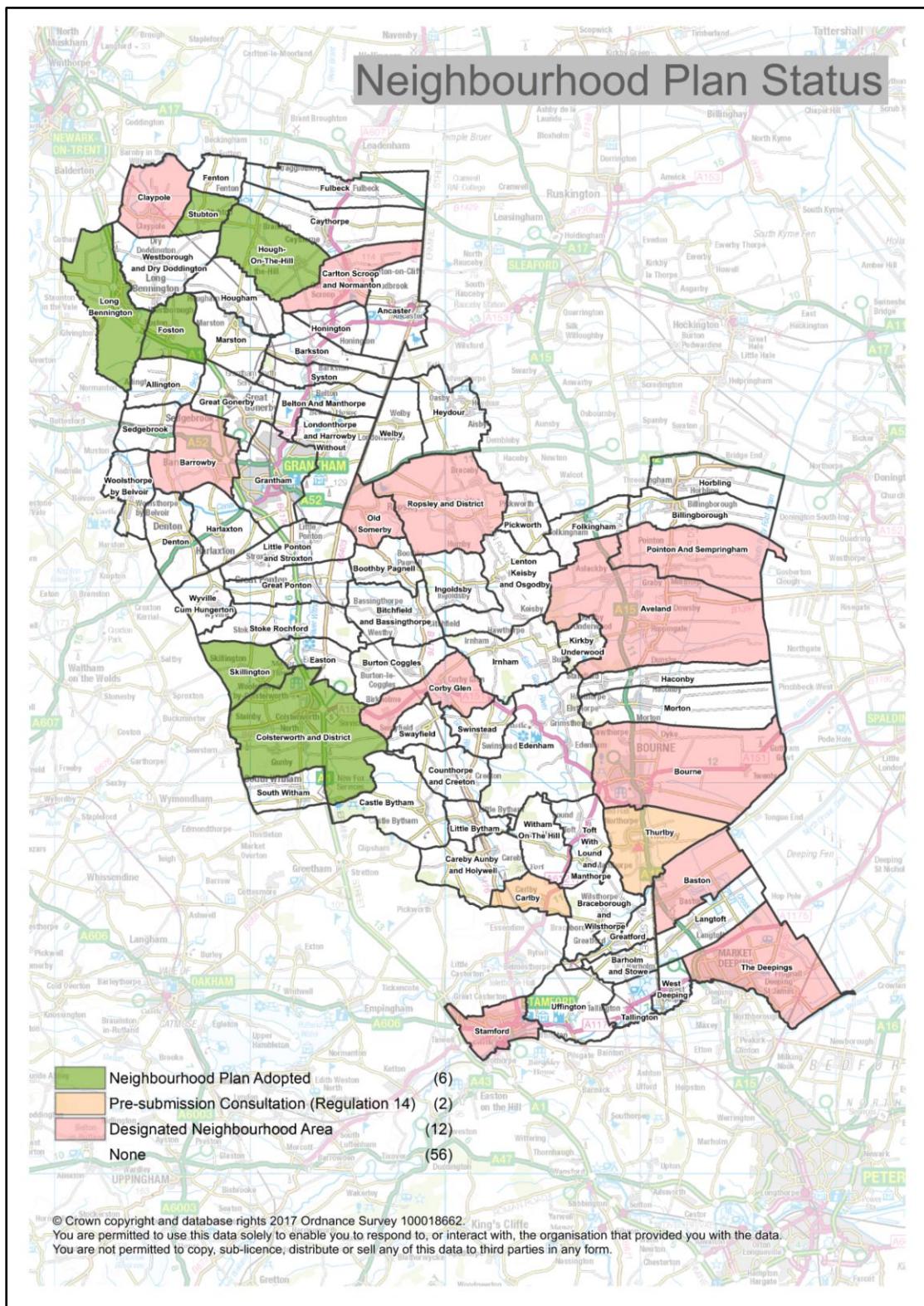
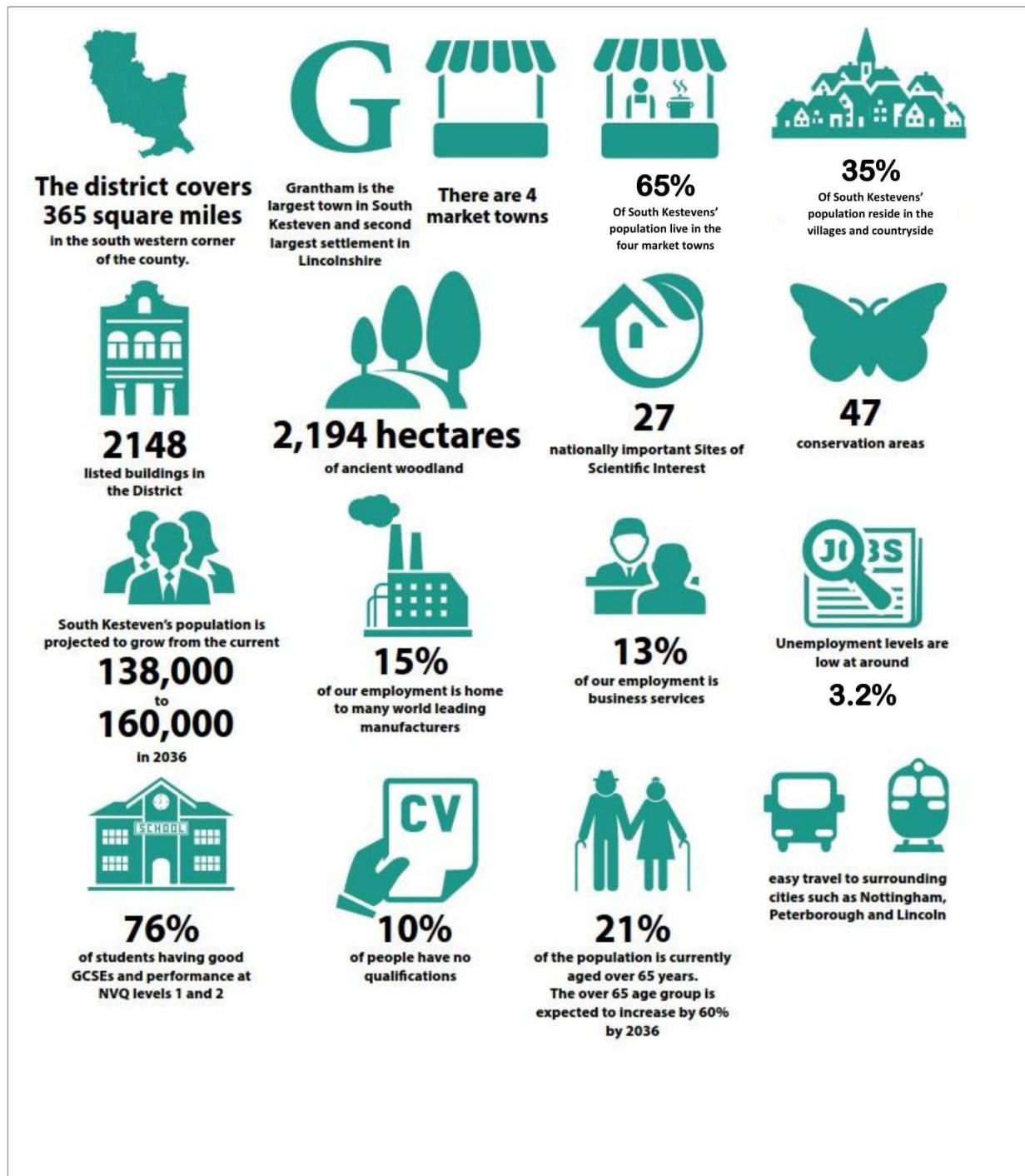


Figure 1- Neighbourhood Plan designation map

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

- 1.21 Neighbourhood plans are prepared under separate legislation by interested Town and Parish Councils, and in non-parished areas by Neighbourhood Plan forums. They set out the local communities' views on the future development of their areas. Neighbourhood Plans are required to be in general conformity with the strategic policies of the Local Plan.
- 1.22 A number of Neighbourhood Plans have been, or are being prepared, by communities within the District, and once approved by the Council each Neighbourhood Plan will form part of the Development Plan. As the new Local Plan progresses and gains weight, any made Neighbourhood Plans, or those currently being prepared, should be reviewed by the qualifying bodies that prepared the Neighbourhood Plans, to ensure they remain consistent with the new Local Plan.
- 1.23 The Local Plan establishes how much housing, employment and retail development is needed to meet the anticipated needs of the District over the plan period. The Local Plan also allocates suitable sites to meet the needs identified in the Local Plan. Neighbourhood Plans which are being prepared or reviewed after the Local Plan is adopted, can look to allocate additional sites for development within their designated area, however they cannot propose less development than that set out in this Local Plan. Neighbourhood Plans are required to meet the basic conditions as set out in legislation. One element of this is that a Neighbourhood Plan must be in general conformity with the strategic policies contained within the Local Plan. To assist Neighbourhood Plans that are produced in South Kesteven, a [list of policies](#) is provided at the beginning of this document, with strategic policies (SP) identified.
- 1.24 For up to date information on current Neighbourhood Plan Designations please visit: www.southkesteven.gov.uk/neighbourhoodplans

District Profile



Source – Nomis Official Labour Market Statistics - <https://www.nomisweb.co.uk/>

South Kesteven in Context

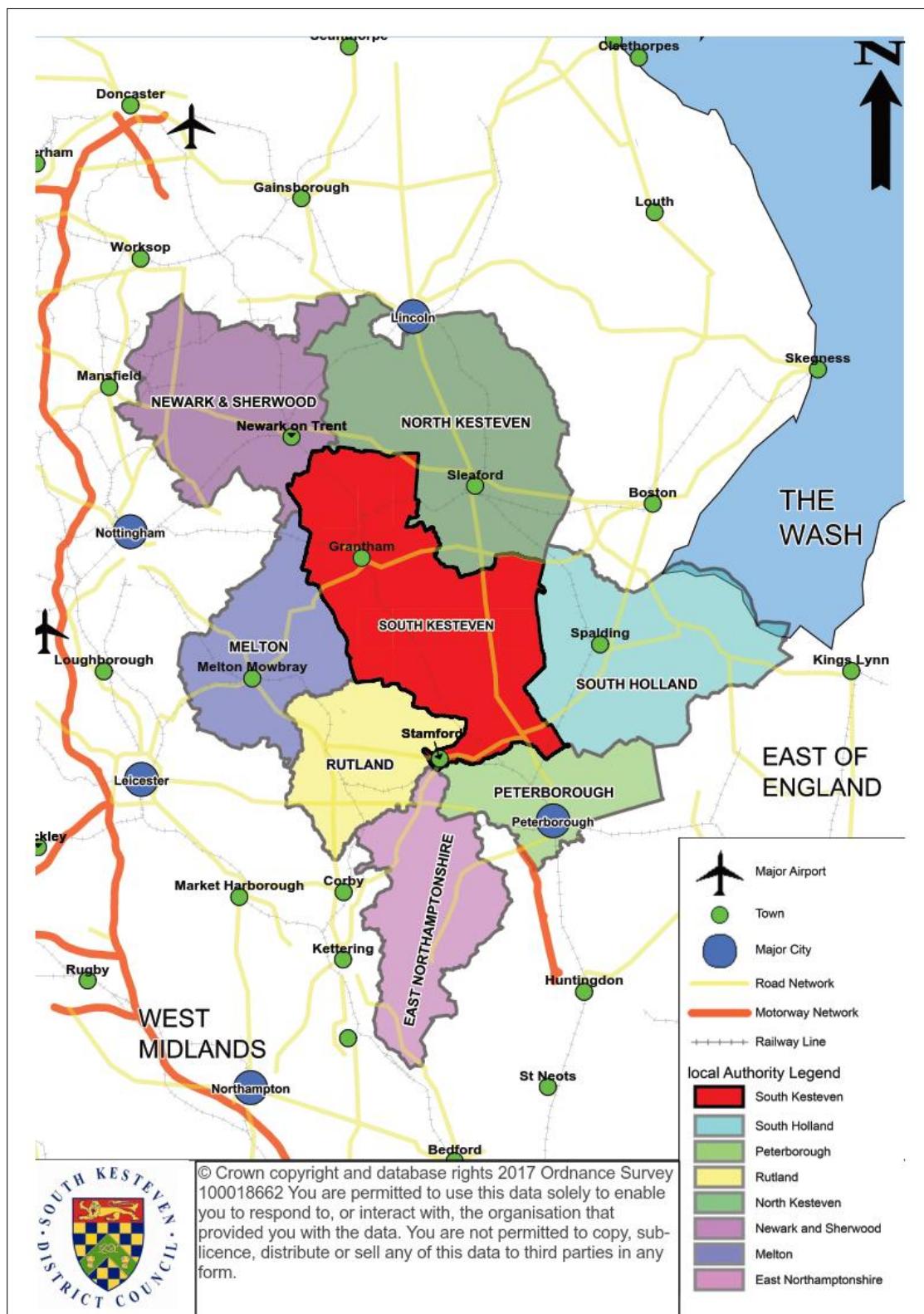


Figure 2 - South Kesteven in Geographical Context

Supporting Evidence

Housing

Strategic Housing Market Assessment (SHMA)

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

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

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

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

[Strategic Housing Market Assessment Report 2014](#)

Strategic Housing Land Availability Assessment (SHLAA)

1.27 The Strategic Housing Land Availability Assessment (SHLAA) is a technical document comprising a list of sites that might have potential for housing development at some stage in the future. The SHLAA forms part of the evidence base to support the delivery of land for housing in the District.

1.28 The SHLAA contains the following information:

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

1.29 The level of housing that could potentially be provided on a site is also set out in the SHLAA. Planning Practice Guidance states that housing potential should be guided by

local conditions, including housing densities. For sites where there is no suggested capacity, the sites potential has been assessed using an average development density of 30 dwellings to the hectare. A similar approach has been used when assessing the density of potential site allocations.

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

- up to 1ha - assumed developable area is 90%
- between 1ha and 4ha – assumed developable area is 80%
- over 4ha – assumed developable area is 60%.

[Strategic Housing Land Availability Assessments](#)

Grantham and Stamford Capacity and Limits to Growth Studies

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

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

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

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

Gypsy and Traveller Accommodation Assessment (GTAA)

1.33 In November 2015, the Council and Rutland County Council commissioned a Gypsy and Traveller Accommodation Assessment (GTAA). The purpose of the assessment was to quantify the accommodation and housing related support needs of Gypsies and Travellers (including Travelling Showpeople) in terms of residential and transit sites and negotiated stopping arrangements, and bricks and mortar accommodation for the period up to 2036.

Gypsy and Traveller Accommodation Assessment 2016

Five Year Housing Land Supply Assessments

1.34 The NPPF requires local planning authorities to identify and maintain a rolling supply of specific deliverable sites, sufficient to provide five years' worth of housing against their annual housing requirement. This annually produced assessment sets out the Council's assessment of whether there is a five year supply of deliverable housing land within South Kesteven District. This assessment includes details on annual housing completions throughout the District since 1st April 2016.

[Five-year housing land supply assessment 2016/17](#)

[Five year housing land supply assessment 2017/18](#)

Settlement Hierarchy Report 2017

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

[Settlement Hierarchy Report 2017](#)

Sites Assessment Background Report 2017

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

[Site Assessment Background Report 2017](#)

Employment and Economy

Employment Land Study (ELS)

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

[Employment Land Study 2015](#)

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

Retail

Retail Needs and Town Centre Study 2010

1.38 The Retail Needs and Town Centre study was conducted by NLP (Nathaniel Litchfield & Partners) for South Kesteven in 2010. The key objectives of the study were to:

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

Retail Study 2015

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

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

[Retail Study 2015](#)

Transport

Local Transport Plan

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

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

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

Grantham Transport Study

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

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

Grantham Transport Study

Environment

Strategic Flood Risk Assessment (SFRA) 2017

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

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

Strategic Flood Risk Assessment (2017)

Water Cycle Studies (WCS)

1.45 A Water Cycle Study (WCS) was completed for South Kesteven District Council in 2011. This was prepared in addition to a town specific WCS for Grantham (January 2010), which was required due to the Town's Growth Point status. The WCS assessed proposed growth for possible implications on the water environment, and water infrastructure.

Water Cycle Study 2009/2010

Water Cycle Study Update (WCS) 2016

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

Water cycle study 2016

Points of the Compass 2017

1.47 These appraisals divide the areas around certain towns and villages into sections and looks at the constraints of each section, relating them back to the various

sustainability themes. This piece of work aids the identification of future directions of growth in these settlements. The point of the compass analysis is contained within the [Sustainability Appraisal \(Point of the Compass 2017\)](#).

Open Space Review 2017

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

[Open Space Review 2017](#)

[Open Space Study 2009](#)

Review of Local Wildlife Sites 2017

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

1.50 Of the original list of 210 sites scheduled for survey:

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

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

1.52 The results of the 2014 surveys were combined with earlier survey work undertaken by the GLNP to produce the new LWS and SNI layers on the Policies Map. Further survey work is ongoing also with the GLNP to review any remaining SNI sites not

surveyed under the initial programme. This will ensure comprehensive LWS coverage for the District which will support environmental and ecological protection and also aid improvements.

Review of Local Wildlife Sites 2017

Challenges for the Local Plan to address

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

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

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

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

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

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

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

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

Delivering Sustainable Growth

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

compromise the ability of future generations to meet their needs and have a high quality of life.

Locations for Development

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

1.59 Within Grantham, the Ministry of Defence has announced the closure of the Prince William of Gloucester Barracks and this is due to take place within the plan period. Suitable new uses for this site and any other military bases will need to be determined should they be closed and proposed for other uses.

Creating Sustainable Communities

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

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

Building our Economy and Supporting Infrastructure

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

Sustaining our Environment

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

Duty to Co-operate

1.64 The Duty to Co-operate (with neighbouring local authorities) was introduced by the Localism Act 2011, and amends the Planning and Compulsory Purchase Act 2004. It

places a legal duty on local planning authorities, like South Kesteven, to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters.

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

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

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

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

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

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

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

1.70 In addition, a draft Memorandum of Co-operation (MoC) between Lincolnshire County Council (LCC), Rutland County Council (RCC) and South Kesteven District Council (SKDC) has been produced regarding the land to the north of Stamford. The purpose of this MoC is to facilitate co-ordination and co-operation between the three Councils as they seek to jointly plan land to the north of Stamford extending across both Rutland and South Kesteven's area identified as potentially suitable for a sustainable urban extension.

1.71 The key objective of the joint planning process is to ensure the development of the land north of Stamford comes forward in a collaborative, co-operative and holistic way, phased appropriately, and in accordance with relevant policies of the emerging South Kesteven and Rutland Local Plans. This will entail ensuring the appropriate, high quality provision of new homes across a range of sizes and tenures, alongside self-build opportunities; supporting infrastructure; appropriate social and community facilities. A secondary objective is for the joint planning process, of which this draft MoC is the first step, to contribute towards fulfilling the Duty to Co-Operate for both local planning authorities, a necessary requirement if both of their emerging Local Plans are to be found sound at examination. In terms of housing need only, the draft MoC provides for housing that is the outcome from the joint planning process across the proposed development on the north side of Stamford to specifically contribute to the assessed housing need of South Kesteven.

The Vision for South Kesteven's Local Plan

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

2036 Vision for South Kesteven

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

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

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

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

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

Grantham

Grantham's role as the Sub-Regional Centre will be strengthened through significant housing and employment growth. The town will capitalise on its status as the sub-regional centre for Southern Lincolnshire and its position between Lincoln and Peterborough. The town will develop employment opportunities, particularly through the provision of a new junction to the A1 at the Southern Gateway as part of the proposed Southern Relief Road, making Grantham an even more successful sub-regional centre and leisure destination,

providing for both the local community and visitors from a wider area.

A new major Sustainable Urban Extension to the south of the town will be developed at Spitalgate Heath in the form of a nationally designated Garden Village; there will be further significant residential development to the north and north-west of the town.

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

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

Stamford

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

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

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

Bourne

Bourne will have further developed its distinctive market town role. Housing development at Elsea Park will be completed and well integrated into the town. Other housing growth will be identified in the Bourne Neighbourhood Plan.

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

The Deepings

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

The Plan will seek to ensure that The Deepings' defining assets, including heritage assets and accessible green space are retained and enhanced where possible.

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

Villages and Countryside

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

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

The specialised needs of rural communities will be met through appropriate development that meets defined local needs. The diversification of the rural economy will be encouraged while recognising the importance of supporting the important agricultural economy as well as protecting and enhancing where possible important environmental assets.

Strategic Objectives for the Local Plan

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

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

Economic Enhancing Prosperity	Objective 1	To welcome and encourage development that supports the sustainable growth and diversification of the local economy
	Objective 2	To develop a strong, successful and sustainable economy that provides a sufficient number and wide range of employment opportunities for local people by: <ul style="list-style-type: none">• Providing a range of well-located sites and premises for employment• Supporting the retention of existing jobs and the development of local businesses• Promoting additional growth and diversification of the District's economy, particularly in "knowledge-rich" business and higher skill level jobs• Actively attracting inward investment: Encouraging the attainment of high educational qualifications and skill levels; and• Stimulating tourism.• Supporting the important agricultural economy and protecting quality farmland
	Objective 3	To broaden and diversify the employment base of the District to meet the needs of a changing local economy by: <ul style="list-style-type: none">• Identifying and encouraging development and diversification opportunities for specific employment sectors within Grantham, Stamford, Bourne and The Deepings;• Ensuring an adequate and appropriate supply of land and premises;• Increasing inward investment; and• Encouraging appropriate employment and diversification schemes to assist the rural economy and supporting existing employment uses in sustainable and accessible locations throughout the District.
	Objective 4	To strengthen the economic vitality and viability of town centres by adapting to changing consumer patterns in shopping, living and leisure.
	Objective 5	To facilitate and sustain a network of sustainable communities which offer a sense of place, that are safe, inclusive and can respond to the needs of local people, establishing an appropriate spatial strategy that will guide the scale, location and

<p>Social Housing' Health, Social and Community Needs</p>		form of new development across the District, providing the long term basis for the planning of South Kesteven.
	Objective 6	To facilitate and enhance the role of Grantham as an important Sub-Regional centre by ensuring the town is the main focus for new housing, employment and other facilities, as well as enhancing the role and function of the market towns of Stamford, Bourne and The Deepings.
	Objective 7	To make effective use of land by maximising the amount of development on appropriate previously developed sites and on sites in locations which reduce the need to travel.
	Objective 8	To retain and improve accessibility for all to employment, services, community, leisure and cultural activities through: <ul style="list-style-type: none"> Integrating development and transport provision, ensuring new development is located where it is most accessible by a range of modes of transport; Retaining and upgrading existing infrastructure related to transport and communications; and Ensuring choice and encouraging the use of public transport, walking and cycling, for as many journeys as possible.
	Objective 9	To make provision for an adequate supply and choice of land for new housing, employment, retail, leisure, culture and other necessary development, to meet the needs of the District to the year 2036 , and in so doing improve the quality of life for all, whilst safeguarding the best and most versatile of our agricultural land.
	Objective 10	To ensure that new residential development includes a mix and range of housing types which are suitable for a variety of needs , including the need for affordable and local-need housing in the District.
	Objective 11	To support new and existing community infrastructure. To ensure that relevant community and other infrastructure needs such as facilities for leisure, new or enhanced open space provision, green infrastructure, health, education, affordable housing, transport, water infrastructure and the arts as arising from new development is delivered through on and off site contributions. To contribute to improving the health and well-being of residents.
	Objective 12	To protect and promote the enhancement, sensitive use and management of the District's natural, historic, cultural assets, green infrastructure (including trees and woodland) and the built environment through good design and improved networks that respect important local characteristics, ensuring new development is well designed, promotes local distinctiveness, integrates effectively with its setting and secures community safety.
	Objective	To plan for and reduce the impacts of climate change by

	13	ensuring that new development is not exposed unnecessarily to the risk of flooding nor increases the risk of flooding elsewhere and that opportunities to incorporate green infrastructure (including trees and woodland) and adaptation for wildlife as a response to increases in flood risk are properly investigated.
	Objective 14	To promote the prudent use of finite natural resources and the positive use of renewable resources , through the design, location and layout of development and by optimising the use of existing infrastructure, wherever possible.

2. Planning Policies for South Kesteven

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

SD1: Presumption in Favour of Sustainable Development

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

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

The Council will grant permission unless material considerations indicate otherwise - taking into account whether:

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

SD2: The Principles of Sustainable Development in South Kesteven

Development proposals in South Kesteven will be expected to minimise the impact on climate change and contribute towards creating a strong, stable and more diverse economy.

Development proposals shall consider how they can proactively minimise:

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

Development proposals shall consider how they can proactively avoid:

- e.** developing land at risk of flooding or where development would exacerbate the risk of flooding elsewhere.

Development proposals shall consider how they can proactively encourage, as appropriate:

- f.** the use of previously developed land, conversions or the redevelopment of vacant or unutilised land or buildings within settlements; and
- g.** the use of sustainable construction materials

Development proposals shall consider how they can proactively support:

- h.** Strong, vibrant and healthy communities, by providing a supply of housing which meets the needs of present and future generations

Development proposals shall consider how they can proactively enhance the District's:

- i.** character;
- j.** natural environment;
- k.** cultural and heritage assets;
- l.** services and infrastructure, as needed to support development and growth proposals.

Spatial Strategy and Settlement hierarchy

Assessing local housing need

2.2 The Local Plan needs to proactively plan for the future provision of new housing. The population of South Kesteven District is expected to grow by over 26,000 residents by 2036, and that growth in population is translated into a need for additional new housing throughout the district.

2.3 Previously the Core Strategy adopted in 2010 set out a requirement for 13,600 new homes from the period 2006 to 2026. This equated to a minimum requirement of providing an average of 680 new homes annually. By February 2018 7,680 new homes have been completed against the Core Strategy's target figure of 13,600 with the average annual rate of completions being approximately 640 dwellings per annum over the Core Strategy plan period.

2.4 Since the Core Strategy was adopted, the National Planning Policy Framework has been introduced and other changes made to national planning policy. In addition, new population projections incorporating changes to the District's demographic profile have been produced. The SHMA update (2017) has used these latest population figures in order to produce an Objectively Assessed Need for South Kesteven as 625 dwellings per annum, for the period 2011 to 2036. This equates to a minimum requirement to provide an additional 15,625 new homes over the plan period.

2.5 Since 2011, there have been 3,839 housing completions. Details on housing completions are recorded in the five-year housing land supply assessment.

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

SP1: Spatial Strategy

The Local Plan will deliver sustainable growth across the District and throughout the Plan Period (2011 – 2036). To achieve new growth the Local Plan includes allocations for both housing and employment land.

All allocations proposed in the plan are the most suitable and sustainable development options and provide for a variety of site types and sizes to ensure choice is offered to the market and delivery is achievable.

The Objectively Assessed Need for South Kesteven is 15,625 new dwellings. This equates to a minimum requirement to deliver on average 625 new homes per annum for the period 2011 to 2036.

In recognition of recent past housing delivery rates having previously been below the 625 dwellings per annum requirement, the Local Plan incorporates policies and proposals sufficient to enable the delivery of approximately 12.9% in excess of the minimum Objectively Assessed Need. This approach will offer choice and contingency to the housing market, tackle affordability pressures and ensure the delivery of at least the minimum Objectively Assessed Need over the plan period.

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

Decisions on investment in services and facilities, and on the location and scale of new development, will be taken on the basis of the Settlement Hierarchy as set out in Policy SP2.

- 2.7 Grantham is a sub-regional centre and to ensure that Grantham continues to function effectively in that role both for the District and wider region, the majority of growth both already consented and proposed in the Local Plan is focused on Grantham.
- 2.8 The four towns - Grantham, Stamford, Bourne and The Deepings offer services and facilities to their local communities as well as supporting the network of larger villages and smaller settlements located around them. In order to ensure the continued success of these Market Towns development proposals which support and enhance their role as service centres will be supported. The Local Plan will aim to protect

existing retail and community facilities and to ensure that new housing and employment-generating development is sustainably located so as to complement the natural and built environments of the four Towns.

- 2.9 Beyond the four main towns – Grantham, Stamford, Bourne and The Deepings -the Larger Villages ([as listed in Policy SP2](#)) are considered to be the next most sustainable locations for growth within the District and therefore should positively contribute towards meeting the District's overall growth needs. Allocations are proposed in some of these settlements, and the appropriateness of these sites has been demonstrated through a robust appraisal process.
- 2.10 Infrastructure capacity issues have been identified at some settlements and planning applications will be expected to help address the impact of development on infrastructure, where relevant.
- 2.11 The Larger Villages not only support their own communities but also fulfil the role of being a service centre to the smaller settlements and rural areas around them. Development within the Larger Villages may help to retain or improve the range of services available to both the larger villages and the other settlements served by them. The capacity of services (such as education, sewerage and water disposal) in some of these larger villages is at or near capacity. In some cases, a planned new development may bring about the provision of additional infrastructure which will resolve these issues. However, to ensure that existing infrastructure is not overstretched, outside of the allocated sites other development within the Larger Villages will be carefully managed and should be small scale (generally expected to be on sites of no more than 11 dwellings).
- 2.12 In the small villages, there is limited capacity to accommodate new development, and whilst previously planning policies strictly limited development in these locations, it is the intention of the Local Plan to allow small, sensitive infill developments (generally expected to be no more than 3 dwellings) so that these smaller communities can positively respond to the housing needs of their people and fulfil their role as sustainable communities.
- 2.13 Development proposals on the edge of a settlement will only be supported in the following specific circumstances: where they are supported by clear evidence of substantial support from the local community or; where they form a Rural Exceptions scheme which meets a proven local need for affordable homes. In all cases the site must be well located to the existing built form, substantially enclosed and where the sites edge is clearly defined by a physical feature that also acts as a barrier to further growth (such as a road). The proposal should not visually extend building into the open countryside.
- 2.14 Where it is demonstrated that a proposal meets a proven local need for affordable housing the site should also be small in scale. In accordance with the NPPF in certain circumstances small numbers of market homes may be permitted as part of affordable

housing exception sites to make them viable. The overall number of market dwellings provided in such cases should not exceed the number of affordable homes provided and must be determined by submission of a robust viability assessment which shows the minimum number of market houses that would be required to make the scheme viable and therefore guarantee successful delivery of the affordable housing component. The Council will have any such viability assessment independently verified. The applicant will be expected to meet the cost of this assessment.

2.15 Development proposals in the open countryside which do not meet the criteria set out in Policy SP4 will be restricted, unless exceptional circumstances apply as outlined in Policy SP5. This will ensure that development is located in the most sustainable and suitable locations, but also enables those essential needs of rural communities and the rural economy to be accommodated.

SP2: Settlement Hierarchy

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

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

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

SP3: Infill Development

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

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

SP4: Development on the Edge of Settlements

Proposals for development on the edge of a settlement, which are in accordance all other relevant Local Plan policies, will be supported provided that the essential criteria a – f below are met. The proposal must:

- a. demonstrate clear evidence of substantial support from the local community through an appropriate, thorough and proportionate pre-application community consultation exercise. Where this cannot be determined, support (or otherwise) should be sought from the Town or Parish Council or Neighbourhood Plan Group or Forum, based upon material planning considerations;
- b. be well designed and appropriate in size / scale, layout and character to the setting and area;
- c. be adjacent to the existing pattern of development for the area;
- d. not extend obtrusively into the open countryside and be appropriate to the landscape, environmental and heritage characteristics of the area;
- e. in the case of housing development, meet a proven local need for housing and seeks to address a specific targeted need for local market housing; and
- f. enable the delivery of essential infrastructure to support growth proposals.

As an exception to criterion a) above, a housing scheme which meets a demonstrable local need for affordable housing will be considered acceptable as a Rural Exception scheme (regardless of whether criterion a) above has been satisfied), provided that it is supported by clear up-to-date evidence that the proposal:

- g. is justified by evidence of local need and affordability, from an appropriate local housing needs survey; and
- h. meets the affordable housing needs of households who are currently resident, or have a local connection to the parish as defined in the Council's published housing allocations policy; and
- i. the occupation of the dwellings will be secured in perpetuity to meet local need; and
- j. that no other more suitable site(s) is available within the settlement.

On Rural Exception sites the Council may consider market housing provision alongside affordable housing as a means of cross-subsidising the essential affordable housing provision. In such cases the total number of market dwellings must not exceed the number of affordable homes needed and should be supported by the submission of a robust viability assessment which demonstrates that the scheme only promotes the minimum number of market houses required to make the scheme viable (viability assessment will be independently verified and the applicant will be expected to meet the cost of this assessment)

SP5: Development in the Open Countryside

Development in the open countryside will be limited to that which has an essential need to be located outside of the existing built form of a settlement. In such instances, the following types of development will be supported:

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

Meeting Housing Needs

Delivering New Homes

2.16 The Strategic Housing Market Assessment (SHMA) Updates 2017 establishes an Objectivity Assessed Need (OAN) for South Kesteven of 15,625 dwellings from 2011 to 2036 which equates to 625 new homes per annum. A breakdown of housing completions, commitments and proposed allocations by settlement category is set out below – Local Plan allocations are set out under each settlement:

Proposed Allocations for Residential Development

	Total Completions April 2011 to March 2018	Consents (Full Permission)	Commitments (Former allocations or Outline Permission)	Local Plan Allocations	Total
Grantham	1,107	792	5,222	904	8,025
Stamford	569	489	134	2,112*	3,304
Bourne	1,075	527	353	200**	2,155
The Deepings	466	265	113	663	1,507
Larger Villages	475	221	119	1,001	1,816
Smaller Villages	183	90	20	540***	833
Total	3,875	2,384	5,961	5,420	17,640
Calculation of Minimum requirement, 2011-2036	OAN gives 15,625 (625 x 25) plus a 12.9% over provision across the plan period gives a total of 17,640 dwellings				

*assumes 650 capacity from the Quarry Farm to be considered within the Rutland Local Plan, in line with a Memorandum of Co-operation between South Kesteven District Council, Rutland County Council and Lincolnshire County Council

**assumes capacity of 200 to be identified through the Bourne Neighbourhood Plan

***windfall allowance in smaller villages to reflect policy change, based on 30 per annum for 2018-36

Location of new development, 2018 to 2036

Percentage breakdown of new development based on Consents + Commitments + Allocations (sum of 2nd, 3rd and 4th columns above)*	
Grantham	50.3%
Stamford	19.9%
Bourne	7.8%
The Deepings	7.6%
Larger Villages	9.7%
Smaller Villages	4.7%

2.17 The NPPF allows Local Planning Authorities to make an allowance for windfall sites in the five year supply if there is compelling evidence that sites have consistently become available in the local area and will continue to provide a reliable source of housing supply. Windfall sites are sites not specifically identified as being available for residential development but which may come forward on, subject to suitability. Examples may include the redevelopment of previously development land within a town or village, or small infill sites within settlements.

2.18 There is a strong track record of windfall sites becoming available in South Kesteven. Whilst the supply of windfall sites is finite it is expected that the number of new dwellings being delivered on small windfall sites in the smaller villages will continue, and the more permissive policy incorporated through SP3: Infill Development will further enable this. The windfall allowance for the smaller villages amounts to 30 dwellings per annum. This is calculated on the basis of the Plan period having a further 18 years. The Council is committed to delivering its OAN, as a minimum, and to ensure the Plan achieves a minimum of 625 dwellings per annum the allocations included within the Plan are sufficient to deliver an over provision of approximately 12.9%.

H1: Housing Allocations

The following sites are proposed for residential development over the plan period. Sites are also shown on the Policies Map

Towns

Policy Code	Settlement	Location	Site Area (Hectares)	Indicative number of units.
GR3:H1	Grantham	Spitalgate Heath - Garden Village	215	2,150 to be delivered by 2036 (total capacity estimated as 3,700)
GR3:H2	Grantham	Rectory Farm (Phase 2 North West Quadrant)	61.05	1,150
GR3:H3	Grantham	Rectory Farm (Phase 3 North West Quadrant)	22.54	404
GR3:H4	Grantham	Land North of Longcliffe Road	37.52	480
GR3:H5	Grantham	Prince William of Gloucester Barracks	184	500 (delivered by 2036)
STM1-H1	Stamford	Stamford North	53.03	1,300
STM1-H2	Stamford	Stamford East	9.13	162
DEP1-H1	The Deepings	Towngate West	3.12	73
DEP1-H2	The Deepings	Land East of Linchfield Road	5.08	100
DEP1-H3	The Deepings	Land off Linchfield Road	32.98	590

Larger Villages

LV-H1	Ancaster	Wilsford Lane (North)	2.32	35
LV-H2	Ancaster	Wilsford Lane (South)	3.02	35
LV-H3	Barrowby	Low Road	13.05	230
LV-H4	Billingborough	Grimers Transport Site	1.16	23
LV-H5	Colsterworth	Bourne Road	4.45	70
LV-H6	Corby Glen	Swinstead Road / Bourne Road	10.56	250

LV-H7	Corby Glen	Swinstead Road West	1.38	30	
LV-H8	Great Gonerby	Easthorpe Road	1.82	45	
LV-H9	Langtoft	Former Gravel Works	2.84	35	
LV-H10	Long Bennington	Main Road (South)	1.87	55	
LV-H11	Long Bennington	Main Road (North)	1.27	30	
LV-H12	Morton	Folkingham Road	4.61	70	
LV-H13	South Witham	Thistleton Lane and Mill Lane	1.42	34	
LV-H14	South Witham	Land North of High Street	1.34	31	
LV-H15	Thurlby	Part of Elm Farm Yard	2.53	50	

Affordable Housing

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

2.20 Affordable Housing is defined in the NPPF as “social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market”. Intermediate housing is “homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition”. The Council is required by the NPPF to meet the full, housing need for both market and Affordable Housing in its housing market area. It also requires local authorities to identify the size, type, tenure and range of housing that is required. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision

2.21 The [Strategic Housing Market Assessment 2014 \(SHMA\)](#) (part updated in 2017) demonstrates that the supply of Affordable Housing (which meets the definition above) is a particular problem in South Kesteven. The SHMA identifies a need for 343 additional Affordable Homes each year. This represents a considerable proportion of the annual housing requirement for the district demonstrating significant levels of need for affordable homes.

2.22 The need for affordable housing is one of the key issues to be addressed by the Council in this plan. [Policy H1](#) establishes that housing schemes of 11 or more dwellings (or greater than 1000m² gross floorspace) should make provision for 30% of the schemes capacity to be provided as affordable housing of the types which meet the national definition. This will help to deliver an appropriate element of affordable housing together with normal market housing schemes across the District. It is recognised that this requirement is sometimes challenging, however by working closely with developers and landowners the Council has successfully achieved a higher rate of 35% of affordable housing (as required by the Core Strategy (2010)) on a range of sites across the district over recent years. To achieve 30% affordable housing provision, the Council will explore alternative solutions to affordable housing delivery, for example on larger sites it may be appropriate to phase the delivery of affordable housing over the lifetime of the development.

2.23 To ensure viability, the cost of any requirements likely to be applied to development should, when taking account of the normal cost of development, provide a competitive return to a willing land owner and willing developer to ensure development is deliverable. The Council has commissioned a Whole Plan Viability Study which has assessed the viability of a range of affordable housing requirement

alongside a range of other developer contributions for different site typologies and locations across the District. This work identified that an Affordable Housing requirement of 35% is viable for most sites in some parts of the district; however, it is marginal for all brownfield sites and strategic sites in the northern part of the District. The Council has therefore opted for a lower affordable housing requirement of 30% in order to proactively reflect and address viability issues arising in the northern parts of the district. This lower requirement still reflects the overall level of need for affordable homes, but takes account of the viability of providing for Affordable Housing alongside other policy requirements set out in this plan.

2.24 By reducing the affordable housing requirement in this way the Council considers all development proposals will be viable with a 30% affordable housing requirement, unless there are demonstrable exceptional costs. The general presumption being that the cost of providing Affordable Housing, alongside all other policy requirements and development costs will be offset in the negotiation of the land purchase or option price. In exceptional cases the policy will allow flexibility for the effect of unforeseen abnormal costs of an individual scheme to be considered where it is demonstrated that unforeseen abnormal costs (or exceptionally abnormal completed development values) affect individual site viability. In these cases the Council will look at a variety of solutions to try to make a scheme viable this will include negotiations with regards to the size, tenure, percentage of affordable housing delivery and will be subject to viability testing.

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

2.26 An updated Developer Contributions Supplementary Planning Document (SPD) will be prepared and will provide more detailed guidance on the implementation of policies in this plan which relate to the provision of both market and affordable housing as well as other matters. The SPD will cover: the provision of affordable housing both on and off site; the Council's approach to allocations and lettings; delivery mechanisms; assessing viability; overage clauses; and the approach which will be taken where the Policy target cannot be achieved. A further Design SPD will provide detailed guidance on design and types of housing.

2.27 Sites which are allocated for residential development in the Local Plan will be expected to provide an appropriate mix of housing types, sizes and tenures. This shall include the provision of 30% of the site's capacity, as affordable housing in accordance with Policy H1. Regard will be given to the size, scale and mix of development proposed and the potential impact affordable housing and other necessary infrastructure provision may have upon overall viability and feasibility.

2.28 The Sustainable Urban Extensions (SUEs) and larger housing allocations are expected to be delivered in phases over the plan period. As such, they have the potential to deliver a varying amount of affordable housing across the lifetime of the development, as viability may change. The Council will ensure that mechanisms are in place through planning conditions and /or Section 106 agreements to consider the appropriate amount of affordable housing in each phase of the development. On larger sites it may be appropriate to also phase the delivery of affordable housing over the lifetime of the development. The amount of affordable housing may also be varied according to the burden of contributions to infrastructure and other Section 106 contributions.

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

2.30 Where the applicant claims that there are abnormal costs that cannot be offset by depreciated land value or where they cannot be recouped in the open market sale price for the new homes, then viability will need to be appropriately assessed. If following the completion of a viability assessment the applicant is able to demonstrate that there are genuine viability problems then a revision may be agreed either to the overall amount of affordable housing provision or to the property mix and/or tenure type. In some circumstances, where it can be robustly justified, the Council may be willing to accept all, or an element, of the affordable housing to be provided off-site, in the local area. The Council has total discretion on the location of the alternative site. Applicants will have to provide proportionally more affordable units on the off-site land than was originally proposed on the application site. This is because there is an increase in the number of market units being developed on the original site.

2.31 In some circumstances, where it can be robustly justified, the Council may be willing to accept a financial contribution in lieu of on-site provision. Where a financial contribution is acceptable to the Council, the sums payable shall be calculated as being equivalent to the difference between the open market value of the agreed number of units which are being provided on site and the purchase value that a registered housing provider (RHP)/Council would be willing to pay for these units as affordable housing units. For rented units, RHP values are assumed to be equivalent to 40% of open market value (OMV) and for intermediate units RHP values are assumed to be equivalent to 60% OMV.

2.32 The guideline that approximately 60% of Affordable Housing should be for rent and 40% intermediate housing is based on the recommendations of the SHMA (2014). This may be varied to reflect local circumstances where evidenced by local housing needs studies.

H2: Affordable Housing Contributions

All developments comprising 11 or more dwellings (or greater than 1000m² gross floorspace) should make provision for 30% of the scheme's total capacity as affordable housing. This should normally be provided within the development site. Where it is demonstrated that a development proposal cannot accommodate the affordable housing requirement on site the Council may accept provision off site; or as a commuted sum in lieu. In such cases the applicant will be expected to demonstrate why this exemption should be made based on the viability and specifics of an individual site.

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

All affordable housing will be expected to:

- a. include a shared ownership, shared equity or intermediate housing for sale appropriate to the current evidence of local need and local incomes as advised by the Council mix of socially rented/affordable rent/intermediate rent and intermediate market housing;
- b. be well integrated with the open market housing through layout, siting, design and style;
- c. be of an appropriate size and/or property type to meet the need identified by the current evidence of local housing need for affordability the area; and
- d. meet the accessible homes standard applicable in that location.

The size and location of groups of affordable homes should be discussed and agreed with the Council.

The Council will expect this requirement to be met in all cases. Only in circumstances where it is clearly demonstrated with financial evidence, that a site is affected by unforeseen abnormal costs (or exceptionally low completed development values) will a lower provision be considered. In such cases, the Council will consider alternative options to deliver a range of affordable and intermediate products and an overage clause will be included to cover any the deficit in provision. This must be justified through clear evidence set out in a viability assessment which the Council will have independently assessed. The applicant will be expected to meet the cost of this assessment.

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

Self and Custom Build Housing

2.33 Custom build housing, including self-build, is housing built by individuals or groups of individuals for their own use, either by building the home on their own or working with builders. The Government's intention is that there should be a significant increase in self-build and custom house-building to 20,000 plots nationally by 2020.

2.34 Many custom or self-builders find it difficult to secure a building plot and in 2011 the Government introduced the Custom Build Homes programme to encourage more people to build their own homes. As a result national planning policy requires local planning authorities to establish where demand exists and plan appropriately to meet that demand. The Self Build and Custom Housing Building Act 2015 requires Local Authorities to maintain a register of people and organisations wishing to acquire plots of land for self-build and Custom House-building projects and places a duty on Local Authorities to have regard to this register in carrying out its planning, housing and land disposal. The Council is required to grant planning permission for a sufficient number of serviced plots to meet the demand, as evidenced by the numbers of people on Part 1 of its Self-build and Custom House-building Register.

2.35 The majority of self and custom build development currently occurs on small individual sites within and on the edge of the towns and villages and Policies [SP3](#) and [SP4](#) of this plan enable the ongoing provision of such sites for self and custom build housing.

2.36 In line with national policy the council wishes to increase the number of self-build homes by requiring the provision of a small percentage of a sites capacity as serviced self-build plots on strategic housing allocations, in the district to meet the requirements of the Council's self-build and custom build register. There are a number of different mechanisms which could be used by the developer to provide self-build plots including:

- Self build - the customer buys a serviced plot and builds their own home to their own specification or uses a contractor.
- Custom build -the customer buys a serviced plot and works with a developer to create a home to their specification. The house is completed by the developer.
- Community build – where a group of individuals join forces to purchase a number of plots to build together. They may employ planning consultant, architect and a contractor.

2.37 Policy H3 focuses on requiring provision of 2% of plots on large housing schemes of 400 or more units on the basis that there are greater opportunities to provide suitable serviced sites for custom and self-build within larger scale schemes through a masterplan approach to its development.

2.38 Plots on such sites should be marketed appropriately for at least 12 months. Marketing should include direct contact with people on the Council's Self/Custom Build Register and via the National Custom and Self-build Association (NaCSBA) portal or similar. The marketed price of each plot should be commensurate with their value in the context of the local housing market relevant at the time of marketing. The location of self- build plots should form part of the masterplan for each strategic site and will be expected to be developed in accordance with the design code or principles established by the masterplan or planning consent.

H3: Self and Custom Build Housing

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

Where it is demonstrated that a plot has been marketed for at least 12months but has not sold as a self-build /custom build plot the developer may seek to have that plot returned to normal market use. Evidence that the plot has been marketed at a local market value and that marketing has included, but not been limited to, direct contact with those on the Councils Self build and Custom Build registerand the National Custom and Self-build Association (NaCSBA) portal or similar will be required

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

- Stamford North
- The Deepings East
- Grantham – Northwest Quadrant Phase 3
- Grantham – Spitalgate Heath Garden village
- Corby Glen Allocation

Specialist Housing Provision

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

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

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

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

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

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

2.32 The Local Plan aims to ensure that new housing provision in the District over the next 20 years meets the changing needs of the population. An appropriate mix of housing is necessary to secure mixed and balanced communities where people's needs and aspirations for new housing are met. [Policy H4: Meeting all Housing Needs](#) seeks to ensure greater choice in the types of homes entering the housing market. This will ensure that future development proposals can positively respond to local housing need. This continues the emphasis on local housing meeting local communities need as set out by the [Housing White Paper 2012: Fixing our broken housing market](#).

H4: Meeting All Housing Needs

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

New housing proposals shall also:

- Enable older people and the most vulnerable to promote, secure and sustain their independence in a home appropriate to their circumstances, including through the provision of specialist housing across all tenures in sustainable locations. This will include provision for retirement accommodation, extra care and residential care housing and other forms of supported housing. [Specialist housing provision should meet recognised dementia and/or relevant industry standards];
- Enable the provision of high quality family housing that meets changing household

needs and responds to market demand;

- c. Enable the provision of high quality and affordable housing for all and accommodation that considers specialist needs and ensures that people can live close to their families and work opportunities within the district; and
- d. Increase choice in the housing market, including new build private sector rented accommodation (Build to Rent) across both rural and urban parts of the district.

Gypsies and Travellers

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

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

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

- 2016 – 2021 – 16 pitches or 3.2 pitches per annum
- 2021- 2026 – 5 pitches or 1 pitch per annum
- 2026-2031 – 5 pitches or 1 pitch per annum
- 2031-2036 – 6 pitches or 1.2 pitches per annum

H5: Gypsies and Travellers

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

- a. the proposed site provides an acceptable living environment for its residents;
- b. the site has good access to the highway network and will not cause traffic congestion or safety problems;
- c. the site is accessible to shops, schools and health facilities by public transport, on foot or by bicycle;
- d. the site is not identified as an area at risk of flooding in the Strategic Flood Risk Assessment (SFRA); and
- e. the site will respect its relationship with any residential (settled) community and not

place undue pressure on the local infrastructure.

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

2016 – 2021 – 5 plots
2021- 2026 – 1 plot
2026-2031 – 1 plot
2031-2036 – 2 plots

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

H6: Travelling Showpeople

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

- a. the proposed site provides an acceptable living environment for its residents, including sufficient space for storage and maintenance of associated equipment;
- b. the site has good access to the highway network and will not cause traffic congestion or safety problems;
- c. the site is accessible to shops, schools and health facilities by public transport, on foot or by bicycle;
- d. the site will respect its relationship with the residential (settled) community and not place undue pressure on the local infrastructure; and
- e. the site is not identified as an area at risk of flooding in the SFRA.

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

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

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

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

Protecting Existing Community Facilities and Providing New Facilities

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

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

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

2.45 The Larger Villages are the most sustainable villages in the District and as such they will be the focus for development outside of Grantham, Stamford, Bourne and the Deepings. The assessment of the larger villages took the following into consideration: Primary school, food shop, public transport, village hall, post office, public house,

open space, play space, doctor, police / fire, secondary school, other businesses. The sustainability of these settlements could be undermined if services are lost or facilities significantly reduced.

2.46 Whilst not acting as service centres, the small villages and rural areas also have services and facilities that also need to be protected therefore Policy facilities will also apply in these locations.

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

SP6: Community Services and Facilities

Applications for the change of use of all community facilities which would result in the loss of community use will be resisted unless it is clearly demonstrated that:

- a. there are alternative facilities available and active in the same area which would fulfil the role of the existing use/building; and
- b. the existing use is no longer viable (supported by documentary evidence), and there is no realistic prospect of the premises being re-used for alternative business or community facility use.

The proposal must also demonstrate that consideration has been given to:

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

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

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

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

- f. Be physically accessible to all members of society;
- g. Be designed so that they are adaptable and can be easily altered to respond to future demands if necessary; and
- h. Where applicable be operated without detriment to local residents.

Economic Prosperity

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

National, Regional and Local Policy

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

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

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

2.52 South Kesteven forms part of the Greater Peterborough functional economic area which is aligned to the Strategic Housing Market Area covering the local authorities of Peterborough, South Holland and Rutland. This area in turn forms part of the Greater Cambridge and Greater Peterborough Local Enterprise Partnership (GCGP LEP). The GCGP LEP area covers Cambridgeshire, Peterborough, Rutland, Cambridge, East Cambridgeshire, Fenland, Huntingdonshire and South Cambridgeshire Districts but beyond these administrative boundaries the economic influence extends to parts of

North Hertfordshire, Uttlesford, St. Edmundsbury, Forest Heath, South Holland, and King's Lynn and West Norfolk. In total, the LEP area boasts a population of 1.3 million, around 700,000 jobs and 60,000 enterprises. The GCGP LEP goal is to develop an internationally competitive, nationally significant economy bringing together the diverse strengths of the area. Priorities for growth across the LEP area and the whole of its economy are set out in the Strategic Economic Plan (SEP) (2014) which was submitted to Government as part of the Growth Deal process. The SEP aims to realise the area's significant potential for continued growth through a range of targeted interventions.

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

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

Local Issues

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

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

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

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

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

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

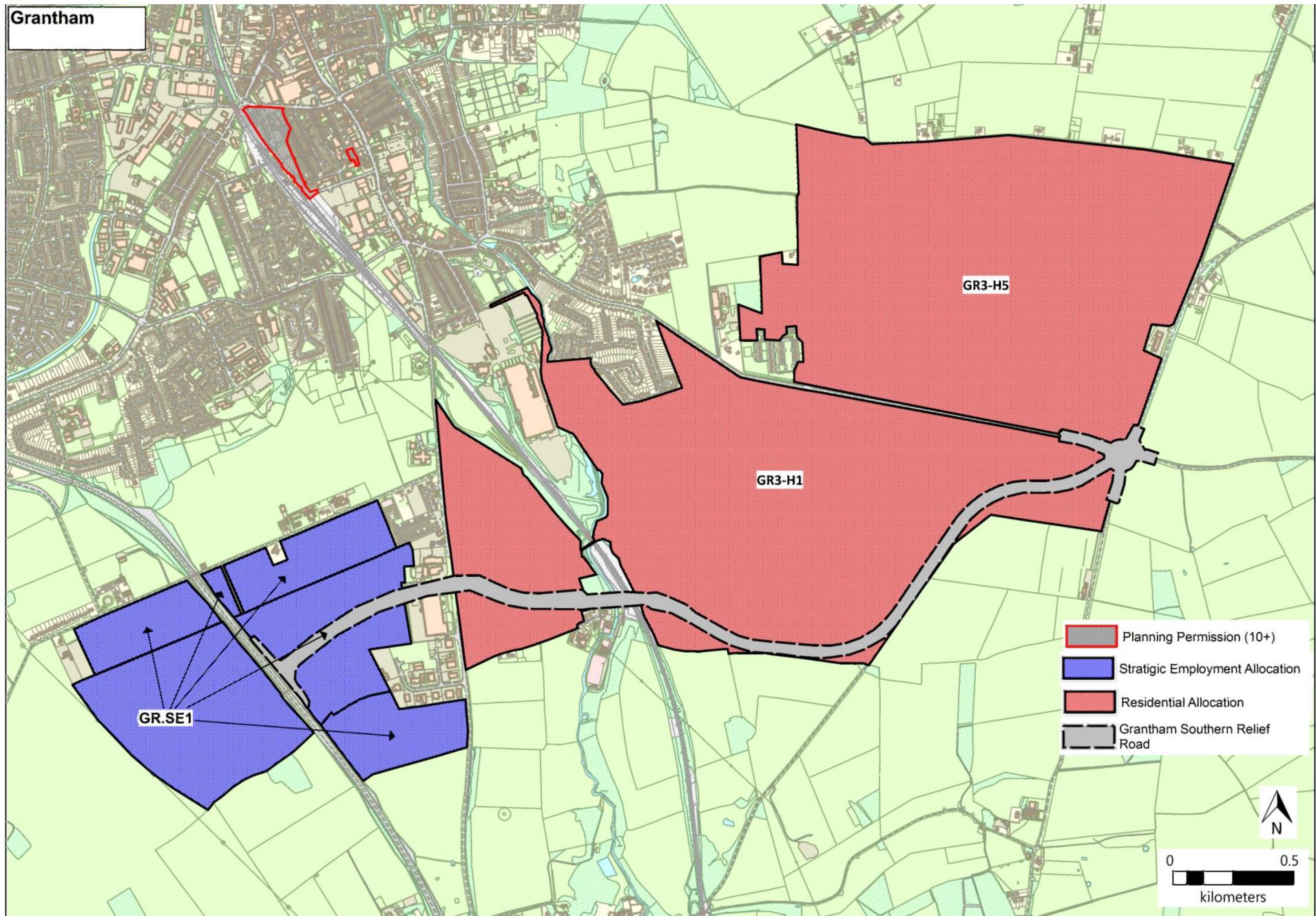
- Delivering a "step-change" in the local economy of Grantham in order to attract investment and jobs in order to make the town a leading sub-regional centre;
- Providing choice to the market so that business and job growth is not constrained by the lack of suitable available sites;
- Making it easier for key growth sectors and growing businesses to achieve their potential;

- Encouraging new inward investment as well as the growth of indigenous businesses;
- Supporting innovation and enterprise.

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

2.60 Policy E1 recognises the strategic significance of key employment sites across the District in line with the Council's economic development strategy. The Grantham Southern Gateway is a site of some 96 hectares and provides for major investment opportunities for sustainable employment to support the growth of Grantham, taking advantage of direct access to the A1 and the Southern Relief Road which is already under construction (illustrated in Figure 3). A masterplan for Spitalgate Heath Garden Village has been produced to support an outline planning application. The land to the west of the railway line is currently proposed for employment use in this masterplan. However, due to site gradients and other proposed employment allocations in this vicinity, the Council considers that residential development of this site could be suitable through the preparation of a revised masterplan for the whole site. Land on the frontage to the B1174 would still however be appropriate for a range of employment generating uses. As part of a balanced employment offer, some parts of this strategic site may be suitable for other employment generating uses outside B use classes, as specified in Policy E1 below.

Figure 3 - Grantham Southern Gateway (Policy E1)



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

2.62 The strategy of Policies E1 and E2 is to focus economic development on Grantham in the first instance, and then the other three market towns and the A1 corridor. In terms of quantity of land needed, the Employment Land Study (ELS) identified the future demand for jobs, and employment land and premises in South Kesteven. There is a need for Grantham to increase its supply of attractive modern office and business premises; in particular, the need for high quality business park premises with good access to the strategic highway network has been identified. Access to the strategic highway network also means that Grantham is well placed to accommodate major visitor attractions. The housing growth expected in the town over the plan period will require the creation of a considerable number of new jobs if out-commuting is to be reduced. The recent decision to grant outline planning permission for a Designer Outlet Village in Grantham offers the opportunity to kick-start a step change in the local economy.

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

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

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

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

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

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

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

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

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

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

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

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

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

2.73 The final use (B1 – offices, B2 – industrial, or B8 – warehousing) of each proposed allocation is uncertain until development proposals come forward, and it would be impractical for the Local Plan to unnecessarily specifically identify sites and their possible end use as not only would this limit market choice but it could also have implications for deliverability. Therefore, the jobs generation calculation should be treated with caution, as whilst the allocations proposed in the Local Plan will generate significantly more jobs than identified by the ELS, the end category of the jobs created is not yet known in full.

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

E1: Strategic Employment Sites

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

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

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

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

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

Grantham

Site Reference	Address	Hectares
GR.SE1	Grantham Southern Gateway, comprising	105.94 comprising:
SKLP323	KING 31	28.40
SKLP227 and SKLP143	Land South of Gorse Lane	15.20
SKLP272	Land South of Gorse Lane, West of A1* *To respect the sensitivities of the surrounding landscape proposals on this site should be kept low profile, single storey. This site is also required to	11.29

	ensure the delivery of essential infrastructure and any development proposal shall not impact on the delivery of this.	
SKLP188	Land West of B1174 and East of A1	13.72
SKLP202	Land West of A1	37.33

Stamford

Site Reference	Address	Hectares
ST. SE1 (SKL131)	Exeter Fields, Empingham Road, Stamford	9.80

Bourne

Site Reference	Address	Hectares
BO. SE1 (SKLP277)	Land South of Spalding Road, Bourne	8.00

The Deepings

Site Reference	Address	Hectares
DEP. SE1 (SKLP 281)	Land fronting Peterborough Road, Market Deeping	4.20
DEP. SE2 (SKLP177)	Extension to Northfields Industrial Estate, Market Deeping	14.00

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

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

E2: Employment Allocations

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

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

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

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

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

Supporting Existing Businesses and Protecting Existing Employment Sites

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

Alma Park Industrial Estate

2.76 Specific to Grantham and as part of the Grantham Capacity Study, a study was prepared which considered whether the Alma Park industrial estate may have long term potential to be considered for alternative uses. Alma Park is an established industrial estate served by Alma Park Road and Londonthorpe Road. In order to travel west towards the A1 and A52 towards Nottingham occupiers need to drive along Harrowby Lane through primarily residential areas and the town centre.

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

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

2.79 Viability and residual use values are a considerable constraint to the future redevelopment of this site. Currently, if a unit were to become vacate on the Estate it is likely that if the existing building was still in a reasonable condition the existing use value would exceed the values associated with residential development.

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

E3: Protection of Existing Employment Sites

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

Site Address	Site Reference	Area (ha)
Alma Park & Withambrook Park Industrial Estate, Grantham	G27	34.98
Autumn Park Industrial Estate, Dysart Road, Grantham	G18	4.58
Belton Lane Industrial Estate, Grantham	G25	1.97
Burton Lane/High Dyke, Easton, Grantham	R7	26.55
Dysart Road, Grantham	G8	0.70
Gonerby Hill Foot, Grantham	G5	4.10
Gonerby Moor, Grantham	R3	45.30
Gonerby Road, Grantham	G6	7.90
Fire Station, Harlaxton Road, Grantham	G12	2.30
Inner Street, Grantham	G24	2.40
Land at junction of Dysart Road and Kempton Way, Grantham	G17	7.00
Land North of Earlesfield Lane, Grantham	G16	10.60
Land South of Earlesfield Lane, Grantham	G15	5.60
London Road Industrial Estate, Grantham	G21	3.20

	North end of Trent Road, Grantham	G9	2.10	
	North of Dysart Road/ west of Railway line, Grantham	G19	4.10	
	Londonthorpe Lane, Grantham	G26	5.10	
	Spittlegate Level, Grantham	G20	15.80	
	Springfield Park Industrial Estate, Grantham	G13	7.70	
	Swingbridge Road, Grantham	G11	14.20	
	Venture Way, Grantham	G10	11.00	
	Old Hampsons Site, Harlaxton Road, Grantham	G28	0.80	
	Old School, Station Road, Grantham	G22	0.40	
	East of Ryhall Road, Stamford	S6	4.10	
	Gwash Way, East of Ryhall Road, Stamford	S5	2.70	
	Land North of Barnack Road, Stamford	S8	6.40	
	Land south of Uffington Road, Stamford	S2	0.40	
	North of Barnack Road, Stamford	S1	8.20	
	North of Uffington Road, Stamford	S7	2.20	
	East of Cherry Holt Road, Bourne	B7	9.10	
	East of Cherry Holt Road, Bourne	B9	15.00	
	Pinfold Industrial Estate and adjacent area, Bourne	B6	13.40	
	West of Cherry Hold Road, Bourne	B8	6.60	

	Northfields Industrial Estate, Market Deeping	D3	21.10	
	Honey Pot Lane, Colsterworth	R8	10.20	
	Land adjacent to A1 Colsterworth	R4	9.50	
	King Street Industrial Estate, Langtoft	R9	2.60	
	Long Bennington Business Park, Main Road, Long Bennington	R5	2.80	
	Roseland Business Park near Long Bennington	R1	6.10	
	White Leather Square, Billingborough	R6	4.30	

E4: Expansion of Existing Businesses

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

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

E5: Loss of Employment Land and Buildings to Non-Employment Uses

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

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

Rural Economy

2.81 Whilst a significant proportion of the population lives in rural areas outside the four main town of South Kesteven, the majority of employment-generating development is within the four towns. There are some limited employment opportunities in most of the larger villages, including self-employment and home working, but generally outside the four towns, agriculture still remains the major source of employment. The National Planning Policy Framework recognises the need to support sustainable growth and businesses in rural areas, and also that diversification into non-agricultural use is important to ensure the continuing vitality of rural areas. Local authorities are encouraged to establish criteria to be applied to planning applications for farm diversification, and to support diversification for business purposes. The size and impact of such schemes should remain in-keeping with their rural location. In order to

help deliver the Government's Tourism Strategy, it is also important to support sustainable rural tourism and leisure developments where these will benefit rural businesses, communities and visitors and enrich the character of the local area.

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

E6: Rural Economy

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

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

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

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

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

Any new building or extension to an existing building will only be permitted where it is

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

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

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

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

E7: Other Employment Proposals

Other employment proposals in locations not covered by the above policies will be supported, provided there is a clear demonstration that;

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

The Visitor Economy

2.84 The visitor economy is an important part of South Kesteven's local economy. The District attracts over 2.2 million visitors a year, generating over £156 million and supporting 2,500 jobs. In addition to the architectural and historical beauty of the District's villages and countryside, other major attractions within the District are Belton House, Woolsthorpe Manor, the Georgian heritage of Stamford, Grimsthorpe Manor, Easton walled garden and St Wulfram's Church in Grantham; the rural parts of the District provide attractions through walking and cycling routes, canal and waterways, aviation history and other varied attractions. The importance of this sector is recognised by the GLLEP Strategic Economic Plan. Policy E8 seeks to encourage the sustainable growth in the District's visitor economy, which in turn will support growth in the local economy. The importance of the Grantham Canal to the visitor economy is also recognised and policy Canal seeks to safeguard this important local asset.

E8: Visitor Economy

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

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

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

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

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

Protecting and Enhancing the Natural and Built Environments

The Natural Environment

Landscape Character

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

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

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

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

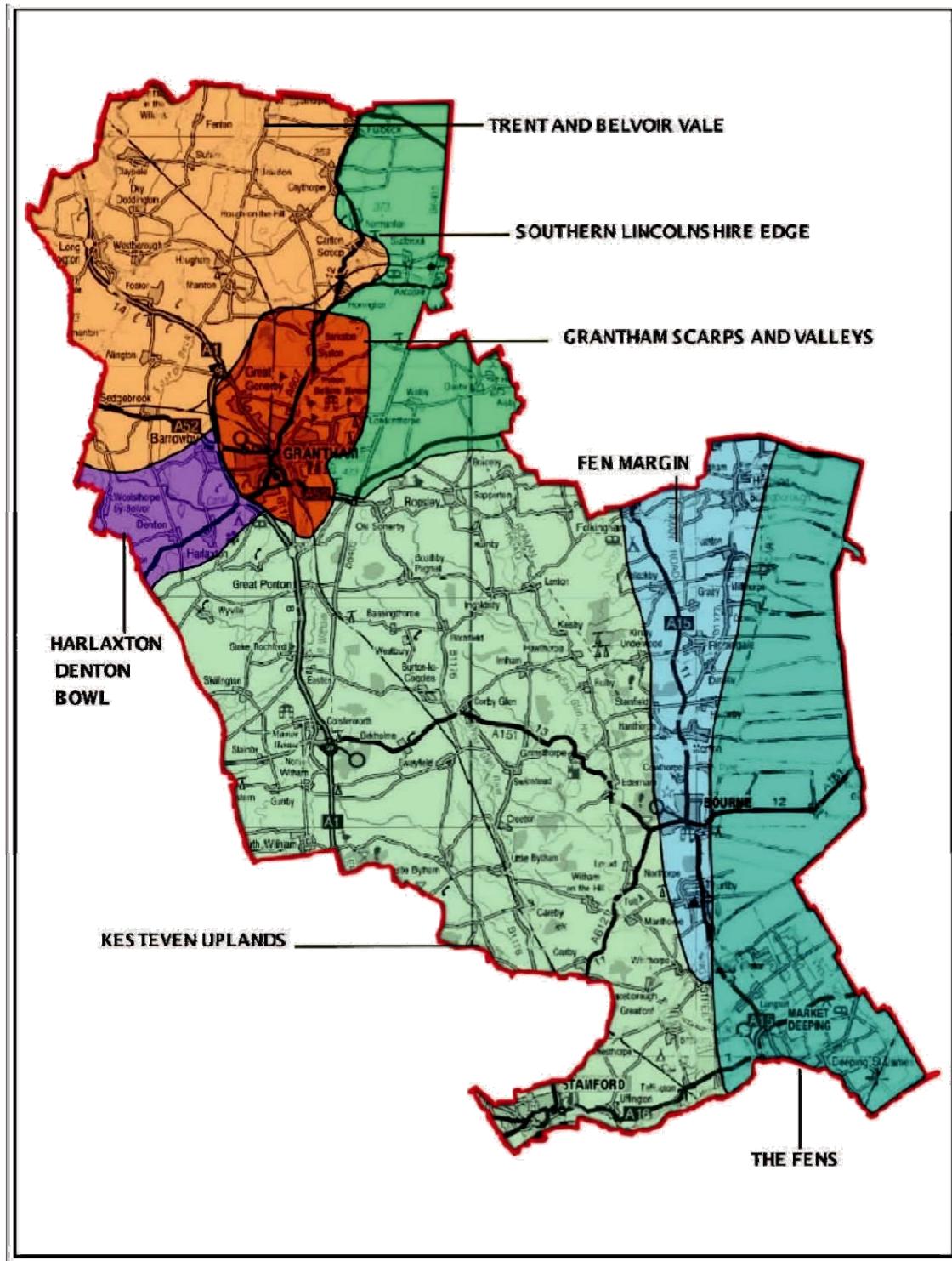


Figure 4 - South Kesteven Landscape Character Area

EN1: Landscape Character

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

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

Biodiversity and Geodiversity

2.89 The NPPF states “the planning system should contribute to and enhance the natural and local environment by:

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

2.90 The following nature sites are present within SKDC:

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

2.91 Sites that lie outside designated areas are not statutorily protected but can also provide valuable spaces and corridors for protected habitats and species. Waterways, for example, can be valuable for biodiversity, providing green and blue corridors that link habitats and wildlife sites. Maintaining and enhancing a network of habitats, species and wildlife sites, and linkages between them, is important to achieving the vision and aims of the Lincolnshire Biodiversity Action Plan (revised 2015). Places where this work is focused are Nature Improvement Areas (NIAs).

EN2: Protecting Biodiversity and Geodiversity

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

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

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

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

Planning permission will be refused for development resulting in the loss, deterioration or fragmentation of irreplaceable habitats, including ancient woodland and aged or veteran trees, unless the need for, and benefits of, the development in that location clearly outweigh the loss or harm.

EN3: Green Infrastructure

The Council will maintain and improve the green infrastructure network in the District by enhancing, creating and managing green space within and around settlements that are well connected to each other and the wider countryside. Development proposals should ensure that existing and new green infrastructure is considered and integrated into the scheme design.

Proposals that cause loss or harm to this network will not be permitted unless the need for and benefits of the development demonstrably outweigh any adverse impacts. Where adverse impacts on green infrastructure are unavoidable, development will only be permitted if suitable mitigation measures for the network are provided.

Pollution Control

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

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

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

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

2.96 The Council is committed to improving air quality in the District and, where relevant, will follow the guidance in the East Midlands Air Quality Network Air Quality and Emissions Mitigation Guidance for Developers June 2017 (or other relevant guidance).

EN4: Pollution Control

Development that, on its own or cumulatively, would result in significant air, light, noise or other environmental pollution or harm to amenity, health or safety will only be permitted if the potential adverse effects can be mitigated to an acceptable level by other environmental controls, or by measures included in the proposals. It should also be ensured that new development proposals do not have an adverse impact on existing operations.

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

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

Reducing the risk of Flooding

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

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

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

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

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

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

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

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

EN5: Reducing the Risk of Flooding

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

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

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

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

On-site attenuation and infiltration will be required as part of any new development wherever possible, and should consider the achievement of multiple benefits for example through green infrastructure provision and biodiversity enhancements in addition to their drainage function.

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

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

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

The Historic Environment

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

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

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

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

EN6: The Historic Environment

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

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

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

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

The Grantham Canal

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

2.106 To support the [emerging strategy for the Grantham Canal](#), commissioned by the Canal and River Trust on behalf of the Grantham Canal Partnership, Policy [EN6](#) of the Local Plan requires future development proposals to both protect and enhance the stretch of the Grantham canal that runs through the District. The Local Plan seeks to safeguard the canal so that its long term potential as an asset to support growth of the local economy and boast tourism can be fully realised.

EN7: Protecting and Enhancing Grantham Canal

The alignment of the Grantham Canal, as shown indicatively on the Policies Map, shall be safeguarded with a view to its long term re-establishment as a navigable waterway, by:

- a. ensuring that development protects the integrity of the canal alignment and its associated structures;
- b. ensuring that where the canal is affected by development, the alignment is protected or an alternative alignment is provided; and
- c. ensuring associated infrastructure of development does not prejudice the delivery of the canal.

Proposals will be permitted that are designed to develop the canal's recreational, nature conservation, heritage, and tourism potential.

Proposals shall only be permitted if it can be demonstrated that there is no unacceptable risk to ecology, flood risk, water resources and water quality.

The Built Environment

Promoting Good Quality Design

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

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

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

2.109 Planning policies and any related decisions should not be overly prescriptive and should seek to promote local distinctiveness, rather than a particular style. The Council has not previously produced any specific design standards or codes for the District, however a number of parishes have produced Village Design Statements, which have been adopted by the Council. In order to improve design quality in development proposals and provide guidance to assist applicants the Council will prepare a new Design Supplementary Planning Document (SPD) to provide further detail to the policy below.

DE1: Promoting Good Quality Design

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

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

Development proposals should seek to:

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

All major development must demonstrate compliance with:

- g.** Building for Life 12;
- h.** Lifetime Homes (only where the LTH requirement is stricter than Category 2);
- i.** Neighbourhood Plan policies;
- j.** Manual for Streets guidance and relevant Lincolnshire County Council guidance
- k.** Village design statements, where approved by the Council.

All strategic developments must contribute towards innovative design, to encourage sustainable living and working across the District. This should be delivered through exemplary design, construction and community facilities within all strategic developments.

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

* it is not anticipated that this will apply to all significant developments and instead will be applied on a case by case basis, depending on the context of each individual site.

When selecting schemes to undergo Design Review, the following criteria will act as guidance:

- i. Significant major planning proposals that include large buildings or groups of buildings such as large scale housing schemes, religious buildings, museums or art galleries, hospitals, shopping and leisure complexes, and office or commercial buildings;
- ii. Strategic or regeneration opportunity sites;
- iii. Infrastructure projects such as stations, and other transport interchanges;
- iv. Sites with special significance or local interest or proposals which are out of the ordinary in their context or setting because of their scale;
- v. Schemes that by their nature, setting or location are likely to be seen as unusual, particularly controversial or setting a precedence. This includes proposals which are likely to establish the planning, form or architectural quality for future large scale development or redevelopment; and
- vi. Schemes with a significant impact upon the public realm, such as major changes in the public realm or proposals to enhance public squares and civic open spaces.

Sustainable Building and Construction

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

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

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

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

2.113 The South Kesteven District Water Cycle Study was updated in October 2016. This recommended that, in order to move towards a more 'water neutral position' and to enhance sustainability of development coming forward, a policy should be developed that ensures all housing is as water efficient as possible, and that new housing development should go beyond mandatory Building Regulations requirements. It

recommended a policy of setting the Building Regulations optional requirement target of 110 l/h/d. It also recommended non-domestic buildings should as a minimum reach 'Good' BREEAM status.

SB1: Sustainable Building

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

1. Energy consumption

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

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

2. Water Resources

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

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

3. Contributing to Low-Carbon Travel

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

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

Open Space

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

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

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

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

OS1: Open Space

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

	Standard	Component Parts
Informal /Natural green space	2.0 ha per 1000 population within 480m (10mins walk time)	Informal open space, natural green space, e.g. woodland, wetland, meadow and heath, green infrastructure, routeways and corridors
Outdoor sports space	1.0 ha per 1000 population within 480m (10mins walk time)	Dedicated outdoor sports pitch provision (includes grass pitch provision and sometimes hard/synthetic surfaces)

Other Open Space	0.8ha per 1000 population within 480m (10mins walk time)	Play equipped space	0.15ha
		Young Persons spaces	0.15ha
		Allotments	0.20ha
		Parks	0.30ha

Providing New Open Space

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

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

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

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

Protecting Existing Open Space

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

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

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

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

Renewable Energy Generation

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

National and Local Context

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

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

2.120 This Section of the Local Plan deals primarily with the three main sources of on-shore energy generation likely to be proposed in the District - solar photovoltaic, wind energy and biomass energy. Other possible sources of renewable energy will be considered along the lines of the general proposals for these three sources. Whilst on-shore wind has been a major contributor of renewable energy over the last 15 years its forecast additional capacity has been greatly overtaken by offshore wind. Government subsidies for on-shore wind in the form of the Renewables Obligation were phased out in April 2017. Even though on-shore wind is becoming less costly and like all the major renewable sources moving towards “grid parity” (i.e. being viable without subsidy) this is bound to affect demand. It is also not seen as a major provider of new development because of population and environmental constraints.

The Government's National Infrastructure Delivery Plan 2016 to 2020/21 (Para 6.28) sees the key energy technologies for market support as new nuclear, gas and offshore wind.

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

2.122 The Council intends to operate a criteria-based policy towards any new proposals for renewable energy generation in the District, as covered in the 2015 Written Ministerial Statement. This approach is covered in the National Planning Policy Guidance and has served the District well in the form of SKDC's June 2013 Wind Energy Supplementary Planning Document, the content of which has been reviewed and updated to inform Appendix 4 of this Local Plan. The criteria based approach will assist developers in considering the constraints on any renewable energy generation proposals as well as their benefits and thus to identify any potentially suitable locations.

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

For Wind Energy generation

- Landscape and visual amenity
- Residential amenity
- Cumulative impact
- Ecology, Biodiversity and ornithology
- Historic Environment
- Hydrology
- Traffic and Transport
- Noise and Vibration
- Socio-economic and other impacts
- Shadow Flicker
- Aviation
- Telecommunications
- Agricultural land

For Solar Photovoltaic generation

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

For Biomass generation:

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

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

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

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

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

context to enable the identification of potentially suitable sites for renewable energy development.

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

2.129 In order to further support communities in their consideration of all renewable proposals, local communities via their parish councils, or equivalent, will be consulted on planning applications for renewable energy. In consulting local communities the Council will consider the geographic reach of a proposal, in relation to both possible and cumulative impact. This will sometimes involve consulting proximal parish councils as well as the one(s) where the proposal is located. This may include parishes in adjoining local planning authority areas, in which case the Council will liaise with those corresponding local authorities. In considering consultation responses greatest weight will be placed on the views of those communities and parish councils which are closest to, or most greatly affected by the proposed development. The Statement of Community Involvement (SCI) will be updated accordingly to accommodate this.

RE1: Renewable Energy Generation

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

- a. The proposal does not negatively impact the District's agricultural land asset;
- b. The proposal can demonstrate the support of affected local communities;
- c. The proposal includes details for the transmission of power produced;
- d. The proposal details that all apparatus related to renewable energy production will be removed from the site when power production ceases; and
- e. That the proposal complies with any other relevant Local Plan policies and national planning policy.

3. South Kesteven's Communities

In addition to Policy H1, housing allocations for the Plan Period are set out in the following sections in order that these can be seen within the context of our communities. Allocations have been made for each of the main towns with a focus on Grantham, as well as the majority of the larger villages. In order to demonstrate that the allocated sites are capable of meeting the housing requirement over the plan period, the following assumptions have been made regarding density:

Planning Practice Guidance states that housing potential should be guided by local conditions, including housing densities and the sites' potential using an average development density of 30 dwellings to the hectare. However, this density has been adjusted to take account of any individual site characteristics and physical constraints.

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

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

The dwelling potential of sites included in the Local Plan is indicative only; the true potential of any site will be assessed by more detailed study, having regard to many factors which are outside the scope of the Local Plan, and which need to be considered as part of the planning application process.

Some sites have been considered to have a lower density, due to their sensitive location and this is reflected in the indicative density. Again, this is not a rigid number but it would not normally be considered that a much higher density would be considered appropriate in this locations.

South Kesteven's Four Market Towns

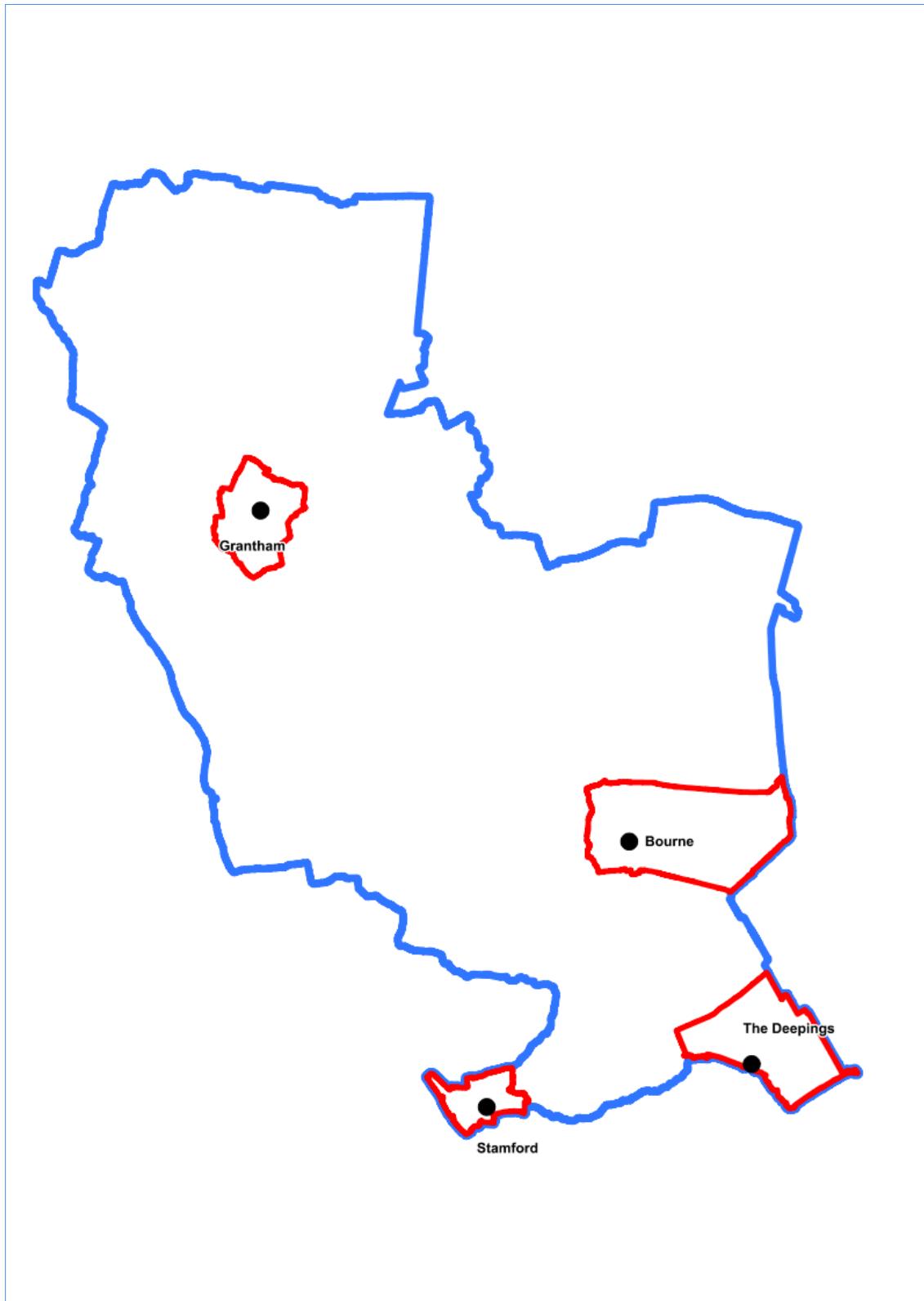


Figure 5 - The four main Towns of South Kesteven, Map and Infographic Data.

Grantham's Profile



Population – 41998



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



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



Average age of the population is 40



10% of the population is retired

Stamford's Profile



Population – 19701



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



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



Average age of the population is 42



11% of the population is retired

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

Bourne's Profile



Population – 14456



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



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



Average age of the population is 42



11% of the population is retired



Population – 13314



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



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



Average age of the population is 42



12% of the population is retired

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

Grantham

- 3.1 Grantham is located around 26 miles south of Lincoln and 24 miles east of Nottingham. It is the largest settlement within the District of South Kesteven, and the second largest settlement in Lincolnshire. The town has historically been of strategic importance due to its location on the River Witham, along with the Great North Road and with the East coast Main Line running through it. It has good strategic connections to London, Peterborough, Newark, Lincoln and Nottingham. Being the largest town in the District, Grantham was previously awarded Growth Point status in 2006, in order to support an ambitious growth agenda, aimed at strengthening and enhancing Grantham's position as a major economic centre within Lincolnshire. Whilst formally Grantham's Growth Point status has concluded, the projects associated with it are still active and work continues to ensure that Grantham fulfils its ambition to be a leading sub-regional centre offering high quality retail, leisure, residential and employment opportunities to the whole of its hinterland.
- 3.2 Grantham has an historic and diverse town centre, with the full range of facilities, which you would expect to find in an urban centre of over 41,000 people. Many of the major national retailers have stores in the town, and there are branches of the leading supermarkets and the major banks.

Grantham's Historic Environment

- 3.3 In the centre of Grantham is the Grade 1 listed St. Wulfram's parish church. The church and its immediate setting are important features of the Conservation Area and the wider area, they are also the most historic parts, and as such are highly significant in their historic importance, and therefore very sensitive to any change or alteration. The views to the spire of St Wulfram's Church are one of the defining characteristics of Grantham. St Wulfram's spire is prominent in both short and long views and the protection of these should be weighed up in the consideration of any development proposals both within and outside the town.
- 3.4 The Grade 1 listed Belton House and its Grade 1 registered historic park and garden are internationally significant heritage assets located in close proximity to the northern edge of the existing built up area of Grantham.
- 3.5 In recognition of its importance the Council and the National Trust commissioned the Belton House and Park Setting study to define the extent of the setting of these heritage assets and to inform policy formulation and decision-making for development proposals within the defined area.
- 3.6 Protecting and enhancing the setting, to the extent defined in the adopted Belton House and Park Setting Study, is important in maintaining its significance as a heritage asset. In accordance with [policy GR1](#) development proposals will need to demonstrate

what, if any, impact there will be on the setting of Belton House and Park through the preparation of a Heritage Impact Statement.

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

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

Supporting Grantham's Economy

- 3.7 The town's economy has traditionally been reliant on industries like manufacturing, engineering, construction and wholesale retail trade. However, the distribution and visitor/tourism service sectors have taken an increased role in employment provision over recent years with much of the town's employment now focused within the service sector.
- 3.8 Education within the town is good, with Key Stage Two results in line with the national averages and a good GCSE performance. There are several secondary schools in the town, including two Grammar schools and a further education college.
- 3.9 Employment in the town is mainly focused in the town centre; but also at other locations such as Alma Park industrial Estate and Spitalgate Level industrial area, near to the A1. Unemployment in the town is at 3.7% which is higher than the District average of 2.0%.
- 3.10 The Local Plan seeks to strengthen the District's economy and through the identification of a series of strategic employment sites (see [E1: Strategic Employment Sites](#)) and employment allocations (see [E2: Employment Allocations](#)) seeks to further enhance Grantham's local economy such that Grantham can sustain and develop its role as an effective sub-regional centre. The proposed Southern Gateway strategic employment location in Grantham ([E1:GR.SE1](#)) recognises the benefit the delivery of employment generating uses on this site will bring to the local economy. This location will have excellent connectivity to the A1 and national road network by means of a new junction with the new Grantham Southern Relief Road.

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

Sustainable Transport in Grantham

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

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

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

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

3.15 Lincolnshire County Council has proposals for significant highway infrastructure which will be delivered in Grantham during the plan period, most notably the construction of the Grantham Southern Relief Road (GSRR). This infrastructure will support and enable the growth of the town by opening up access to key development sites and by providing mitigation to traffic growth associated with all planned development. It is important to recognize the benefit and mitigation that this infrastructure will provide to all development sites within the Grantham Transport strategy area. Development proposals will therefore be expected to make appropriate direct provision or a financial contribution to the delivery of this enhanced infrastructure. The GSRR recently obtained £5m towards construction costs from the Highways England Growth and Housing Fund (GHF) and where opportunities for additional the forward funding of strategic transport infrastructure projects exist, these will be explored, in

partnership with Lincolnshire County Council, or Highways England in the case of the A1 and A52 (west of the A1) trunk roads.

GR2: Sustainable Transport in Grantham

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

Grantham Residential Allocations

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

3.17 Grantham will be the primary focus for the majority of housing growth within the District. This principle was established by the previous Core Strategy and by continuing to focus on Grantham the town will have the scale of additional growth needed to furnish it with an appropriate critical mass that will support a range of services and facilities and ensure that Grantham sustains and builds upon its role as a sub-regional centre. To achieve this, the Local Plan incorporates two sustainable urban extensions - the continued allocation of the Spitalgate Heath Garden Village (Southern Quadrant GR4: H1), which has recently attracted central government funding, and Rectory Farm (North West Quadrant) (GR4: H2). A masterplan for Spitalgate Heath Garden Village has been produced to support an outline planning application. The land to the west of the railway line is currently proposed for employment use in this masterplan. However, due to site gradients and other proposed employment allocations in this vicinity, the Council considers that residential development of this site could be suitable through the preparation of a revised masterplan for the whole site. Land on the frontage to the B1174 would still however be appropriate for a range of employment generating uses.

3.18 Further land is identified for allocation at Rectory Farm (North-West Quadrant) (GR4: H3). Land north of Longcliffe Road (Manthorpe) (GR4: H4) has recently been granted planning permission on appeal but is included as an allocation in order to establish development principles for the site to help guide further applications to enable development to take place. The Prince William of Gloucester barracks has been identified for release and redevelopment by the Ministry of Defence. This site (GR5: H5 Prince William of Gloucester Barracks (SKLP 316)) is allocated for development in the second 10 year period of the Local Plan – from 2026 to 2036.

GR3: Grantham Residential Allocations

GR3-H1: Spitalgate Heath - Garden Village (Southern Quadrant) (SKLP269)

Indicative Unit Numbers: 3700 (2,150 anticipated to be constructed by 2036)

Approximate Density: 30 Dwellings per hectare.

The following development principles accompany this allocation:

- a.** To ensure the comprehensive development of the entire allocation, incremental full applications will not be acceptable. An outline or hybrid application will be required for the entire site. This should be accompanied by a detailed masterplan.
- b.** The layout of the development should provide appropriate transport infrastructure measures to encourage walking, cycling and use of public transport in order to maximise opportunities for sustainable modes of transport.
- c.** The development should incorporate Sustainable Urban Drainage systems where practical and possible to do so.
- d.** The masterplanning and development of the site should have careful regard for landscape and topography and reflect current garden village principles and national best practice.
- e.** The site shall make provision for safe and convenient highway, footway, and cycleway connections throughout the site connecting it to local schools, community facilities and into the wider town.
- f.** The potential for the development to impact on the townscape and heritage assets including views out of the site should be considered in the masterplanning of this site.
- g.** The development should provide net gains in biodiversity on site and contribute to wider ecological networks where possible.
- h.** Additional treatment capacity is required at waste water treatment works and new discharge permits are required for water quality targets. This should be incorporated early on in the development of scheme specifics, as part of a scheme wide delivery strategy which demonstrates that capacity is available or could be made available to serve the development subject to phasing.
- i.** To ensure the development achieves good, high quality design a design code will be prepared for the site. The overall design of the Garden Village should provide a model for sustainable living with exemplary standards of design, construction and community facilities.
- j.** This site is situated within a Minerals Safeguarding Area. Before considering a planning application or allocation for this site a Minerals Assessment will be required.

GR3-H2: Rectory Farm (Phase 2 North West Quadrant) (SKLP134, 267, 268)

Indicative Unit Numbers: 1150

Approximate Density: 30 Dwellings per hectare

Development of the North West Quadrant Phase 2 must be planned for in a comprehensive manner such that each of the three phases (and corresponding landowners/developers/site promoter(s)) work together to provide a single urban extension.

The Council will work with the site promoter(s) / landowners / developers to ensure that a planning application / master planning strategy is developed that enables planning applications for the site to be progressed without compromising the delivery of the whole site comprehensively.

Applications that fail to demonstrate how they relate and connect to the wider site, including, where relevant, connections to the neighbouring Poplar Farm development will be resisted.

The following development principles accompany this allocation:

- a.** Development should provide a strategic access solution which limits the number of new access points onto the A52 Barrowby Road. The strategic access solution should include details on vehicular, pedestrian and cycleway connections to the adjacent Poplar Farm.
- b.** The layout of the development should provide appropriate transport infrastructure measures to encourage walking, cycling and use of public transport in order to maximise opportunities for sustainable modes of transport.
- c.** Provide for safe and convenient highway, footway, and cycleway connections throughout the site connecting residents to local schools, including the new Poplar Farm Primary School, community facilities and into the town centre.
- d.** The development will make suitable open space provision including providing an additional playing field or land for such use, adjacent to the boundary of Poplar Farm school.
- e.** Land in the North-West corner of the site, following the public footpath known as Barr 11/4, shall be used for the provision of landscaping and open space only, to protect the sensitive landscape from development.
- f.** The development should incorporate Sustainable Urban Drainage systems where practical and possible to do so.
- g.** The development should provide net gains in biodiversity on site and contribute to wider ecological networks where possible.
- h.** Development of this site should seek to positively incorporate strategic views towards the Town's heritage assets and their setting (i.e. Belmont Tower, St Wulfram's, and St

Sebastian's). The topography of the site shall be carefully considered to ensure that development proposals minimise possible harm to cross town views of these heritage features.

- i. Additional treatment capacity is required at waste water treatment works and new discharge permits are required for water quality targets. This should be incorporated early on in the development of scheme specifics as part of a scheme wide delivery strategy which demonstrates that capacity is available or could be made available to serve the development subject to phasing.
- j. To ensure the development achieves good, high quality design a design code will be prepared for the whole site.

GR3-H3: Land adjacent to Rectory Farm (Phase 3 North West Quadrant) (SKLP51 and SKLP 313)

Indicative Unit Numbers: 404

Assumed Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- a.** A comprehensive masterplan will be prepared for this site, which clearly sets out an appropriate relationship with the adjacent Rectory Farm site/s (Phase 2 North West Quadrant).
- b.** In masterplanning the site consideration should be given to providing vehicular, pedestrian and cycleway connections into the site from the adjacent Rectory Farm development (North West Quadrant Phase 2).
- c.** The layout of the development should provide appropriate transport infrastructure measures to encourage walking, cycling and use of public transport in order to maximise opportunities for sustainable modes of transport.
- d.** Provide safe and convenient highway, footway, and cycleway connections throughout the site connecting it to local schools, community facilities and into the wider town.
- e.** The development should incorporate Sustainable Urban Drainage systems where practical and possible to do so.
- f.** The development should provide net gains in biodiversity on site and contribute to wider ecological networks where possible.
- g.** The northern edge of the site shall not extend any further north than as shown on the policies map; this is to prevent possible impact on heritage features, their settings and the landscape.
- h.** Noise mitigation measures shall be proactively incorporated in the development.
- i.** Sensitive landscaping treatments shall be provided along the northern edge of the site.
- j.** Additional treatment capacity is required at waste water treatment works and new discharge permits are required for water quality targets. This should be incorporated early on in the development of scheme specifics as part of a scheme wide delivery strategy which demonstrates that capacity is available or could be made available to serve the development subject to phasing.
- k.** To ensure the development achieves good, high quality design a design code will be prepared for the site.

GR3-H4: Land North of Longcliffe Road and Ryedale Close, Manthorpe Road (SKLP45)

Indicative Unit Numbers: 480

Assumed Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- a.** The masterplanning and development of the site should have careful regard for landscape and topography. No development shall occur above the 65m contour.
- b.** The layout of the development should provide appropriate transport infrastructure measures to encourage walking, cycling and use of public transport in order to maximise opportunities for sustainable modes of transport.
- c.** Additional treatment capacity is required at waste water treatment works and new discharge permits are required for water quality targets. This should be incorporated early on in the development of scheme specifics as part of a scheme wide delivery strategy which demonstrates that capacity is available or could be made available to serve the development subject to phasing.
- d.** Impact on heritage features will need to be considered, specifically the development should incorporate strategic views towards heritage assets and their settings (i.e. Belmont Tower, St Wulfram's Church, St Johns church).
- e.** A landscape buffer shall be provided along the northern and western edges of the site.
- f.** The development should incorporate Sustainable Urban Drainage systems where practical and possible to do so.
- g.** The development should provide net gains in biodiversity on site and contribute to wider ecological networks where possible.
- h.** Provide safe and convenient highway, footway, and cycleway connections throughout the site connecting it to local schools, community facilities and into the wider town.
- i.** A through route between Longcliffe Rd and Belton Lane shall be provided, this will also enable connections to and enhancement of existing footpaths/cycleways in the local area.
- j.** The development will make provision for upgrading of Belton Lane/Newark Hill junction to traffic lights.

GR3-H5: Prince William of Gloucester Barracks (SKLP 316)

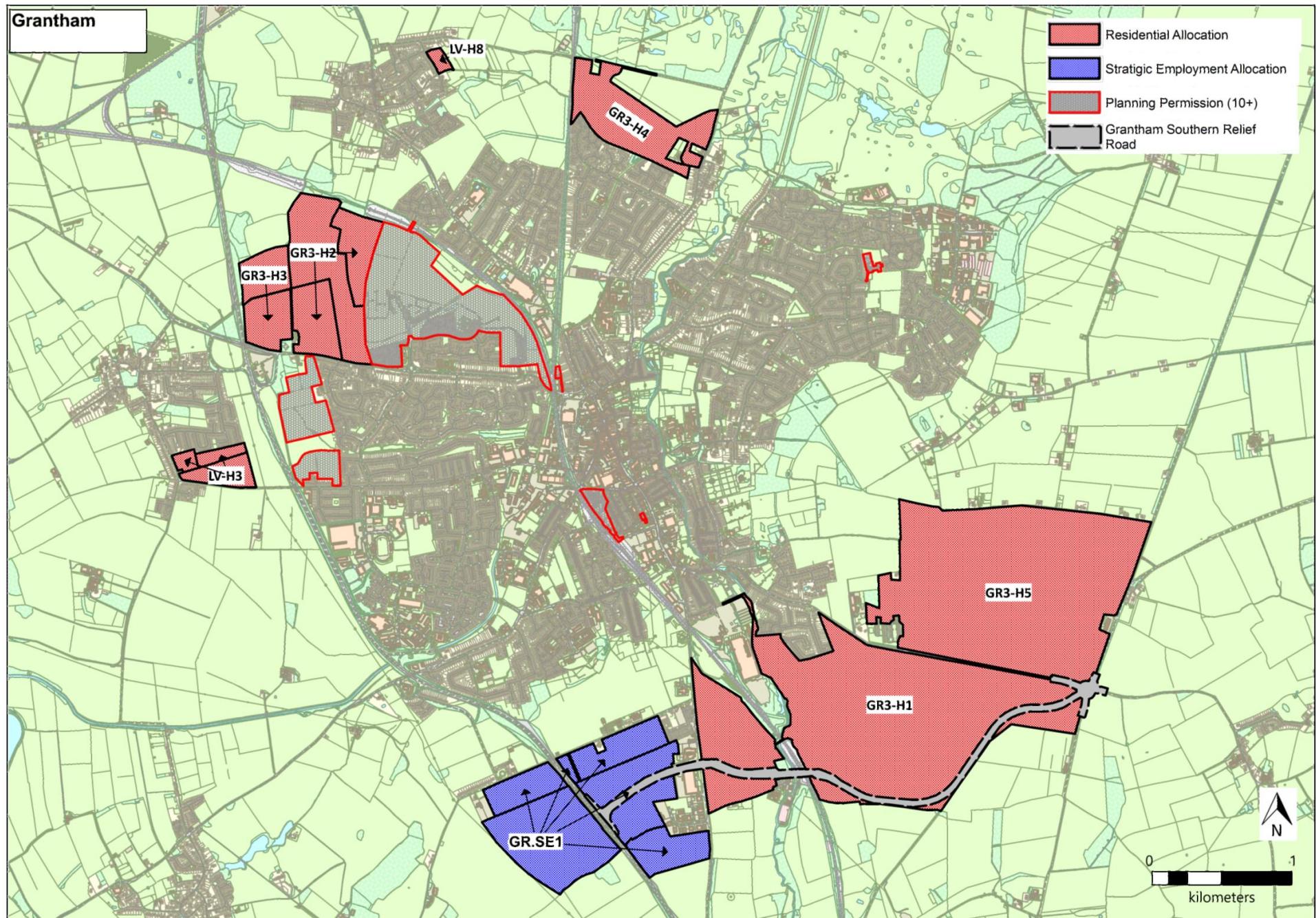
Indicative Unit Numbers: 500 (anticipated to be delivered by 2036)

The following development principles accompany this allocation:

- a.** A comprehensive masterplan will be prepared for this site, which clearly sets out an appropriate relationship with the adjacent Spitalgate Heath - Garden Village allocation.
- b.** To ensure the development achieves good, high quality design a design code will be prepared for the site.
- c.** Additional treatment capacity is required at waste water treatment works and new discharge permits are required for water quality targets. This should be incorporated early on in the development of scheme specifics as part of a scheme wide delivery strategy which demonstrates that capacity is available or could be made available to serve the development subject to phasing.
- d.** The development should incorporate Sustainable Urban Drainage systems where practical and possible to do so.
- e.** The development should provide net gains in biodiversity on site and contribute to wider ecological networks where possible.
- f.** The development must provide safe and convenient highway, footway, and cycleway connections throughout the site connecting it to local schools, community facilities and into the wider town.

Policies maps have been prepared and are contained within the [Policies Maps Appendix: 2](#). the policies maps depict all land allocations and other policy designations. The contextual plan below is for purely illustrative purposes and details allocations

Figure 6 - Grantham Illustrative Map



Grantham Town Centre

3.19 The Local Plan will seek to encourage retail proposals that support and enhance Grantham's developing role as a sub-regional shopping and leisure destination. The historic fabric of Grantham's town centre creates good potential for investment, regeneration and enhancement despite it having experienced the national pattern of increased shop vacancies. Grantham's sub-regional status and its distance from the key shopping centres of Peterborough and Nottingham means it is capable of operating at a higher retail level than is currently being achieved. The Council with Historic England have supported improvements to shop fronts within the Conservation Area to help revitalise key elements of the townscape.

3.20 Part of Grantham town centre's under achievement is due to significant expenditure leakage into centres such as Peterborough, Nottingham and even Leicester. Expenditure leakage is the technical term for shoppers exhibiting choice; shoppers choose other locations because of the variety those locations can offer them, which in turn impacts the offers available within the centre not being visited, in this instance Grantham town centre. Grantham is not large enough to re-create itself as another Peterborough or Nottingham, but it can still build a critical mass in terms of its population and look to reinvent and to reinvigorate itself as a sub-regional shopping and leisure destination. Wider local infrastructure issues, such as congestion within the town centre, will be addressed through the delivery of the Plan. More recently, a Designer Village Outlet has been granted planning permission with expected visitors estimated to be 3 million when fully operational – it is projected that approximately 10% of these will also visit the town centre.

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

GR4: Grantham Town Centre Policy

The Grantham town centre boundary and the Primary Shopping frontages are defined on the Policies Map (as illustrated below).

Within the town centre, development or reuse of buildings for a range of uses including retail, leisure, offices, food and drink, cultural and residential will be supported.

Within the Primary Shopping frontages proposals for new premises, conversions or change of use to A1 retail (shops) will be encouraged, subject to the proposal contributing positively to the character and appeal of the town centre.

Other A-uses will be supported provided that they positively contribute to the Town Centre either through generating footfall or providing supplementary uses, i.e. banks, cafes.

Within the town centre boundary, proposals for A-uses will be supported, as well as proposals for Offices (B1), Health Care, Day Nurseries, (D1) and leisure and tourism related uses, i.e. cinema, recreation facilities (D2) and appropriate residential development on upper floors, provided that the use does not cause undue harm to the character and appeal of the town centre, nor generate “dead shopping frontages”.

The preference is for A1 retail uses to be located within the Primary Shopping frontages.

Proposals for A1 retail uses in the wider town centre boundary will be supported provided that they positively contribute to the town centre.

Proposals supporting the generation of an evening economy within the Town Centre will be encouraged. The re-development of the St Peter’s Hill area will be supported provided that proposals encourage footfall into the town centre and support the evening economy.

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

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

Grantham Town Centre frontages

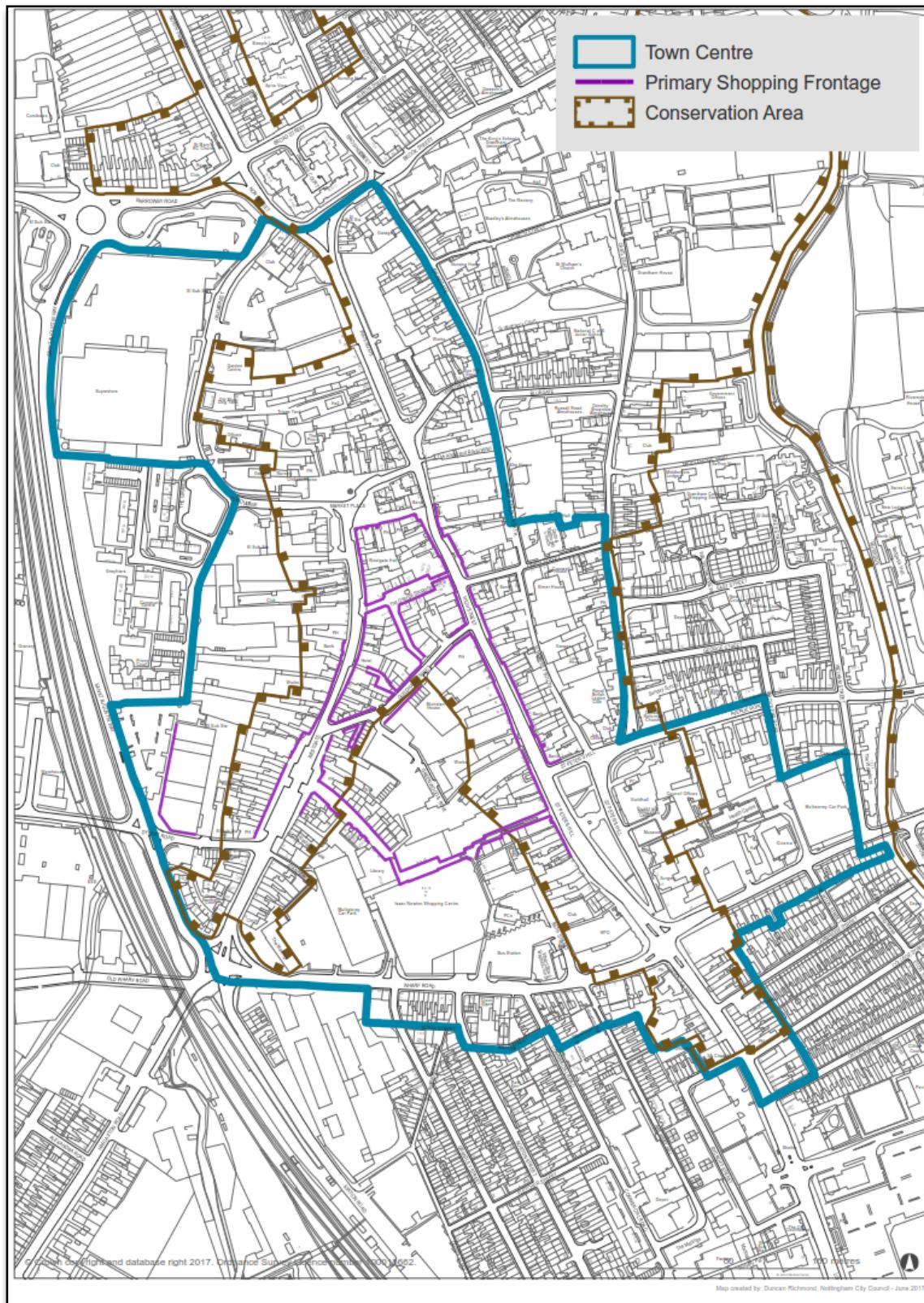


Figure 7- Grantham Town Centre Map

Stamford

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

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

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

3.25 In 2015, South Kesteven District Council commissioned a Capacity and Limits to Growth Study for Stamford. This was commissioned in order to ensure the existing heritage and other important features of Stamford were protected from future inappropriate development options by identifying the less constrained and strategic opportunities for sensitive growth of the town.

3.26 The proposed strategy for Stamford is to focus on growth to the North of the town (STM1: H1). This proposal accords with the findings of the Stamford Capacity and Limits to Growth Study as focusing growth in the north will ensure the historically significant and sensitive landscape to the south of the town is protected whilst the fabric of the town is protected for future generations. The proposed northern allocation will provide a comprehensive sustainable urban extension to the town, however this will happen over a number of years and therefore it will be some time before housing completions are achieved. In order to ensure Stamford continues to contribute to the District's housing growth and its own need, a further allocation is proposed at Stamford East (STM1:H2). This proposal makes best use of previously developed land and seeks to ensure two parcels of land are bought together as one comprehensive development option for the town.

STM1: Stamford Residential Allocations

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

Indicative Unit Numbers: 1,300 Approximate Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- a.** A high level masterplan, supported by a detailed development brief and phasing plan, is required for the entire site (to include for the land extending into Quarry Farm, Rutland with an additional capacity of 650 dwellings).
- b.** The layout of the development should provide appropriate transport infrastructure measures to encourage walking, cycling and use of public transport in order to maximise opportunities for sustainable modes of transport.
- c.** Safe and convenient highway, footway, cycleway connections shall be provided throughout the site connecting it to local schools, community facilities and into the wider town.
- d.** An East-West road to be provided through from Old Great North Road to Ryhall Road. This should offer mitigation to the town centre from the traffic generated as a result of this development.
- e.** The development shall accommodate specialist housing needs through the provision of retirement housing, extra care or residential care housing.
- f.** The development shall make provision for a new primary school.
- g.** The development shall make provision for contributions towards the expansion or improvement of the adjacent secondary school.
- h.** The development shall make provision for a local centre, to serve the needs of both existing and new residents to the area. The local centre should include the provision of appropriate social and community facilities.
- i.** The development should positively respond to green infrastructure opportunities and provide sensitive landscaping to the northern edge of the site.
- j.** Land to the east of the dismantled railway line can be utilised for the provision of open space and strategic landscaping only. No development shall take place on this land.
- k.** The development should provide net gains in biodiversity on site and contribute to wider ecological networks where possible.

STM1- H2: Stamford East (SKLP300, 318)

Indicative Unit Numbers: 162

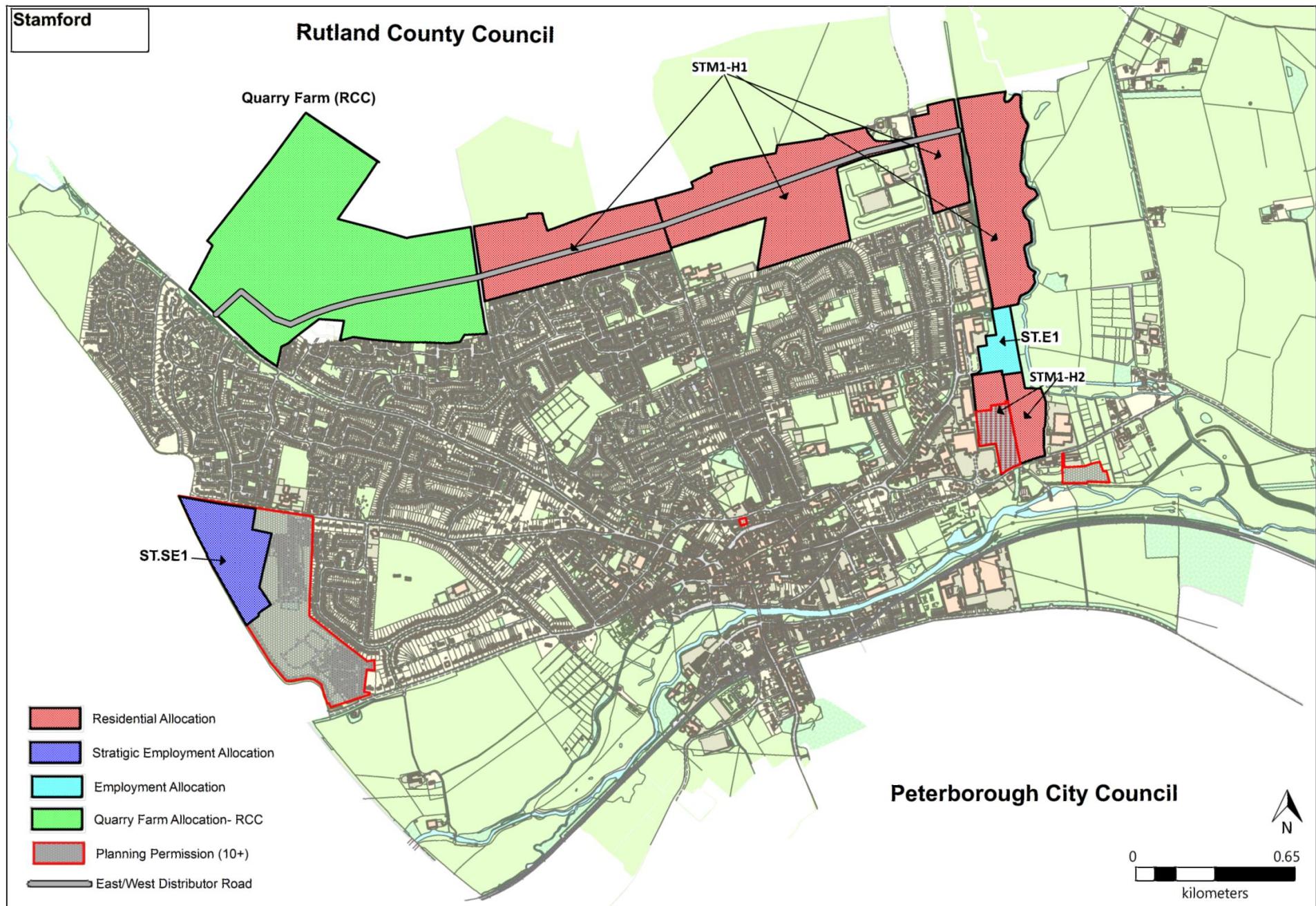
Approximate Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- a.** A comprehensive masterplan is required for the entire site.
- b.** The layout of the development should provide appropriate transport infrastructure measures to encourage walking, cycling and use of public transport in order to maximise opportunities for sustainable modes of transport.
- c.** This site represents a gateway location and this should be recognised in the design and layout of development proposals.
- d.** Highway, footway, cycleway connections shall be provided throughout the site which connect the site into the wider area.
- e.** To ensure the development achieves good, high quality design, a design code will be prepared for the site.
- f.** Any contaminated land should be remediated to recognised standards.
- g.** This site is situated within a Minerals Safeguarding Area. Before considering a planning application or allocation for this site a Minerals Assessment will be required.

Policies maps have been prepared and are contained within the [Policies Maps Appendix: 2](#). the policies maps depict all land allocations and other policy designations. The contextual plan below is for purely illustrative purposes and details allocations

Figure 8 - Stamford Illustrative Map



Stamford Town Centre

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

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

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

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

STM2: Stamford Town Centre Policy

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

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

The Stamford town centre boundary, Primary and Secondary Shopping frontages are defined on the Policies Map (and as illustrated below).

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

Stamford Town Centre frontages

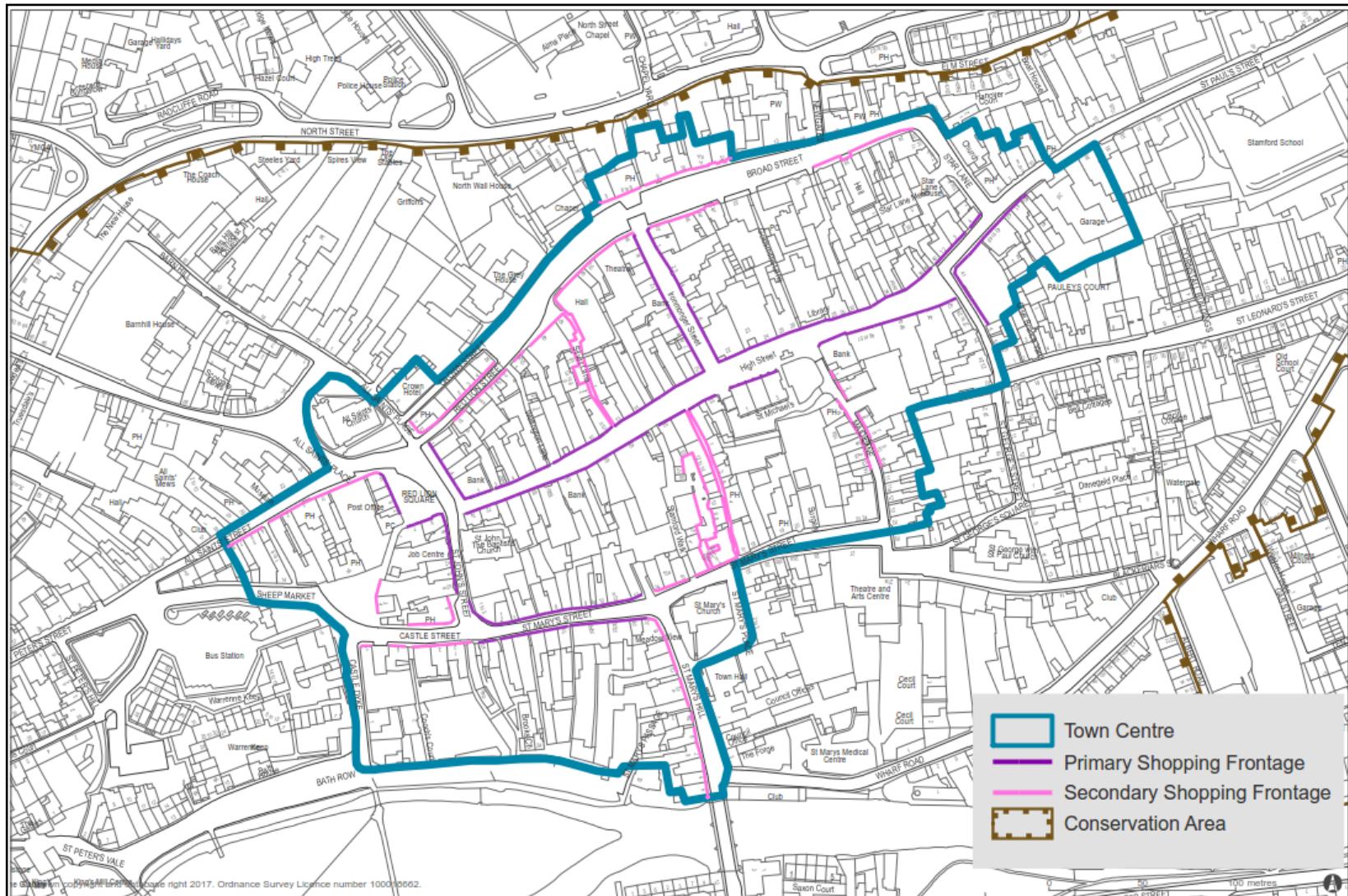


Figure 9 - Stamford Town Centre Map

Bourne

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

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

3.33 The development strategy for Bourne seeks to enable choice in the local market and accommodate both the local community's and the Neighbourhood Plan Group's desire to plan for the growth of their town. This strategy also recognises recent levels of development that the town has seen, including the development of Elsea Park and other sites.

3.34 The Local Plan does not make any site specific allocations in Bourne, because of current commitments still outstanding. Instead, it is expected that the Neighbourhood Plan body will work in partnership with the Council to identify suitable, sustainable locations for a minimum of 200 additional new homes over the plan period.

3.35 The housing requirement for Bourne is based on the same population projections used to calculate the District's housing requirement. This figure is the minimum amount of housing that Bourne will need to deliver across the Plan period, up to 2036.

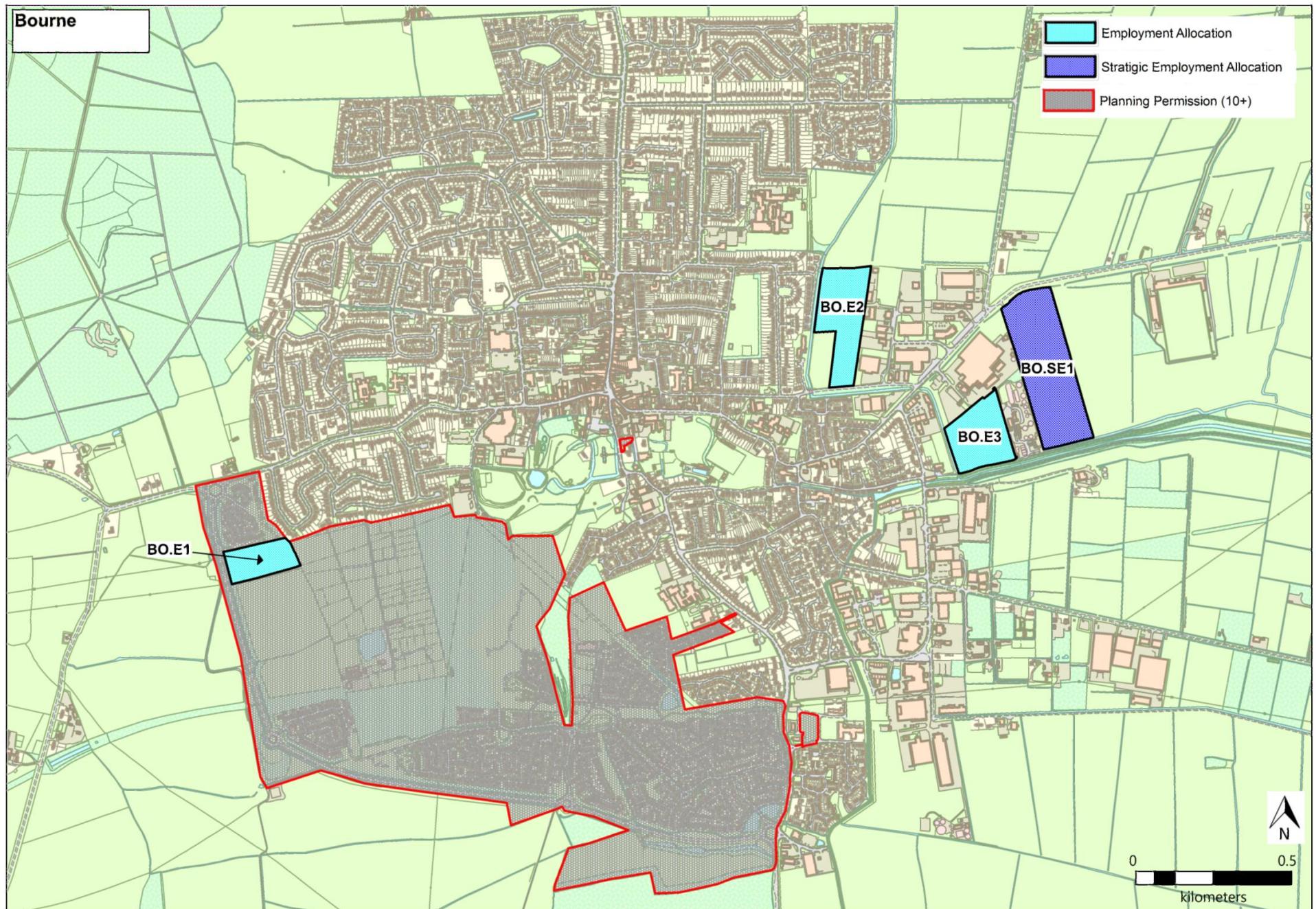
3.36 This arrangement for Bourne is based on the understanding that the Neighbourhood Plan will make sufficient, suitable and sustainable allocations to meet Bourne's housing requirement. Should the Neighbourhood Plan not do this within the first five years of the Local Plan being adopted, the Local Plan will make the required allocations through its first review.

BRN1: Bourne Housing Need

No new housing sites are allocated in Bourne. It is intended that any new sites for housing development in Bourne will be allocated in the Bourne Neighbourhood Plan. This will be subject to separate local consultation, examination and referendum through the neighbourhood planning process. It is expected that the Neighbourhood Plan body will work in partnership with the Council to identify suitable, sustainable locations for a minimum of 200 new additional homes over the Local Plan period.

Policies maps have been prepared and are contained within the [Policies Maps Appendix: 2](#). the policies maps depict all land allocations and other policy designations. The contextual plan below is for purely illustrative purposes and details allocations

Figure 10 - Bourne Illustrative Map



Bourne Town Centre

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

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

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

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

BRN2: Bourne Town Centre Policy

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

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

The Bourne town centre boundary, Primary and Secondary shopping frontages are defined on the Policies Map.

Within the town centre, development or reuse of buildings for a range of uses including retail, leisure, offices, food and drink, cultural and new residential uses will be supported.

Within the Primary Shopping frontages proposals for new A1 retail (shops) will be encouraged, subject to the proposal contributing positively to the character and appeal of the town centre.

Other A – use classes will be supported provided that they positively contribute to the town centre either through footfall generating uses or providing supplementary uses, i.e. banks, cafes, etc.

Within the Primary Shopping frontages proposals for conversion or change of use to A1 retail (shops) will be positively encouraged, subject to the proposal contributing positively to the character and appeal of the town centre.

Within the Secondary Shopping frontages proposals for town centre complementary uses will be supported.

Bourne Town Centre frontages

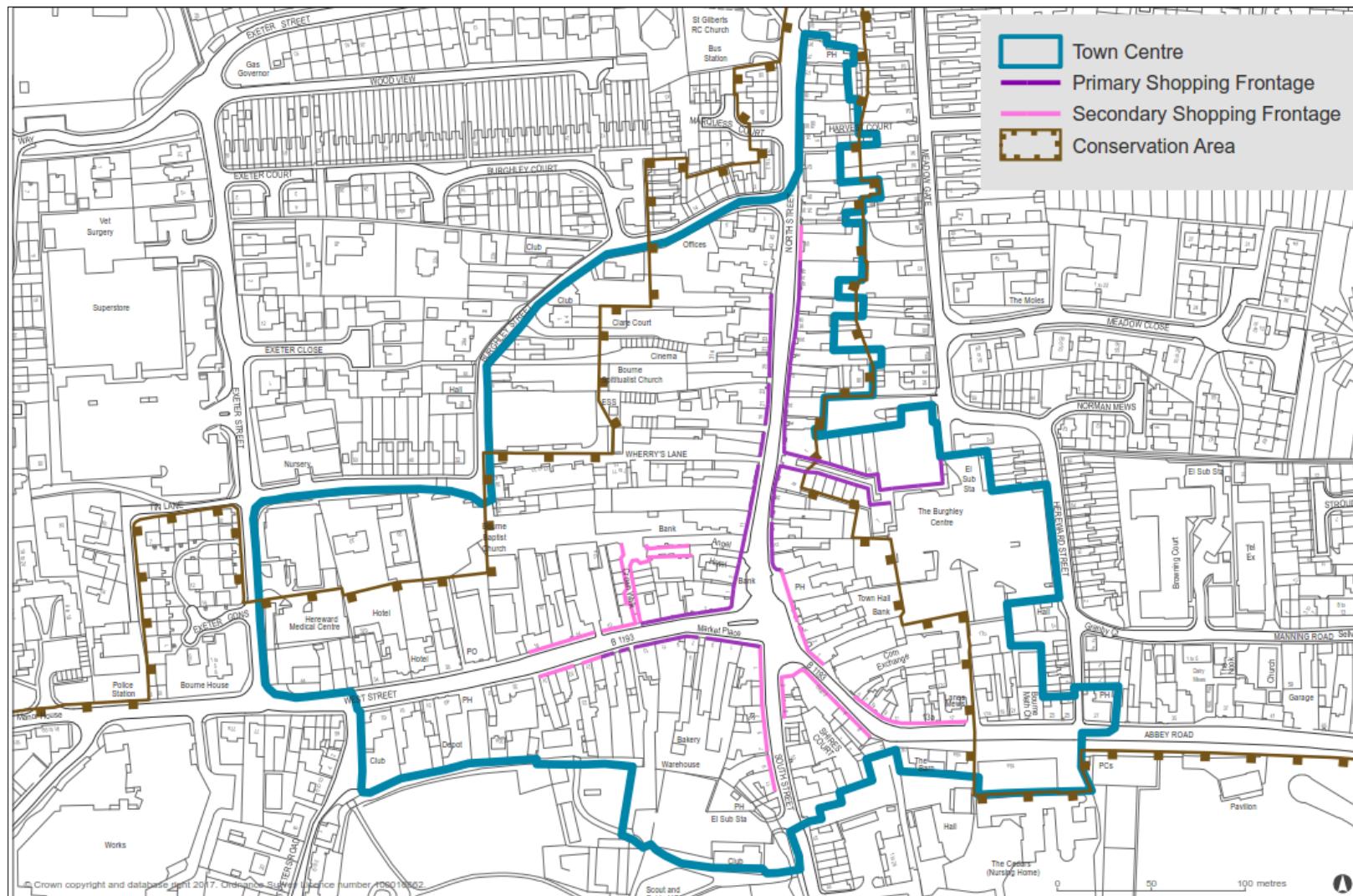


Figure 11 - Bourne Town Centre Map

The Deepings

3.41 The parishes of Market Deeping and Deeping St James/Frognall together make up the fourth largest settlement within South Kesteven. They are approximately 9 miles north of Peterborough, and 26 miles south of Grantham.

3.42 The majority of housing is owner occupied (78%). There is a very low number of social rented homes (10%) compared to the national average (18%). Private rented property is also low (10% against the national 15%). The demand for affordable homes is strong irrespective of size. There are about 300 applicant households with local connections on the SKDC waiting list. Detached housing is the most prominent housing type for The Deepings (54%); the England average is 22%. Terraced properties and flats are far lower in proportion than the England average.

3.43 Many of those living in The Deepings and the immediate area commute to work, with Peterborough offering considerable employment opportunities. Locally, the Northfields Industrial Estate offers an increasing range of employment associated with vehicle garages, warehouse operations through to communications, navigation and surveillance activity, and the very successful Eventus Business Centre. The new Local Plan seeks to expand this employment area eastwards. Elsewhere, a group of industrial properties also exists in Hards Lane, east of Frognall.

3.44 The town acts as the service centre within an identified rural 'hinterland'. Its catchment area is bordered to the north by the villages of Wilsthorpe and Baston, to the east by Deeping St Nicholas, to the south by Northborough and Maxey and the west by Tallington, Barholm and Greatford. This includes villages in the adjoining local authorities of South Holland and Peterborough.

3.45 Much entertainment requires a journey to neighbouring towns (Peterborough, Stamford). The Deepings boast a strong community based infrastructure of local activities and events, including a well-used leisure centre (recognised as needing replacement), a community centre, a community run library, active churches, a 1600 pupil secondary school (a Business Academy), and 4 primary schools with capacity for 1200 children. There are two supermarkets, a Tesco's to the north of town, a small Co-Op that has recently moved from the centre of town. There are also 11 active pubs/bars/music venues.

3.46 It is recognised that The Deepings is an attractive and sought after residential location given the range of services and facilities available, and its proximity to Peterborough. The strategy for The Deepings focuses growth in accordance with this and the existing settlement pattern, ensuring that development is located close to existing services and facilities (DEP1.H1 and DEP1.H2) and does not compromise the attractiveness of the area.

3.47 A provisional site allocation at Millfield Lane was put forward for public consultation in summer 2017 as part of the Consultative Draft Local Plan, under Regulation 18 of the

Local Plan regulations. After the start of the consultation, an application was submitted to the County Council to designate this site as a Village Green. The outcome of this application is yet to be determined and so this site has not been considered as available for development in this Local Plan. If the application is not successful then the status of the site could be reviewed through the preparation of the Deepings Neighbourhood Plan or by the first review of this Local Plan, subject to its availability and suitability as well as consideration of any additional housing requirements.

3.48 To accompany the proposed residential allocations, two strategic employment allocations are also included for The Deepings. These strategic employment sites ([E1: DEP.SE1 and DEP.SE2](#)) will provide over 18 hectares of employment land to the local area, which will support both the local economy and provide opportunities for local employment. The provision of employment land is important within every town, but in the context of The Deepings, with its close proximity to Peterborough, the provision of employment land is essential to ensure the town is self-sustainable and does not simply act as a dormitory town to Peterborough City.

DEP1: The Deepings Residential Allocations

DEP1-H1: Towngate West (SKLP254)

Indicative Unit Numbers: 73

Approximate Density: 23 Dwellings per hectare – lower density based on heritage/conservation constraints and to ensure a high quality gateway development

The following development principles accompany this allocation:

- a.** A comprehensive masterplan is required for the site.
- b.** Highway, footway, cycleway connections shall be provided throughout site which connect the site into the wider town.
- c.** This site represents an important gateway location, with heritage and conservation features, this should be recognised in the design and layout of development proposals and proposals should seek to enhance the Peterborough Road frontage.
- d.** Sensitive landscaping shall be incorporated along the western edge of the site.
- e.** To ensure the development achieves good, high quality design, a design code will be prepared for the site.
- f.** This site is situated within a Minerals Safeguarding Area. Before considering a planning application or allocation for this site a Minerals Assessment will be required.

DEP1-H2: Land West of Linchfield Road (SKLP39)

Indicative Unit Numbers: 100

Approximate Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- a.** A comprehensive masterplan is required for the site.
- b.** Highway, footway, cycleway connections shall be provided throughout the site which connect the site into the wider town. The existing footpaths running through the site should be incorporated into the development.
- c.** Sensitive landscaping shall be incorporated along the eastern edges of the site.
- d.** The site must provide for connections into the adjacent site (DEP1:H3) and for wider connectivity to the surrounding area.

DEP1-H3: Linchfield Road (SKLP253,)

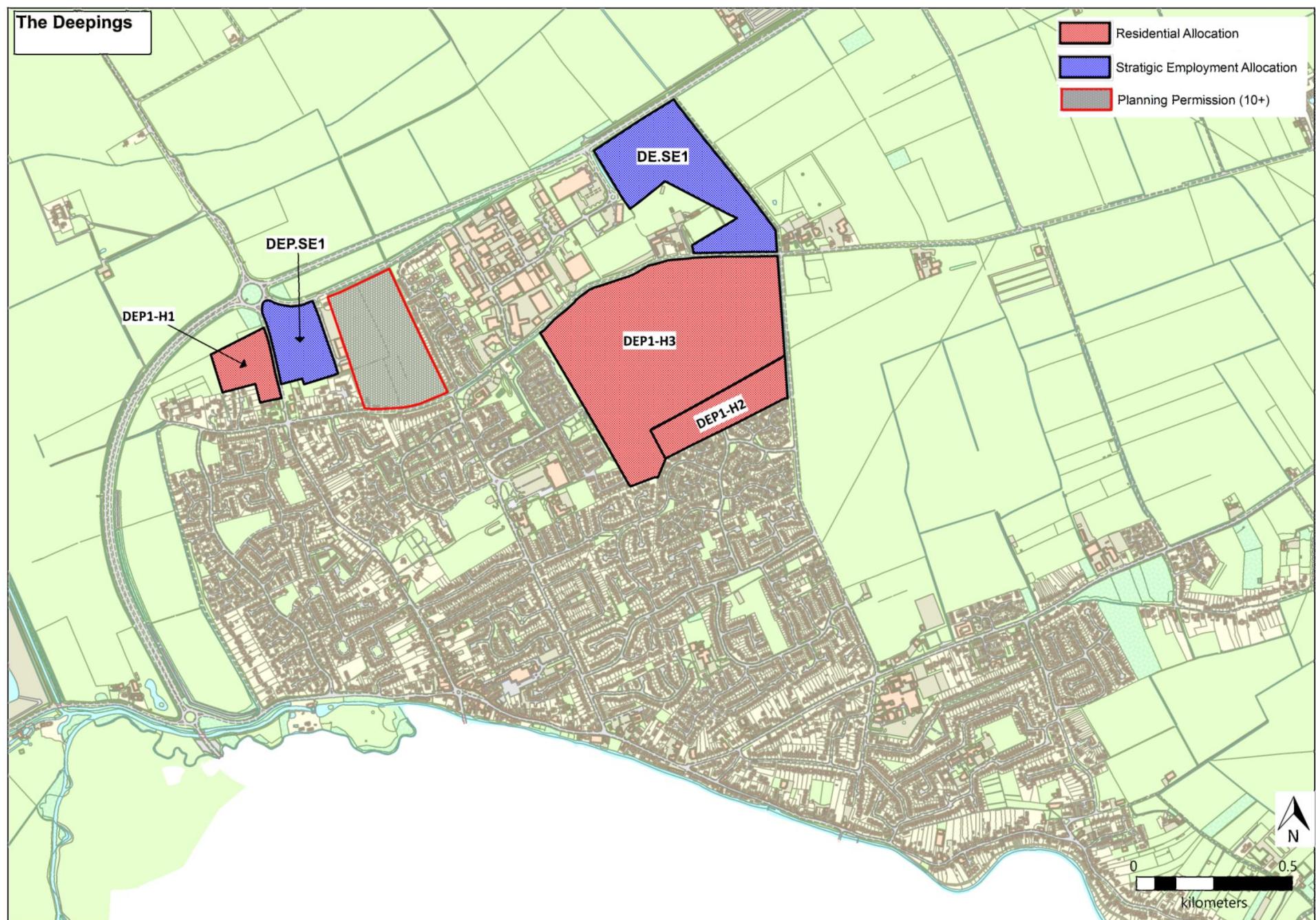
Indicative Unit Numbers: 590

Approximate Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

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

Figure 12 - The Deepings Illustrative Map



Market Deeping Town Centre

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

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

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

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

DEP2: Market Deeping Town Centre Policy

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

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

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

Within the town centre, development or reuse of buildings for a range of uses including retail, leisure, offices, food and drink, cultural and new residential uses will be supported.

Within the Primary Shopping frontages proposals for new A1 retail (shops) will be encouraged, subject to the proposal contributing positively to the character of the town centre and appeal.

Other A – use classes will be supported provided that they positively contribute towards promoting a healthy town centre either through footfall generating uses or providing supplementary uses, i.e. banks, cafes, etc

Within the Primary Shopping frontages proposals for conversion or change of use to A1 retail (shops) will be positively encouraged, subject to the proposal contributing positively to the character and appeal of the town centre.

Within the Secondary Shopping frontages proposals for town centre complementary uses will be supported.

Deepings Town Centre Frontages

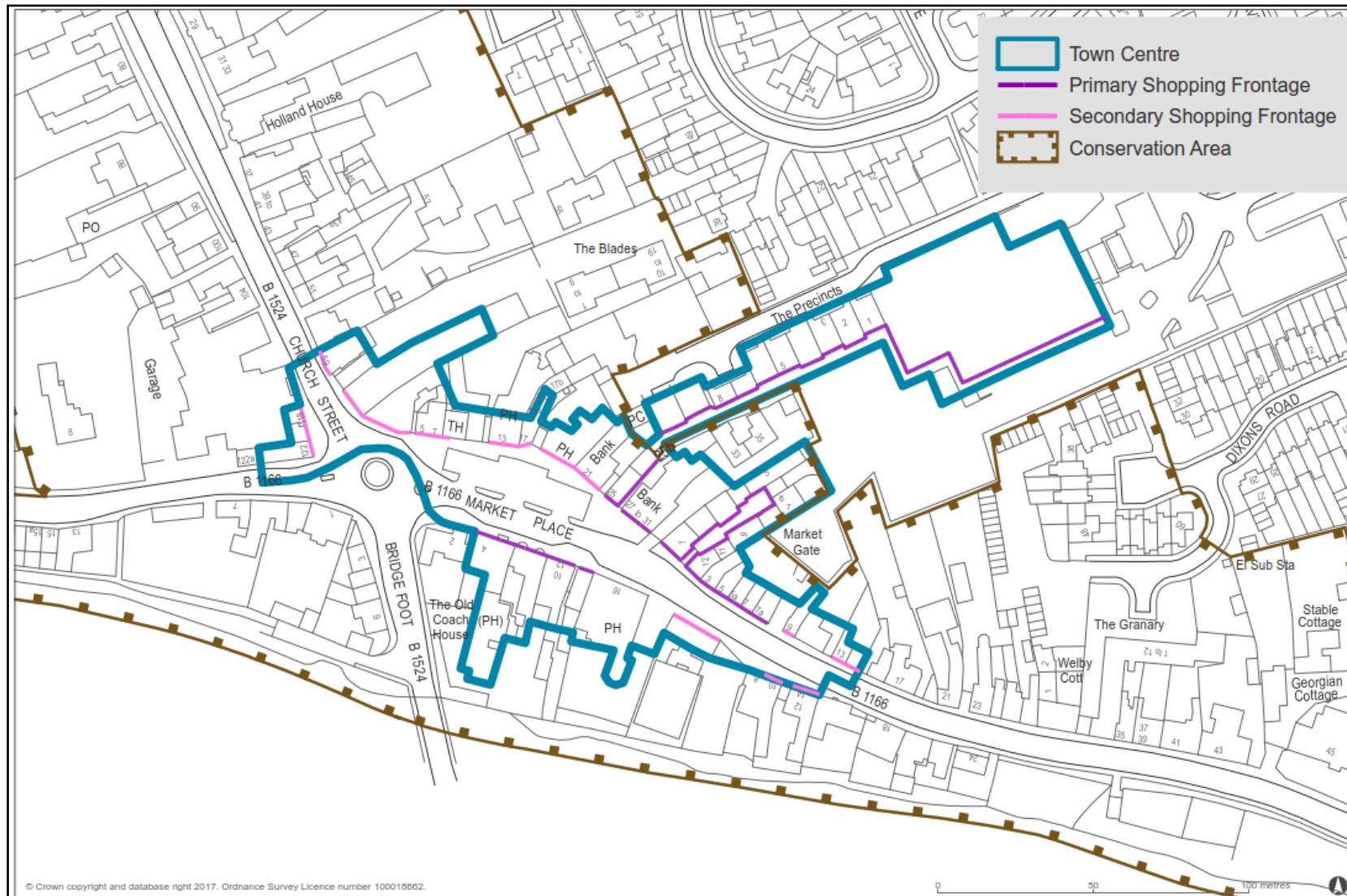
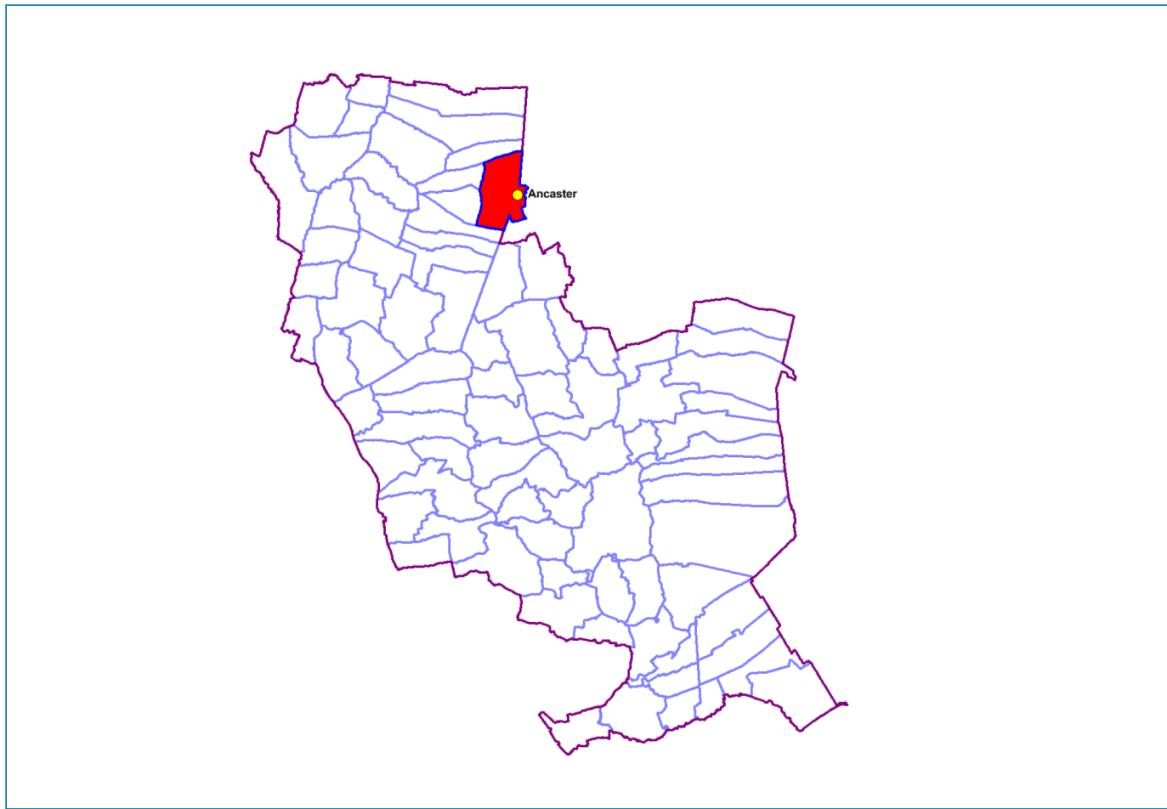


Figure 13 - The Deepings Town Centre Map

Larger Village Allocations

Ancaster

Figure 14 - Ancaster Location Map and Infographic



Population – 1647



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



Number of properties -
(2011) 696 - primarily
detached houses



Average age of the
population is 41



10% of the population is retired

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

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

3.54 Ancaster has a primary school, butchers, co-operative shop, and small railway station on the Nottingham–Skegness line, a post office, and a petrol station. There is also a public house and a sports and social club associated with the playing field. West of the village on Willoughby Moor is a holiday park which supports local tourism opportunities. This information was collected through the audit completed in November 2016.

3.55 There are a number of designated nature conservation sites in the area, including Lincolnshire Wildlife Trust nature reserves, Sites of Special Scientific Interest and Local Wildlife Sites supporting valuable habitats including calcareous and neutral grassland. The churchyard and adjacent nature reserve of Moor Closes are home to tall thrift, a nationally rare plant which is only known to occur on these two sites throughout the UK, and the network of nearby road verges support an important corridor of species-rich grassland sites.

3.56 The allocations in Ancaster could deliver approximately 72 new homes through the development of two sites to the South-East of the village at an assumed lower density of 16 dwellings per hectare.

Ancaster: Residential Allocations

LV-H1: Wilsford Lane(SKLP315)

Indicative Unit Numbers: 35

Approximate Density: 16 Dwellings per hectare - lower density based on gateway location
The following development principles accompany this allocation:

- a.** Landscape screening to Southern edge will be required so as to reduce the impact on views into the site from the open countryside.
- b.** This site is situated within a Minerals Safeguarding Area. Before considering a planning application or allocation for this site a Minerals Assessment will be required.
- c.** The development will provide net gains in biodiversity on site and contribute to wider ecological networks where possible.

LV-H2: Wilsford Lane(SKLP211)

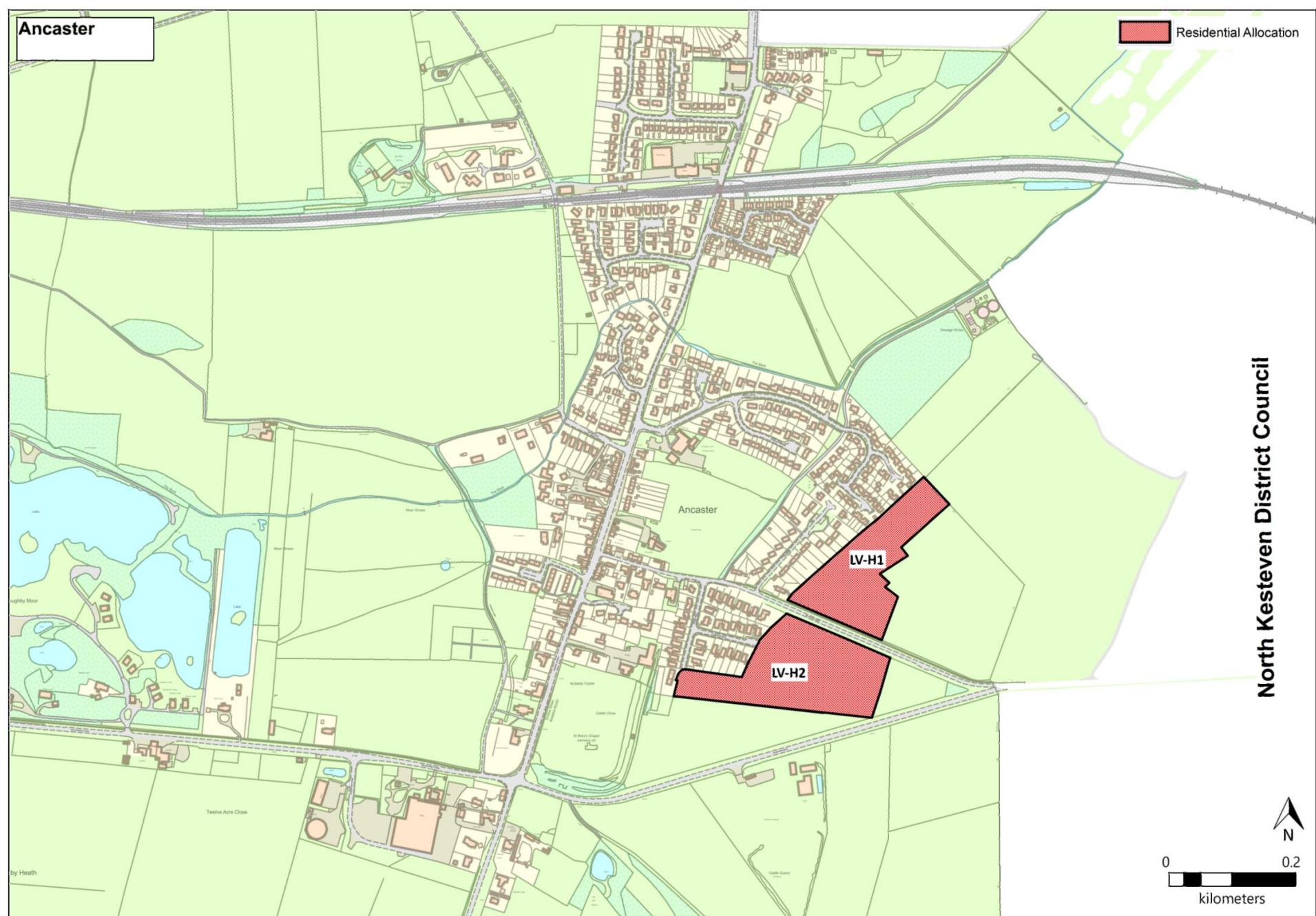
Indicative Unit Numbers: 35

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

The following development principles accompany this allocation:

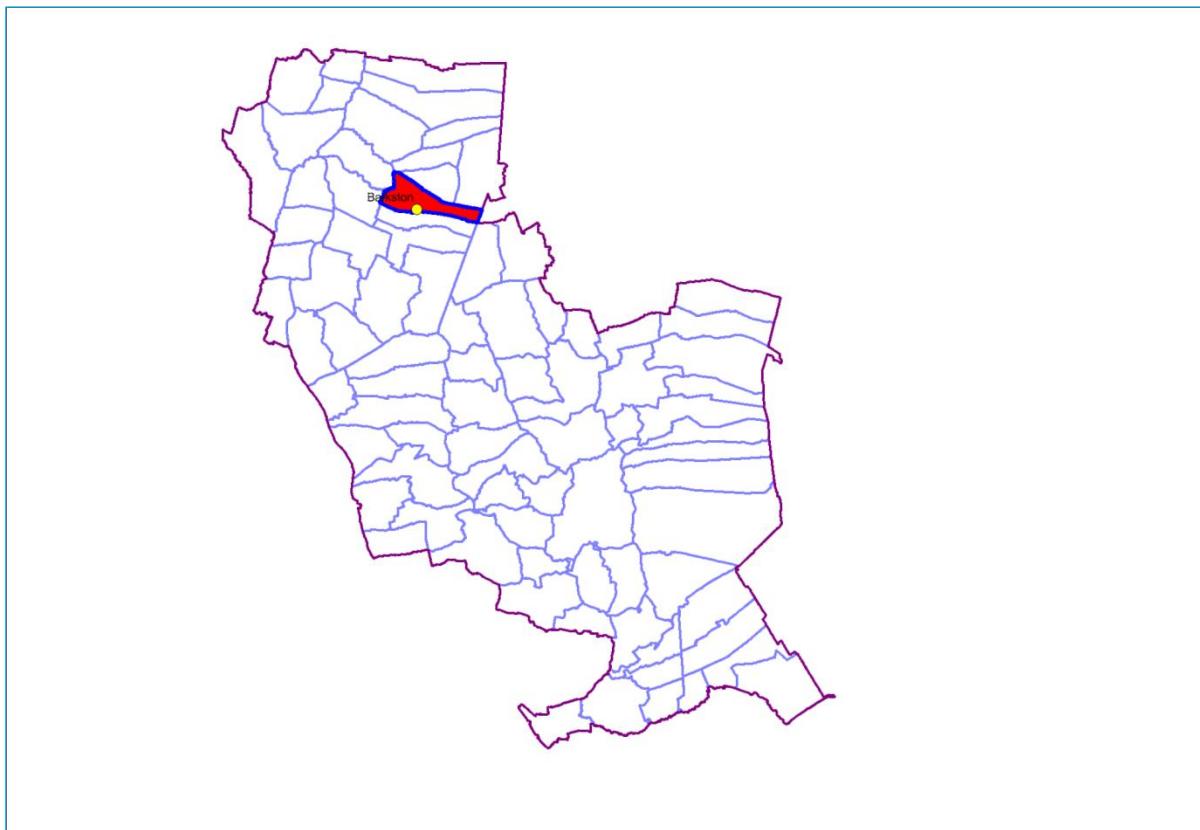
- a.** Landscape screening to Southern edge will be required so as to reduce the impact on views into the site from the open countryside.
- b.** There will be no negative impacts on the Wilsford Lane Verge, Ancaster Local Wildlife Site and the development will provide net gains in biodiversity on site and contribute to wider ecological networks where possible.
- c.** There is the potential for archaeology remains on this site and the appropriate pre-commencement investigations should be carried out.
- d.** This site is situated within a Minerals Safeguarding Area. Before considering a planning application or allocation for this site a Minerals Assessment will be required.

Figure 15 - Ancaster Illustrative Map



Barkston

Figure 16- Barkston Location Map and Infographic



Population – 493



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



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



Average age of the
population is 50



11% of the population is retired

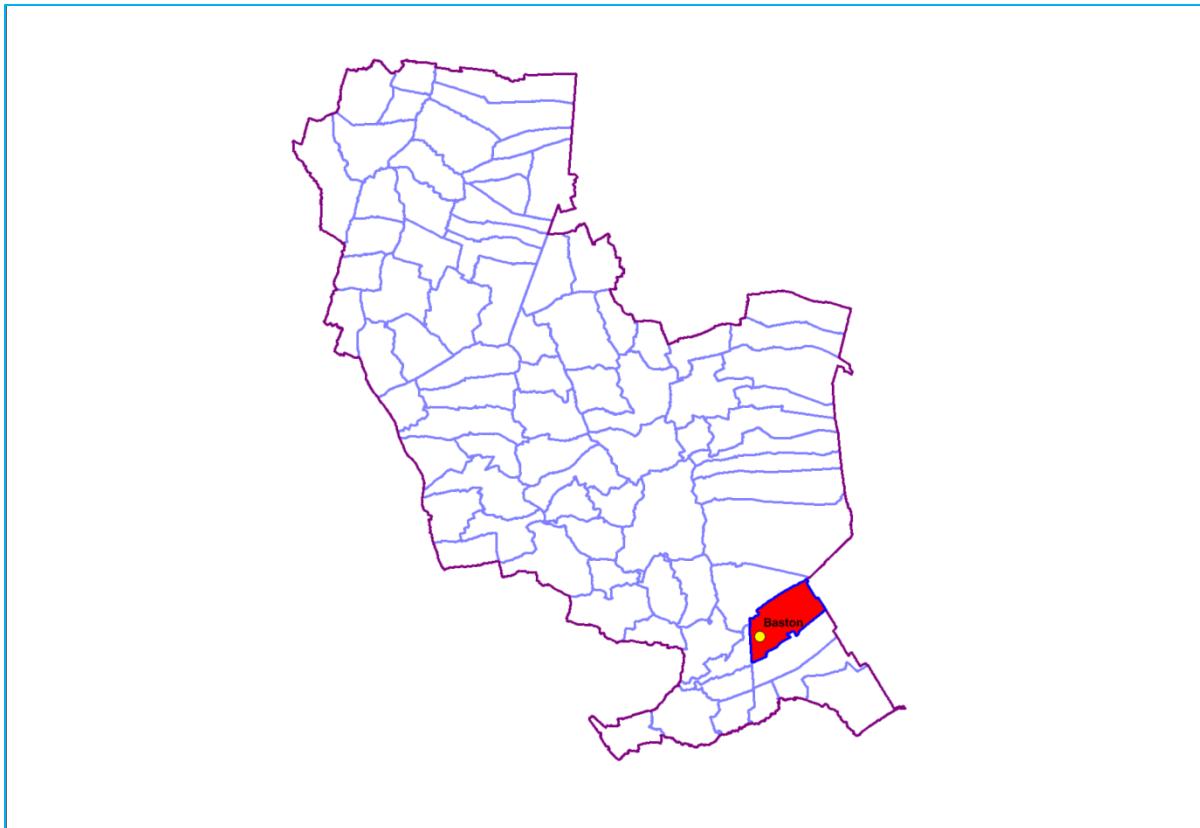
Source – Office of National Statistics 2011 Census Data - <https://www.ons.gov.uk/census/2011census>

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

3.58 There are no proposed allocations for Barkston.

Baston

Figure 17 - Baston Location Map and Infographic data



Population – 1444



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



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



Average age of the
population is 43



11% of the population is retired

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

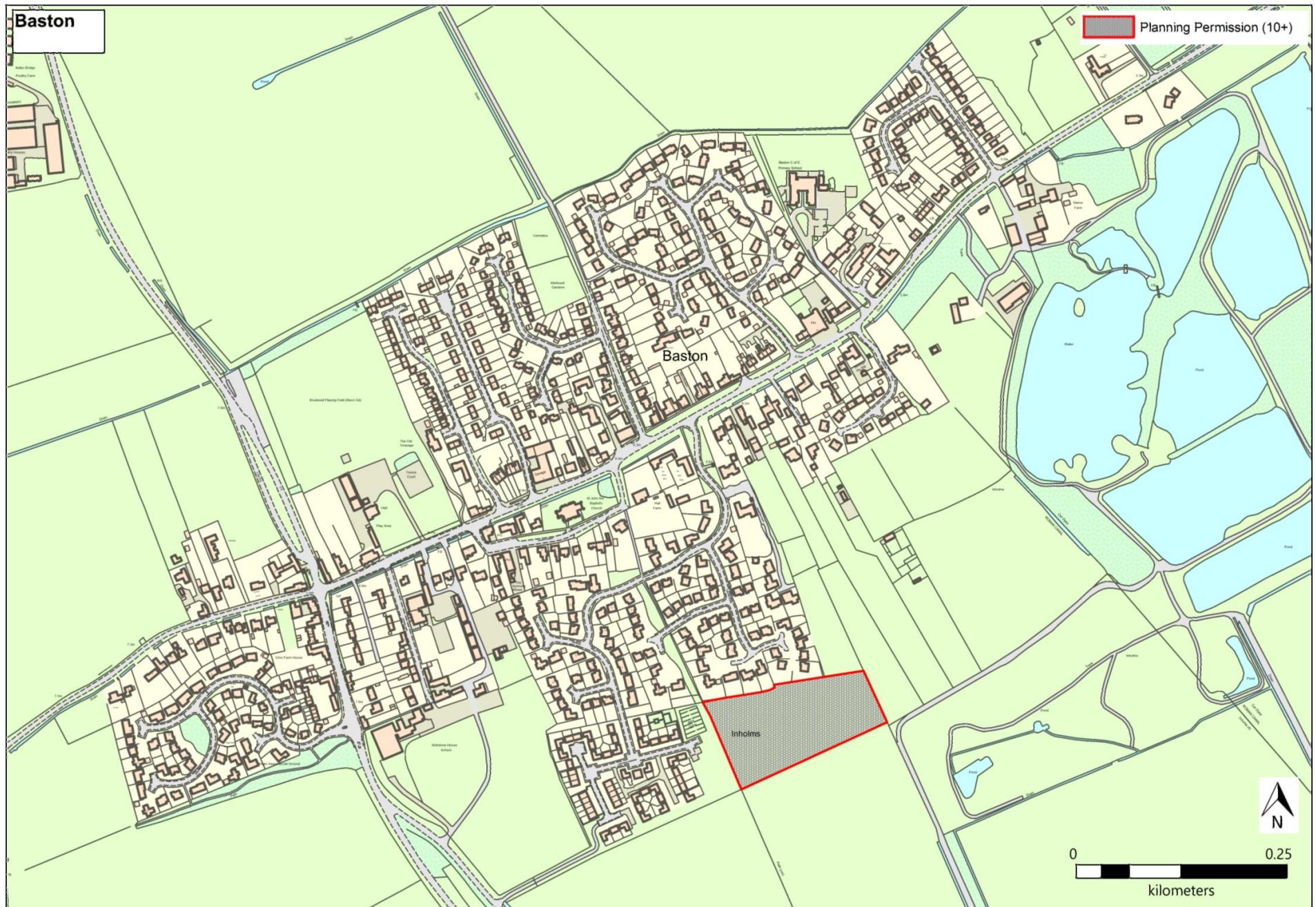
3.59 The village of Baston is located on the edge of South Kesteven. It is 12 miles north of the city of Peterborough and 25 miles away from Grantham. The northern boundary of the parish lies on the River Glen, beyond which is Thurlby. To the south is Langtoft and in the west is Greatford.

3.60 Baston has a village shop with a post office, a village hall, a community centre and two public houses. There is also an independent school for children aged 3 to 18 years. Baston also has open space provision, including sports pitches and allotments.

3.61 There is no proposed allocation in Baston; this is due to the provisional allocated identified in the Consultative Draft Local Plan now having full planning permission.

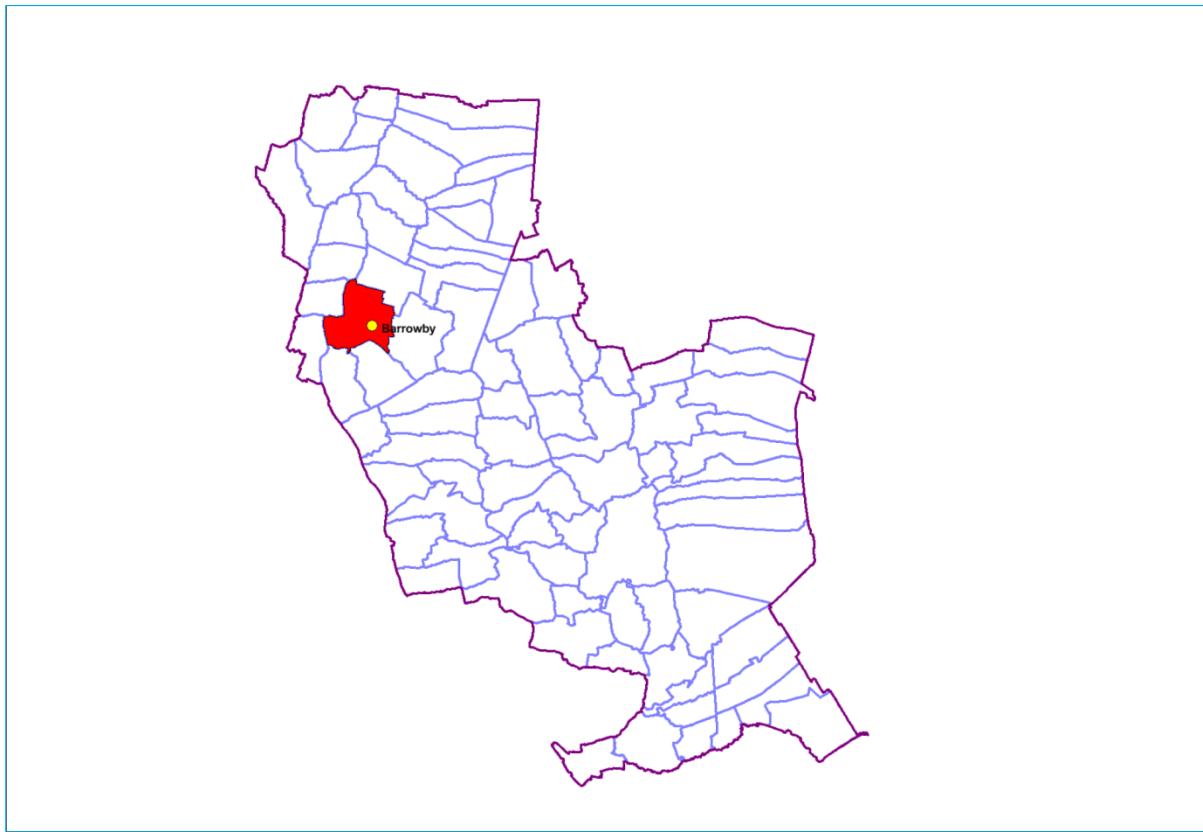
Policies maps have been prepared and are contained within the Policies Maps Appendix: 2. the policies maps depict all land allocations and other policy designations. The contextual plan below is for purely illustrative purposes and details allocations

Figure 18 - Baston Illustrative Map



Barrowby

Figure 19 - Barrowby Location Map and Infographic Data



Population – 1952



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



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



Average age of the
population is 46



16% of the population is retired

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

3.62 The village of Barrowby stands approximately 2 miles west of the town centre of Grantham, on the A52 road to Nottingham and on the west side of the A1.

3.63 The village has an attractive conservation area at its core, and 33 listed buildings within the parish. Barrowby has a primary school/preschool, café, post office with general store, butchers shop, memorial hall and a public house. Sport is also popular; in the village, having both junior and senior football clubs, plus a cricket team. The Parish Council, in conjunction with the Football Foundation, has built a new pavilion on Lowfield sports ground. This information was collected through the village services audit completed in November 2016.

3.64 The allocation in Barrowby will deliver approximately 230 new homes to the south of the village.

Barrowby: Residential Allocations

LV-H3: Low Road (SKLP36, SKLP250 and SKLP270)

Indicative Unit Numbers: 230

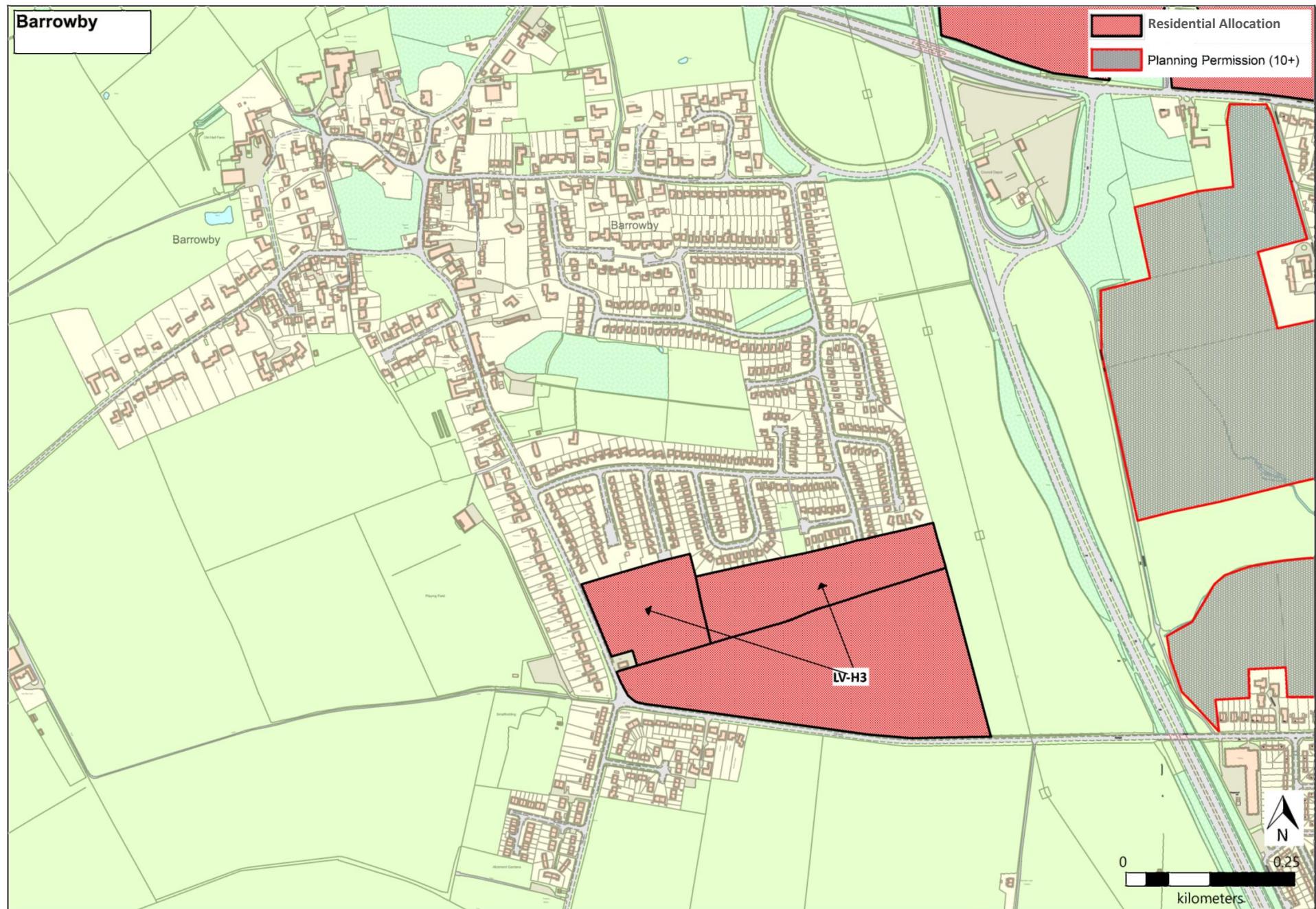
Approximate Density: 30 dwellings per hectare

The following development principles accompany this allocation:

- a.** A masterplan is required for the entire site. All parties shall work together to bring forward a comprehensive plan for the site.
- b.** Additional treatment capacity is required at waste water treatment works and new discharge permits are required for water quality targets. This should be incorporated early on in the development of scheme specifics as part of a scheme wide delivery strategy which demonstrates that capacity is available or could be made available to serve the development subject to phasing.
- c.** The development proposal will incorporate a suitable boundary treatment for the southern and eastern edge.
- d.** The phasing of the development shall occur in accordance with the Infrastructure Delivery Plan, with particular relevance to education and capacity at Barrowby Primary school.
- e.** The development proposal shall provide suitable residential amenity buffers to the eastern edge in respect of the electricity pylons and southern edge in respect of the high pressure gas line.
- f.** Potential landscape impacts should be mitigated through high quality design and landscaping.
- g.** The development should provide net gains in biodiversity on site and contribute to wider ecological networks where possible.

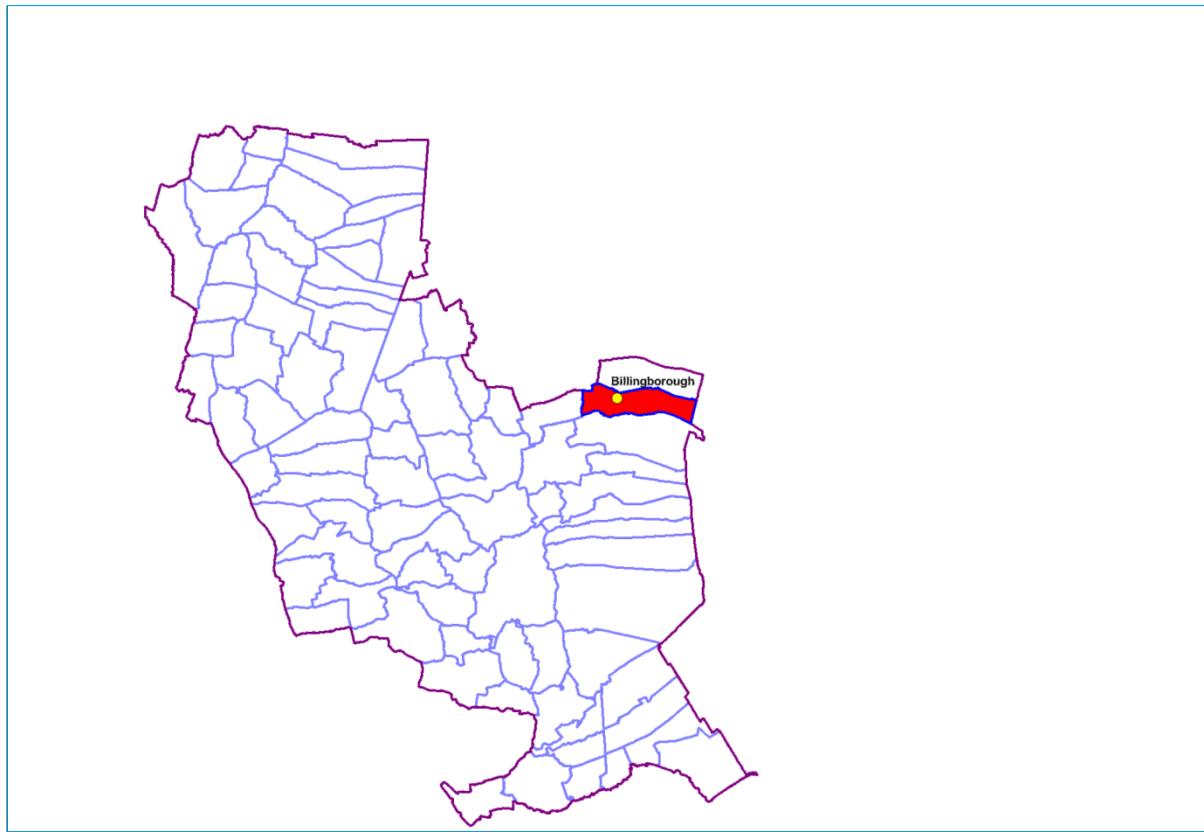
Policies maps have been prepared and are contained within the **Policies Maps Appendix: 2.** the policies maps depict all land allocations and other policy designations. The contextual plan below is for purely illustrative purposes and details allocations

Figure 20 - Barrowby Illustrative Map



Billingborough

Figure 21 - Billingborough Location Map and Infographic Data



Population – 1401



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



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



Average age of the
population is 46



11% of the population is retired

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

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

3.66 Billingborough has an industrial heritage and has existing industrial areas. The village has a pre-school, public house, a primary school, a post office, which incorporates a convenience store, a small supermarket, butchers shop and two takeaways. Further facilities in the village include a village hall, a motor repair services, two hairdressers, police and fire stations and various other small businesses. This information was collected through the [village services audit](#) completed in November 2016.

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

Billingborough: Residential Allocation

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

Indicative Unit Numbers: 23

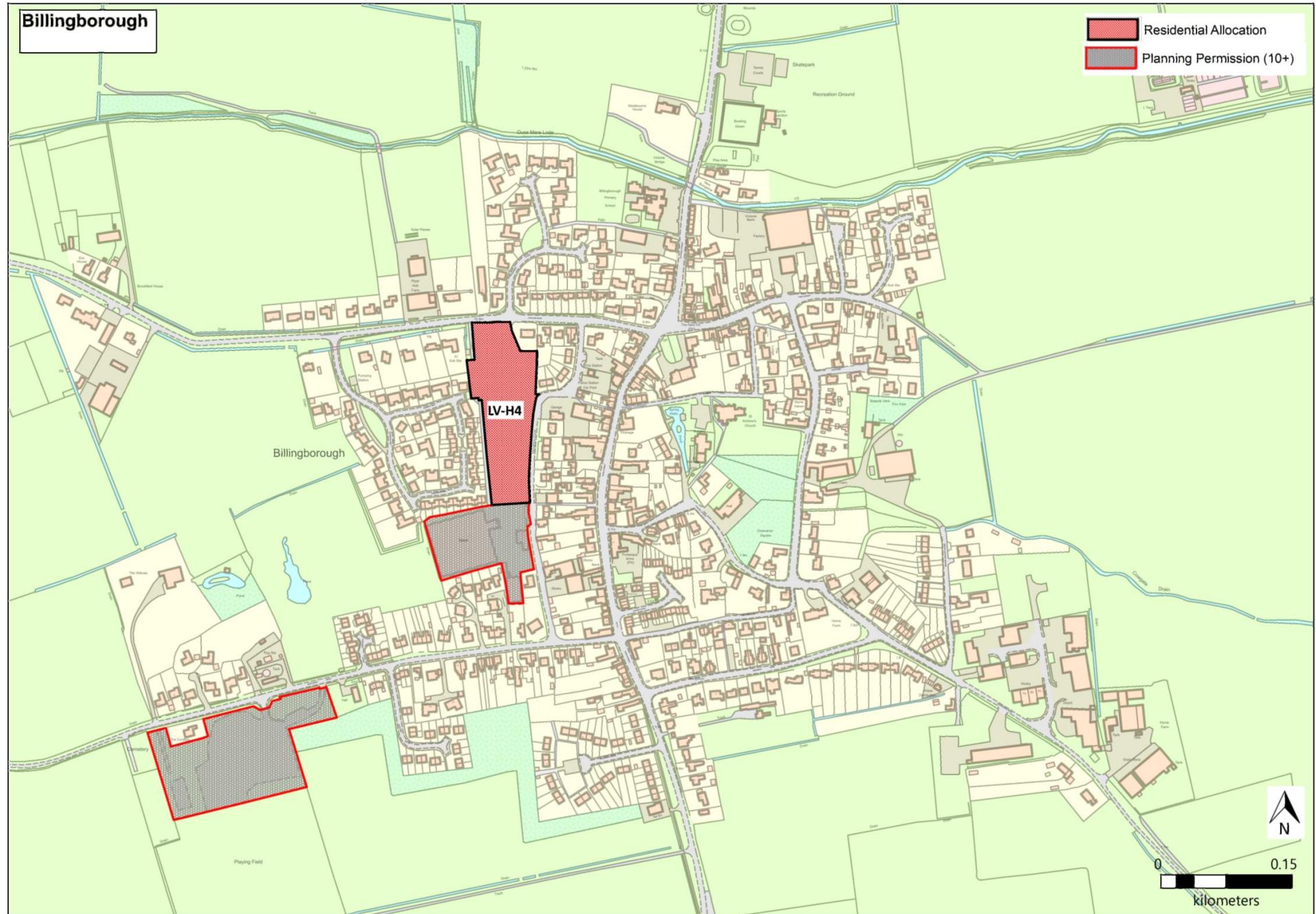
Assumption Density: 20 dwellings per hectare

The following development principles accompany this allocation:

- a.** The existing station shall be retained.
- b.** Any on site contamination shall be remediated.
- c.** Appropriate on-site drainage shall be incorporated into the scheme.
- d.** Impact on nearby heritage assets shall be considered and appropriately mitigated.
- e.** Suitable boundary treatment shall be incorporated into any scheme proposal.
- f.** A pedestrian connection shall be provided to provide a through route from the estate to existing housing to the west connecting both to the High Street.

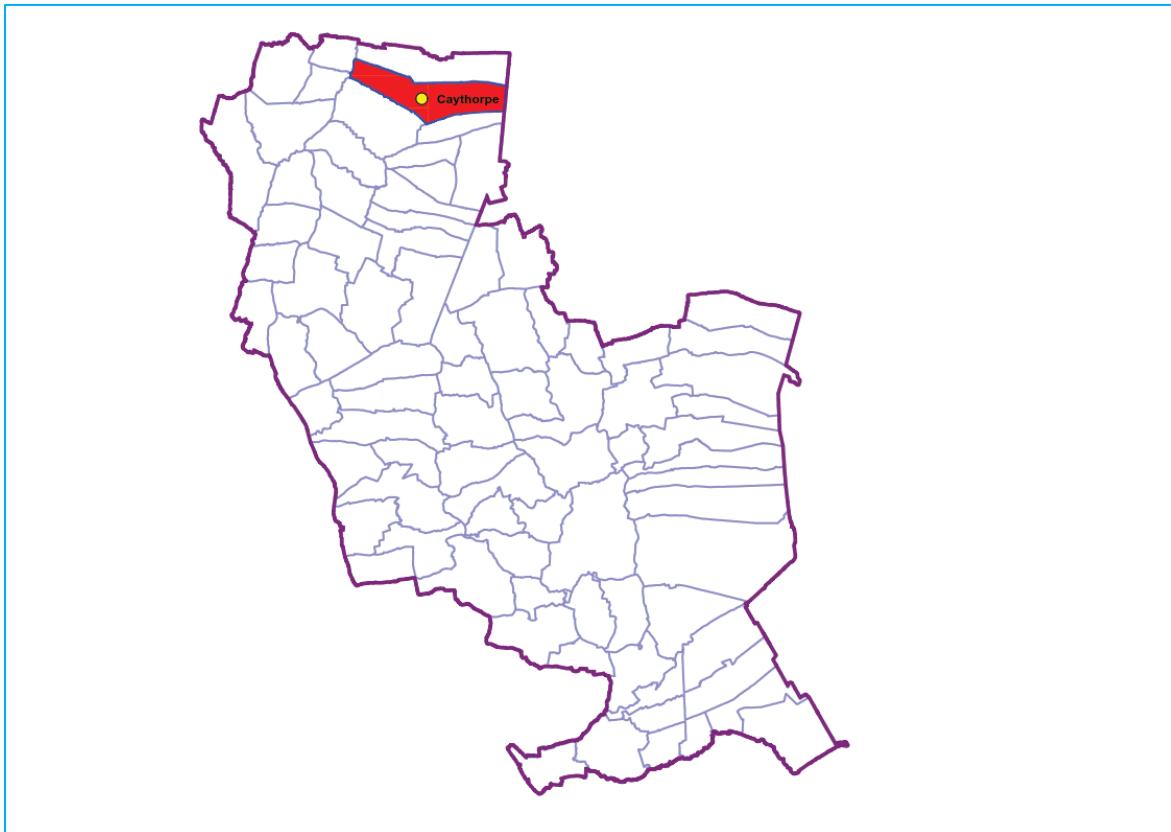
Policies maps have been prepared and are contained within the [Policies Maps Appendix: 2](#). the policies maps depict all land allocations and other policy designations. The contextual plan below is for purely illustrative purposes and details allocations

Figure 22 - Billingborough Illustrative Map



Caythorpe

Figure 23 - Caythorpe Location Map and Infographic Data



Population – 1374



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



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



Average age of the population is 47



14% of the population is retired

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

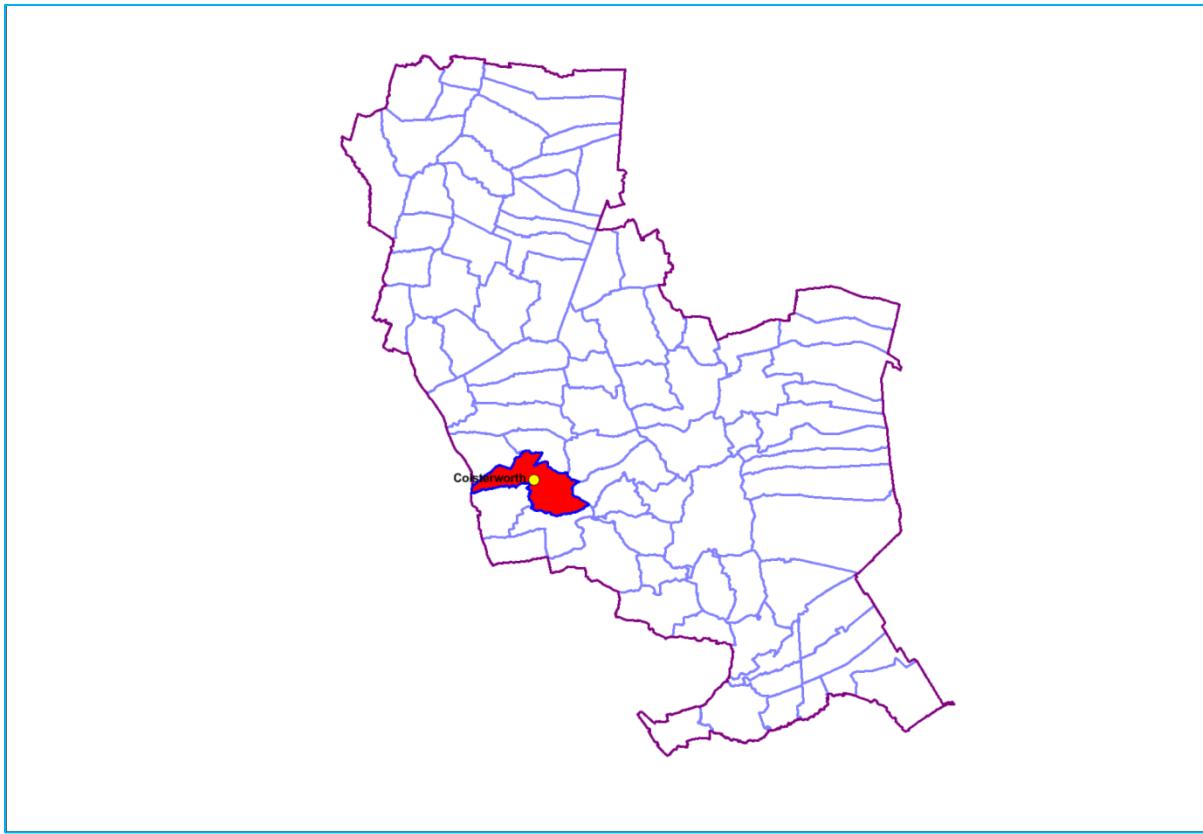
3.68 The village of Caythorpe is situated on the A607, approximately 3 miles south from Leadenham and 8 miles (13 km) north from Grantham.

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

3.70 There is no allocation in Caythorpe, as no land was promoted for development.

Colsterworth

Figure 24- Colsterworth Location Map and Infographic Data



Population – 1713



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



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



Average age of the
population is 45



12% of the population is retired

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

3.71 The village of Colsterworth is located 7 miles south of Grantham and 12 miles north of Stamford, between the River Witham and the A1. The older core of the village runs north-south on a limestone ridge above the flood plain of the Witham and along the route of the original Great North Road. Since Saxon times there has been a settlement on this site. It has always relied on farming, traditional crafts and trades, quarrying, and the provision of services for local people and visitors. It is also the easily accessible to the countryside, historic sites and has a sense of community, which makes it an attractive place to live. (Colsterworth and District Neighbourhood Plan survey, 2014).

3.72 From 1970 to 1990 the village expanded eastwards almost to the A1. Between 2001 and 2011 the building of an estate of about 94 properties on former industrial land led to a 13.7% increase in the population of the parish of Colsterworth with Woolsthorpe (ONS Census data 2001 and 2011).

3.73 The village has a primary school, pre-school groups, a medical practice, a police office, and a mobile library. The Post Office currently provides a mobile van service for two hours each weekday while a long term solution is sought. Community activities take place in the Village Hall, the Sports and Social Club and on three well-equipped play / recreation grounds, as well as in the Parish Church, and the Methodist Church. In the centre of the village is a busy pub-restaurant. A larger supermarket with off-street parking is due to open in 2018 to replace the small one on the High Street.

3.74 The proposed allocation in Colsterworth is for approximately 70 new homes on a Greenfield site that is well contained by the existing built form of the settlement. To serve the allocation a fourth arm to the adjacent roundabout would be required. The development of this site should also have regard to the relevant polices of the Neighbourhood Plan.

Colsterworth: Residential Allocation

LV-H5: Bourne Road (SKLP23)

Indicative Unit Numbers: 70

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

The following development principles accompany this allocation:

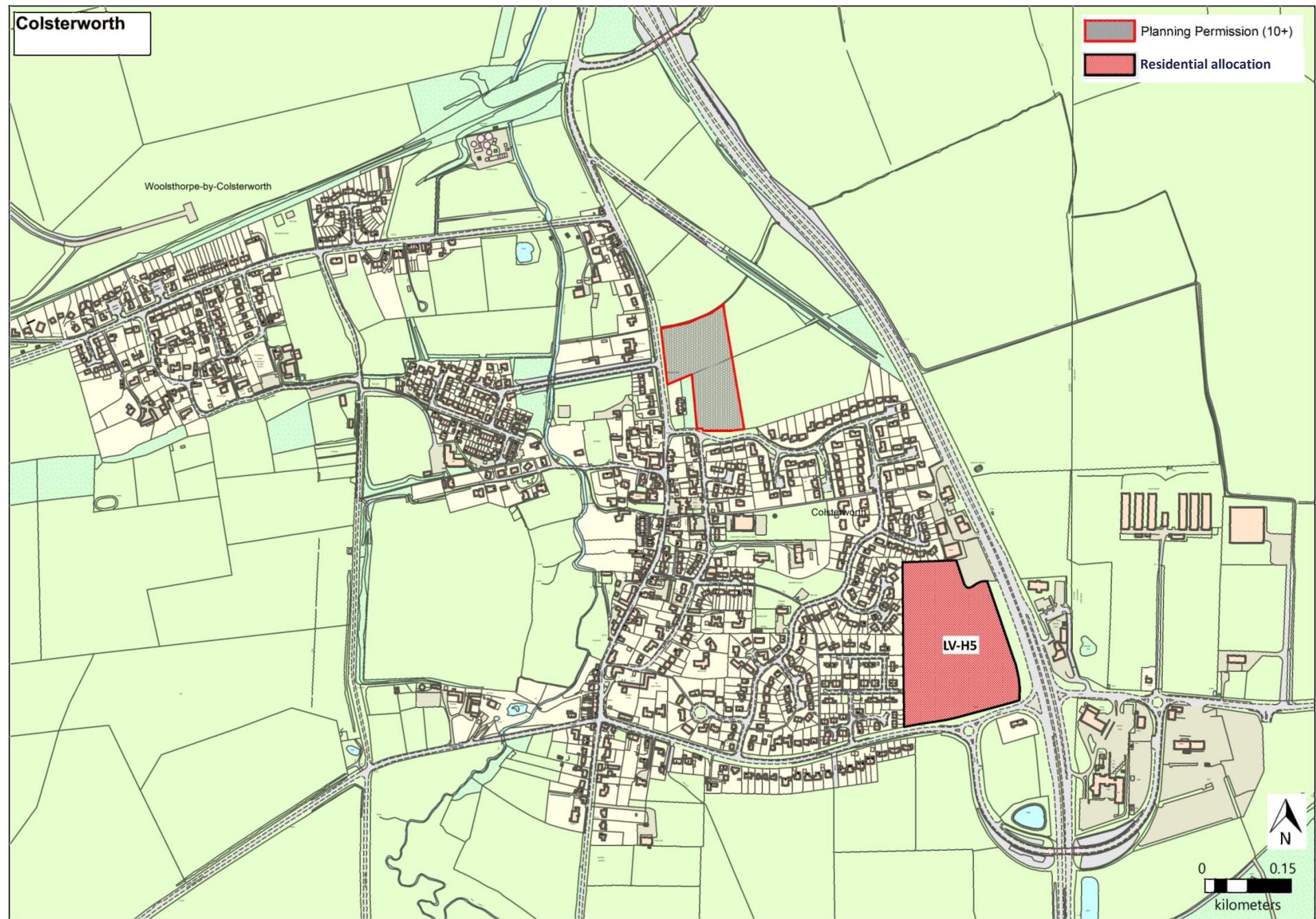
- a.** Pedestrian links, footways or cycleway connections into village from the site should be considered in the development proposal.
- b.** Noise from the A1 entrance ramp to be suitably mitigated.
- c.** A 4th arm off the roundabout shall be provided in order to access the site.
- d.** Suitable boundary treatment and noise attenuation shall be provided along the A1 edge of the site.

This site is situated within a Minerals Safeguarding Area, which seeks to safeguard the minerals resource in the ground for future potential working. The final allocation should therefore be accompanied by a Minerals Assessment. The development of this site should also have regard to the relevant polices of the Neighbourhood Plan, namely:

The site should be designed as a series of small developments, such as cul de sacs, of up to 10 dwellings, with consideration given that:

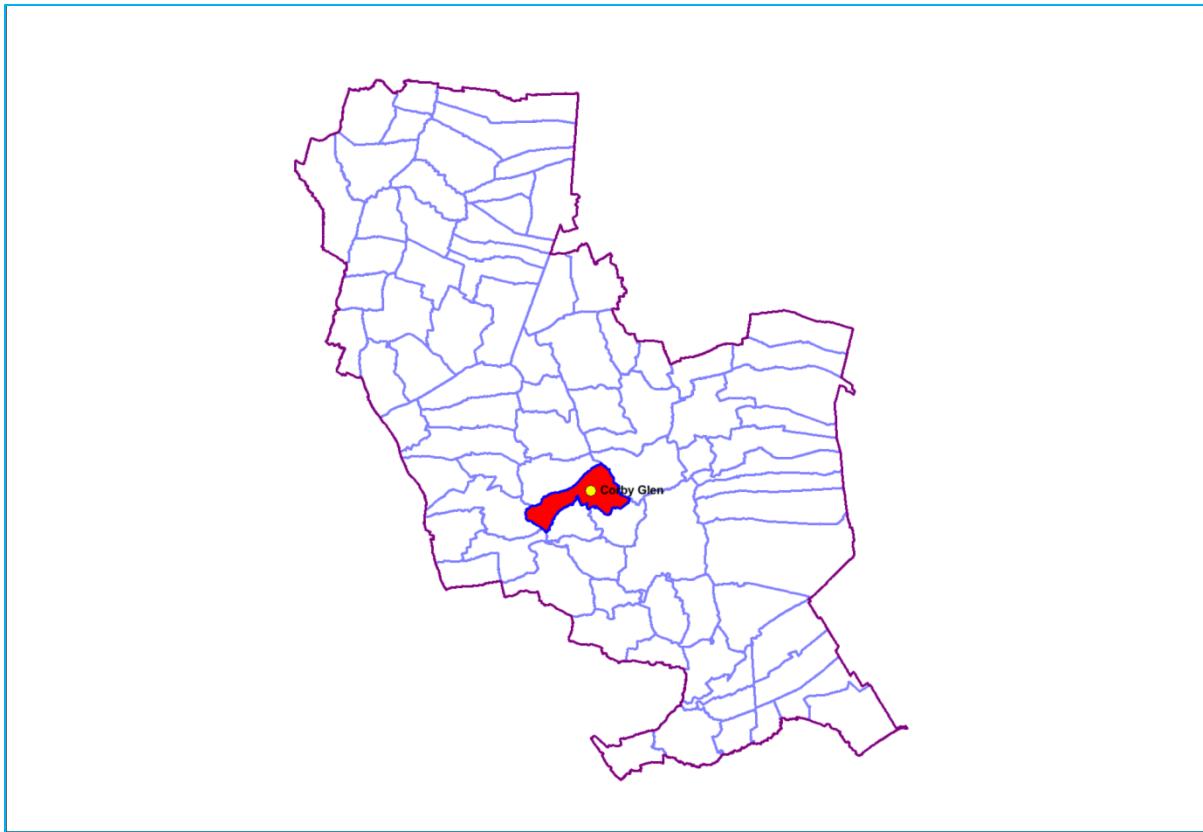
- e.** The design features should minimise the impact of air pollutants and noise.
- f.** The development shall aim to incorporate links between the new housing and the rest of settlement, by providing more direct access to local facilities such as the Colster Way recreation ground, the school, and the medical practice.
- g.** Any necessary upgrades or improvements to the local highway network required by this development shall be provided for.

Figure 25 - Colsterworth Illustrative Map



Corby Glen

Figure 26 - Corby Glen Location Map and Infographic Data



Population – 1017



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



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



Average age of the
population is 42



13% of the population is retired

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

3.75 The village of Corby Glen is set in wooded countryside 12 miles south of Grantham and 15 miles north of Stamford with the village lying on the A151 Colsterworth to Bourne road. The River Glen flows through the village. Corby Glen has two schools both a primary and a secondary academy , a playgroup, two village shops, and a post office, Other facilities include a mobile library, two doctor's surgeries, a fire station, two pubs and two village halls.

3.76 The proposed allocations for Corby Glen are for approximately 280 new homes on two sites. With respect to the larger proposed allocation at Swinstead Road / Bourne Road, it is proposed in particular to promote the provision of family housing, as unlike any other larger village, Corby Glen benefits from the provision of a secondary school.

Corby Glen: Residential Allocations

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

Indicative Unit Numbers: 250

Approximate Density: 30 dwellings per hectare.

The following development principles accompany this allocation:

- a.** A comprehensive masterplan is required for the entire site.
- b.** An East-West connection (transport and pedestrian) should be provided by the development.
- c.** Pedestrian links, footways or cycleway connections into village, and adjacent playing fields from the site should be incorporated in the development proposal.
- d.** The development shall accommodate specialist housing needs through the provision of good quality family housing that is both well designed and integrated into the development proposal.
- e.** Landscape screening shall be provided along the northern edges of the site.
- f.** Additional open space and community recreation facilities as necessary.

LV-H7: Swinstead Road (SKLP280)

Indicative Unit Numbers: 30

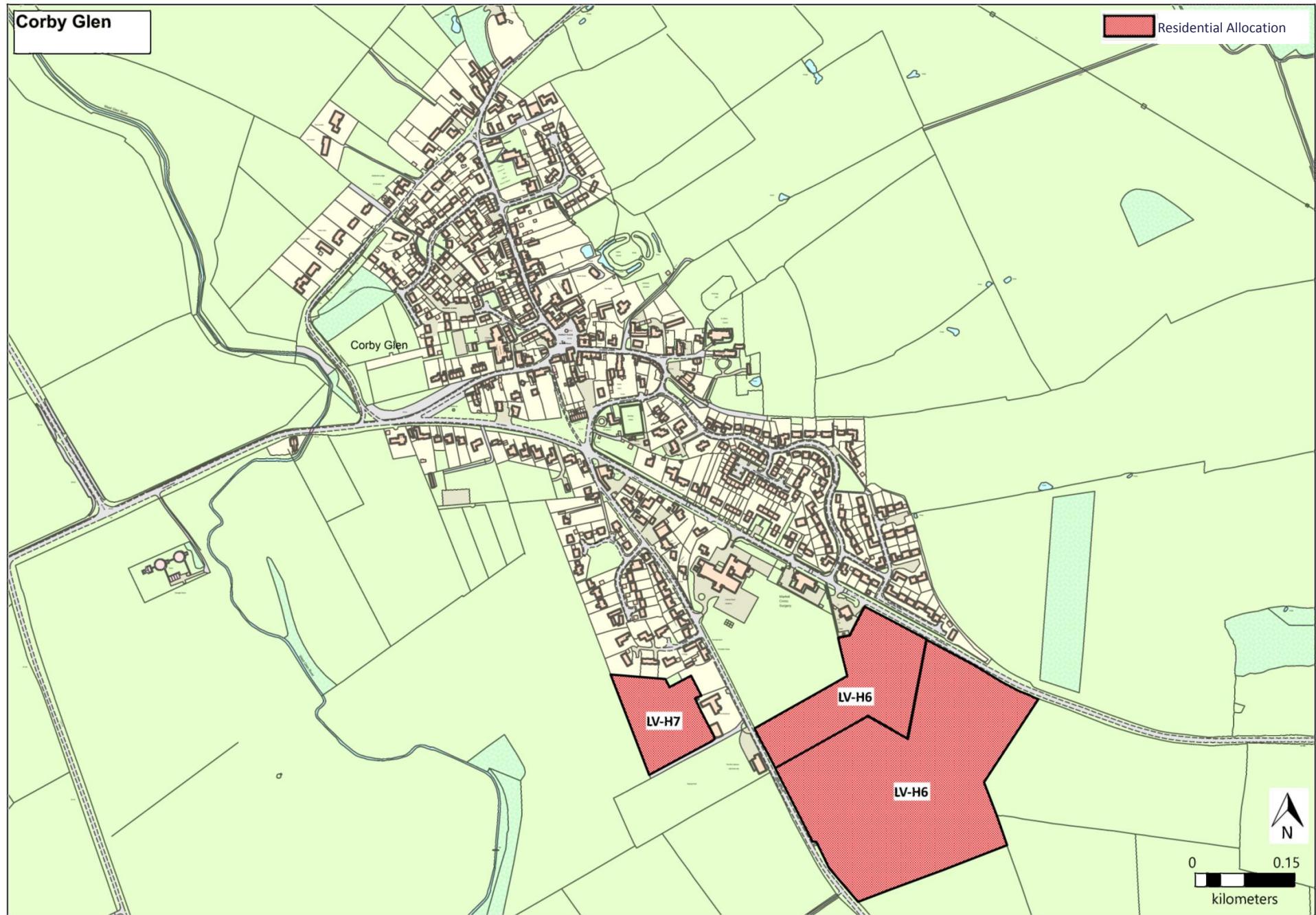
Approximate Density: 30 dwellings per hectare

The following development principles accompany this allocation:

- a.** Suitable and appropriate screening shall be provided along the western and southern edges of the site.
- b.** The development proposal for this site should consider its relationship to the adjacent playing fields and wider strategic housing allocation for Corby Glen
- c.** This site should make provision for lower density housing provision. recognising the open-nature of the western and southern edges of the site
- d.** Suitable access arrangements shall be provided.

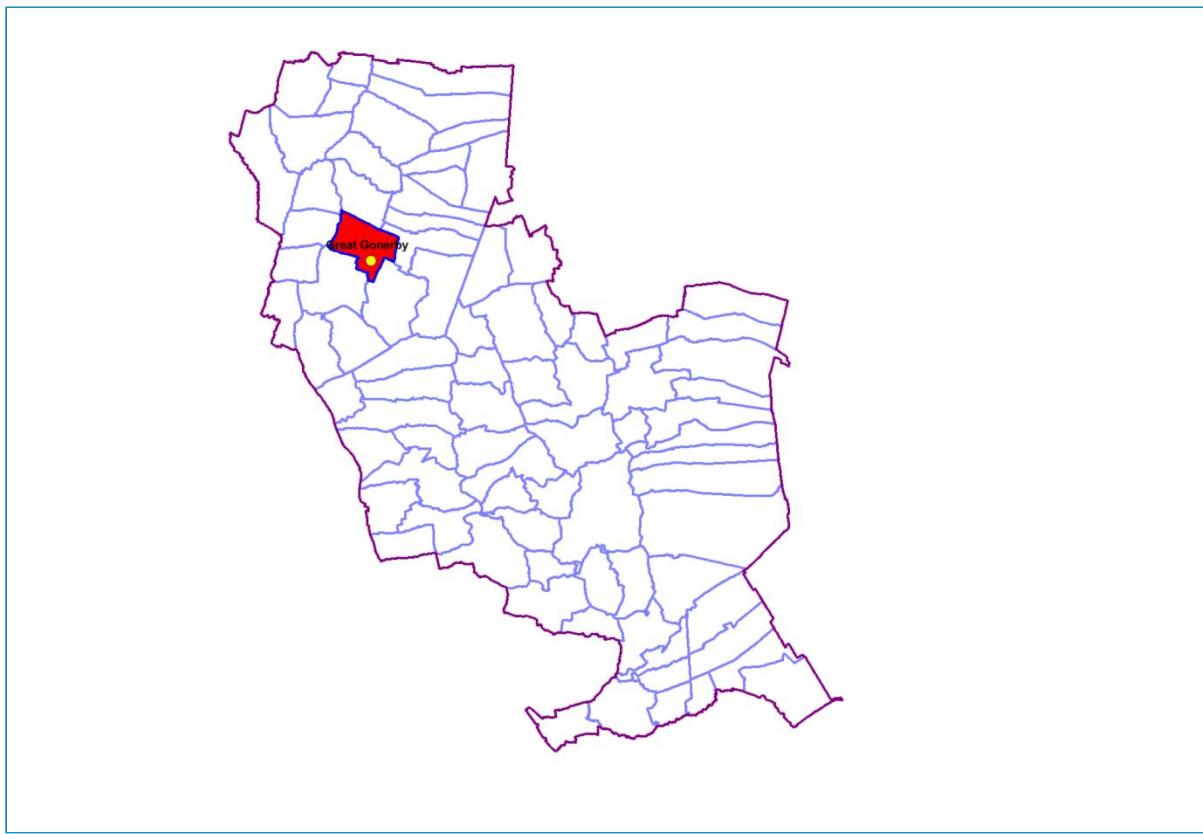
Policies maps have been prepared and are contained within the [Policies Maps Appendix: 2](#). the policies maps depict all land allocations and other policy designations. The contextual plan below is for purely illustrative purposes and details allocations

Figure 27 - Corby Glen Illustrative Map



Great Gonerby

Figure 28-Great Gonerby Location Map and Infographic Data



Population – 2200



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



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



Average age of the
population is 45



15% of the population is retired

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

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

3.78 Great Gonerby has a primary school, a village school, a playgroup, a grocery store and a post office/shop. Further facilities include a public house, a memorial hall, a social club and a playing field with play area and floodlit multi-sport facility; along with open spaces and equipped play areas.

3.79 The allocation for Great Gonerby is for up to 45 new homes on a less constrained site that is well contained within the existing settlement boundary

Great Gonerby: Residential Allocation

LV-H8: Easthorpe Road (SKLP11)

Indicative Unit Numbers: 45

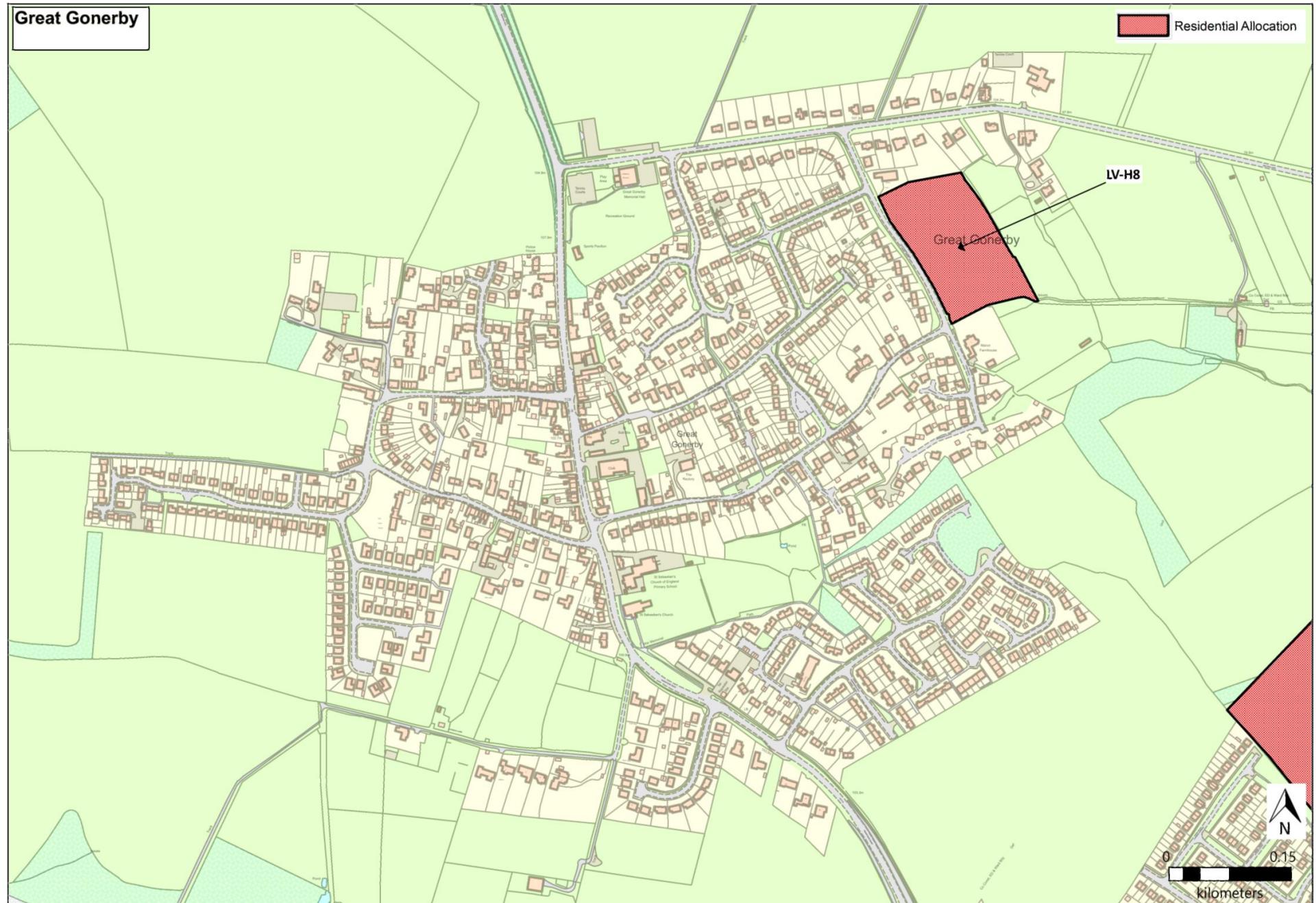
Approximate Density: 30 dwellings per hectare.

The following development principles accompany this allocation:

- a.** A public footpath runs through the site – this shall be retained and incorporated into the development where possible.
- b.** Suitable and appropriate screening shall be provided along the eastern and southern edges of the site.
- c.** The south-west corner of the site shall not be developed but utilised for open space provision, landscaping and sustainable urban drainage (SUDS), as necessary. This is to ensure the protection of important views towards heritage assets and their setting.

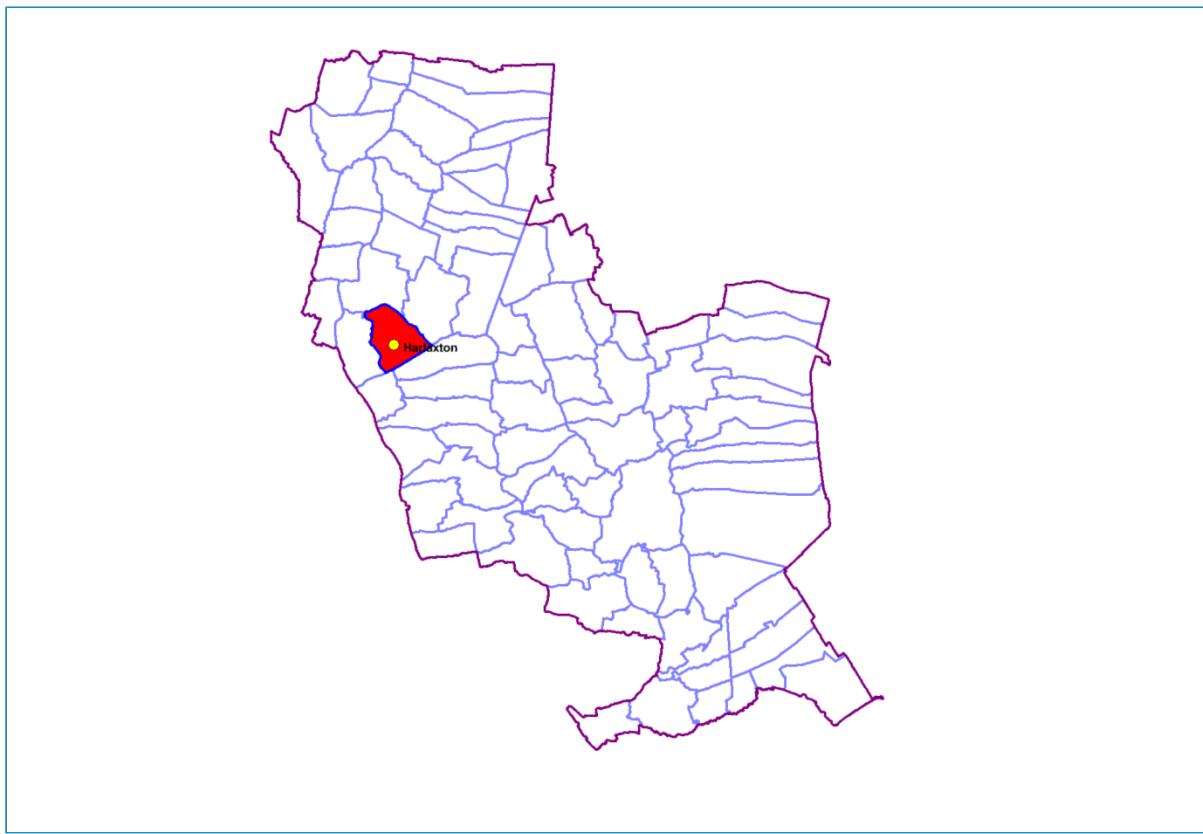
Policies maps have been prepared and are contained within the Policies Maps Appendix: 2. the policies maps depict all land allocations and other policy designations. The contextual plan below is for purely illustrative purposes and details allocations

Figure 29 - Great Gonerby Illustrative Maps



Harlaxton

Figure 30- Harlaxton Location Map and Infographic Data



Population – 782



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



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



Average age of the
population is 49



11% of the population is retired

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

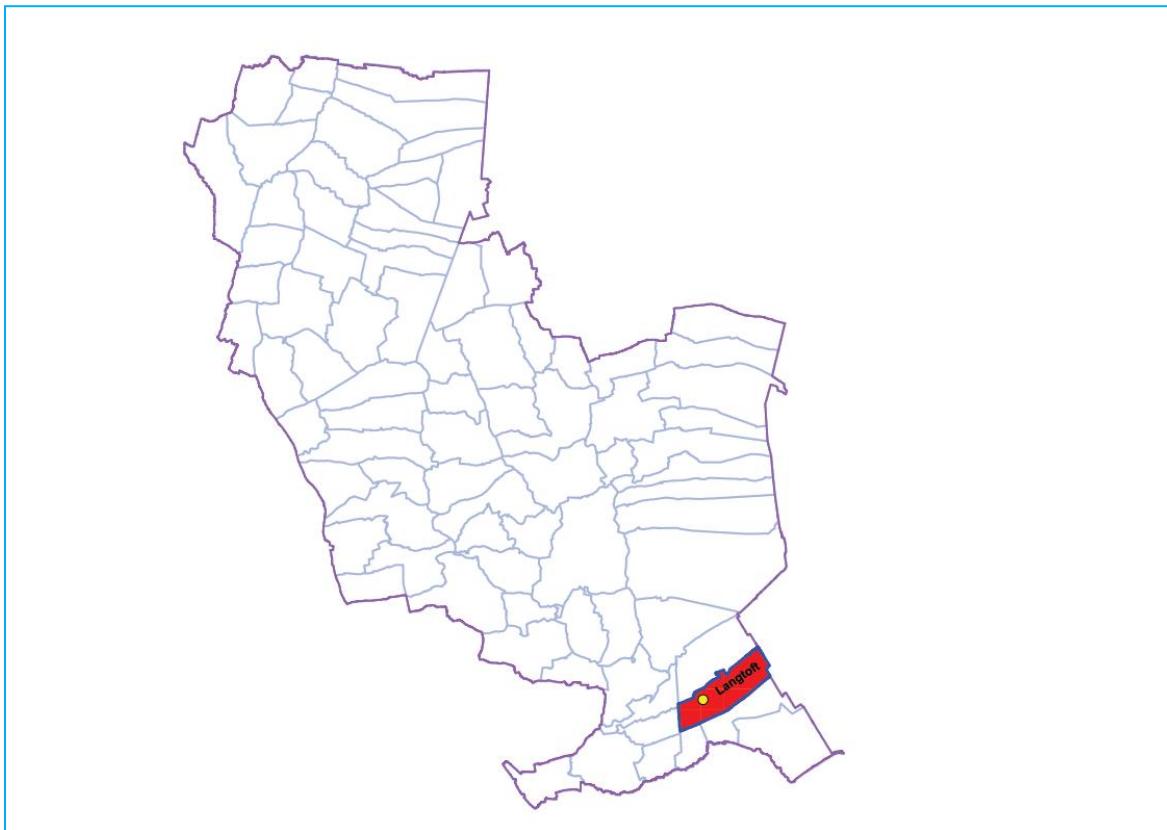
3.80 The village of Harlaxton lies on the edge of the Vale of Belvoir and just off the A607, 2 miles south-east from Grantham and 12 miles north-east from Melton Mowbray. It is home to Harlaxton Manor which is an important heritage asset and a grade 1 listed building.

3.81 Harlaxton's facilities include a public house, post office within the local store, primary school, and doctor's surgery and village hall. There are also local sports clubs, alongside the open space provision.

3.82 There are no proposed allocations for Harlaxton.

Langtoft

Figure 31- Langtoft Location Map and Infographic Data



Population – 2045



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



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



Average age of the
population is 40



11% of the population is retired

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

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

3.84 Langtoft has a part time post office and newsagent which includes a grocery store. There is also a primary school, a village hall and a mobile library. Langtoft also has open space provision in the form of allotments; sports fields and fully equipped children's play area.

3.85 The proposed allocation in Langtoft is for 35 new dwellings. This allocation makes good use of a previously developed site. The site is located within 500m of Langtoft Gravel Pits Site of Special Scientific Interest (SSSI) and the adjacent land may hold some ecological sensitivity. A planning application for the site will need to be accompanied by a phase 1 habitat survey to demonstrate that the development will not detrimentally affect the SSSI and that any potential harm to biodiversity interests on site or on the adjacent land can be appropriately mitigated. Having regard to the particular sensitivities of this site low density development is proposed.

Langtoft: Residential Allocation

LV –H9: Former Gravel Works, Stowe Road (SKLP31 and SKLP33)

Indicative Unit Numbers: 35

Assumption Density: 16 dwellings per hectare.

The following development principles accompany this allocation:

- a.** A masterplan is required for the entire site.
- b.** A phase 1 habitat survey will be required prior to determining a planning application for this site to ensure any mitigation measures are incorporated into the development proposal.
- c.** Suitable and appropriate screening shall be provided along the southern edge of the site.

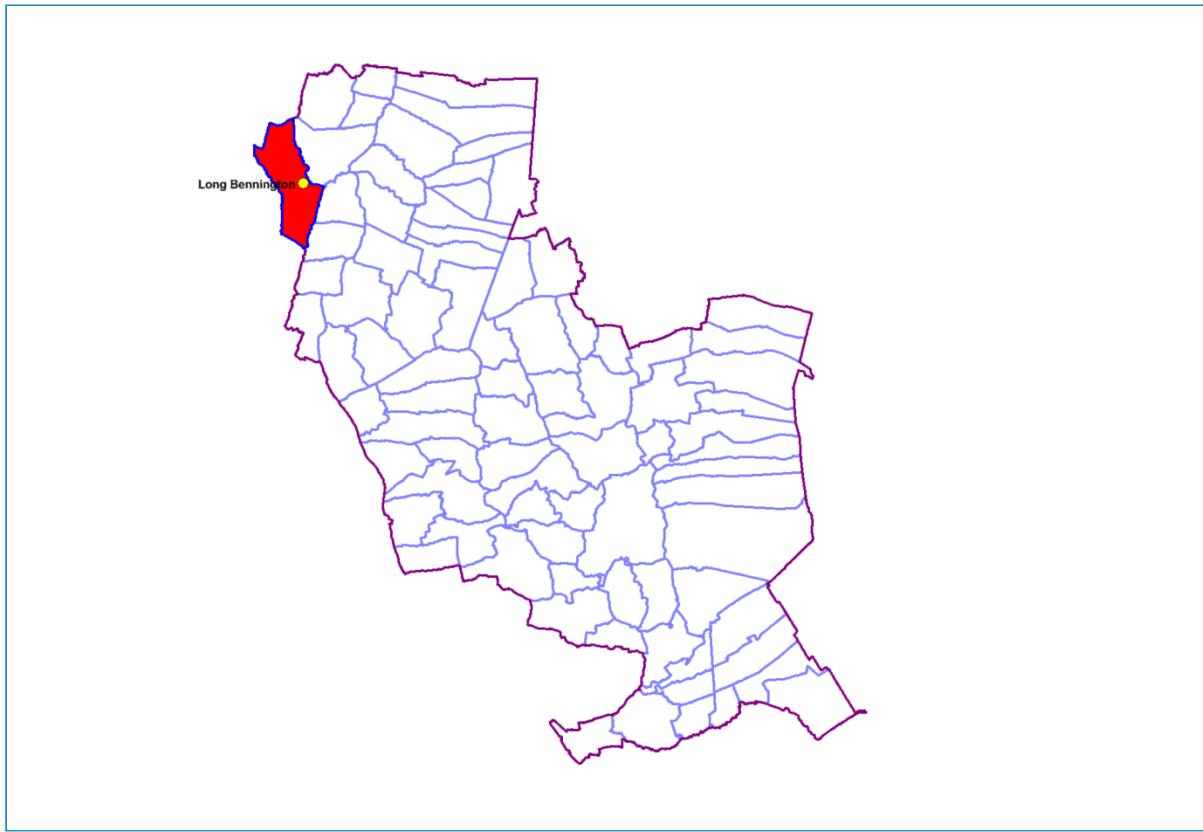
Policies maps have been prepared and are contained within the [Policies Maps Appendix: 2](#). the policies maps depict all land allocations and other policy designations. The contextual plan below is for purely illustrative purposes and details allocations

Figure 32 - Langtoft Illustrative Maps



Long Bennington

Figure 33 - Long Bennington Location Map and Infographic Data



Population – 2018



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



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



Average age of the population is 46



16% of the population is retired

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

3.86 Long Bennington is a large village with a population of approximately 2,200 people, spread out along a 1.7 mile length of the Old Great North Road, which was by-passed by the A1 in 1967. It is 7 miles north of Grantham and 6 miles south of Newark.

3.87 Main Road and Church Street are characterised, in particular by large red-brick properties with chiefly pan-tiled roofs, set well back from the Highway behind broad, tree-lined verges, a number of which are Grade 2 listed. To the East and the West are a range of both old ex-agricultural properties and small-medium developments from 1970s to the present day, with a preponderance of 4-6 bedroom detached houses, typically of lower density that would be seen in towns or cities. The history of the village means that it has a good range of facilities including a large village hall facility with 2 large rooms used for a range of events, 3 licensed premises, 2 cafés, 2 takeaway food units and a Co-op convenience store. There is a large primary school and medical centre with dispensary, also a large sports field/pavilion and bowls club. The village has a Police Office with very limited opening. There are 2 churches, Methodist and Church of England, the latter being at the very South of the Village and Grade 1 listed.

3.88 The village has 2 employment areas, Long Bennington Business Park to the North of the village and the larger Roseland Industrial Park which straddles the border with Leicestershire at the Southern edge of the Parish.

3.89 The two allocations for Long Bennington will provide approximately 85 new dwellings.

Long Bennington: Residential Allocations

LV-H10: Main Road (South) (SKLP140)

Indicative Unit Numbers: 55

Approximate Density: 30 dwellings per hectare.

The following development principles accompany this allocation:

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

LV-H11: Main Road (North) (SKLP132)

Indicative Unit Numbers: 30

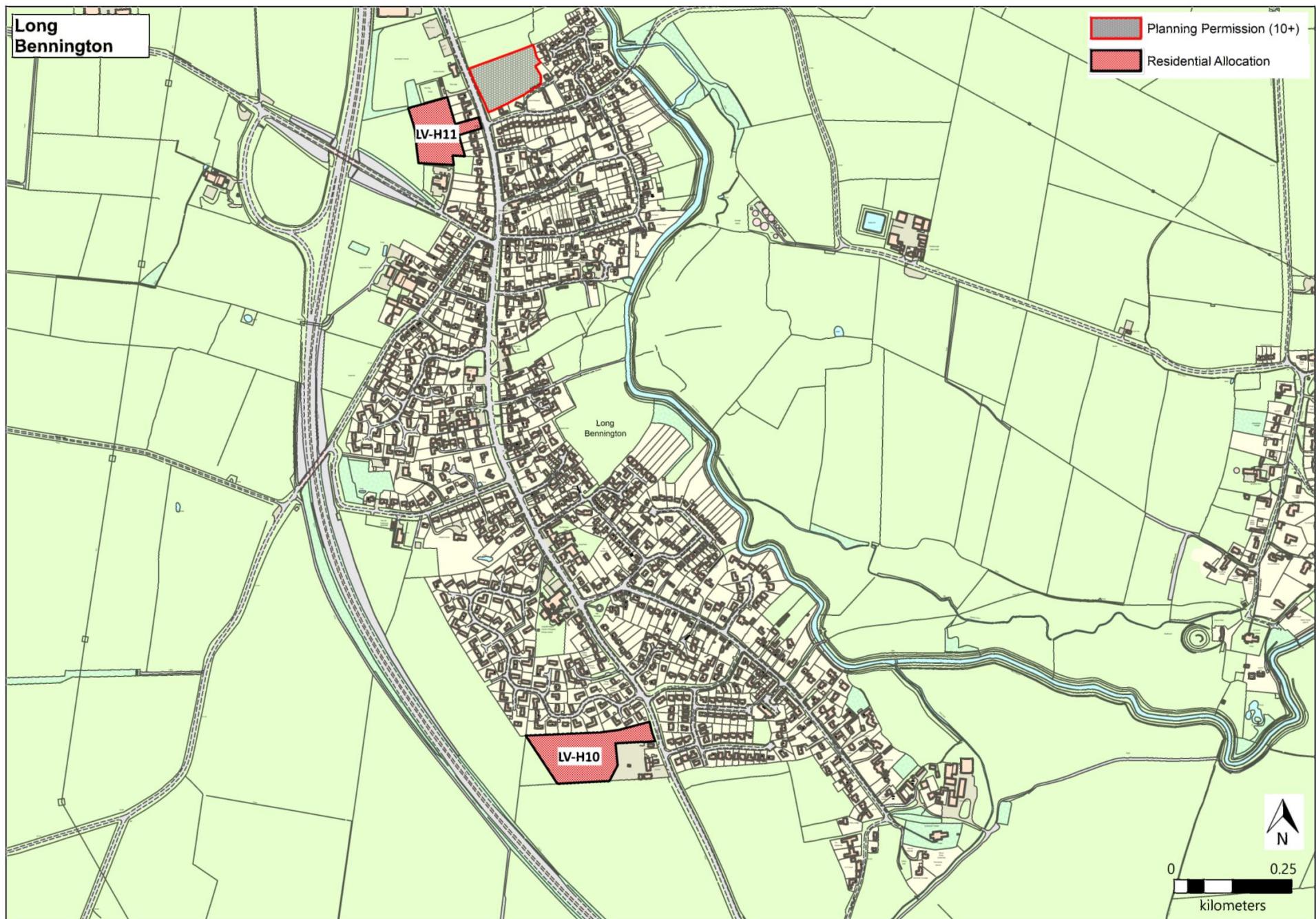
Approximate Density: 30 dwellings per hectare.

The following development principles accompany this allocation:

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

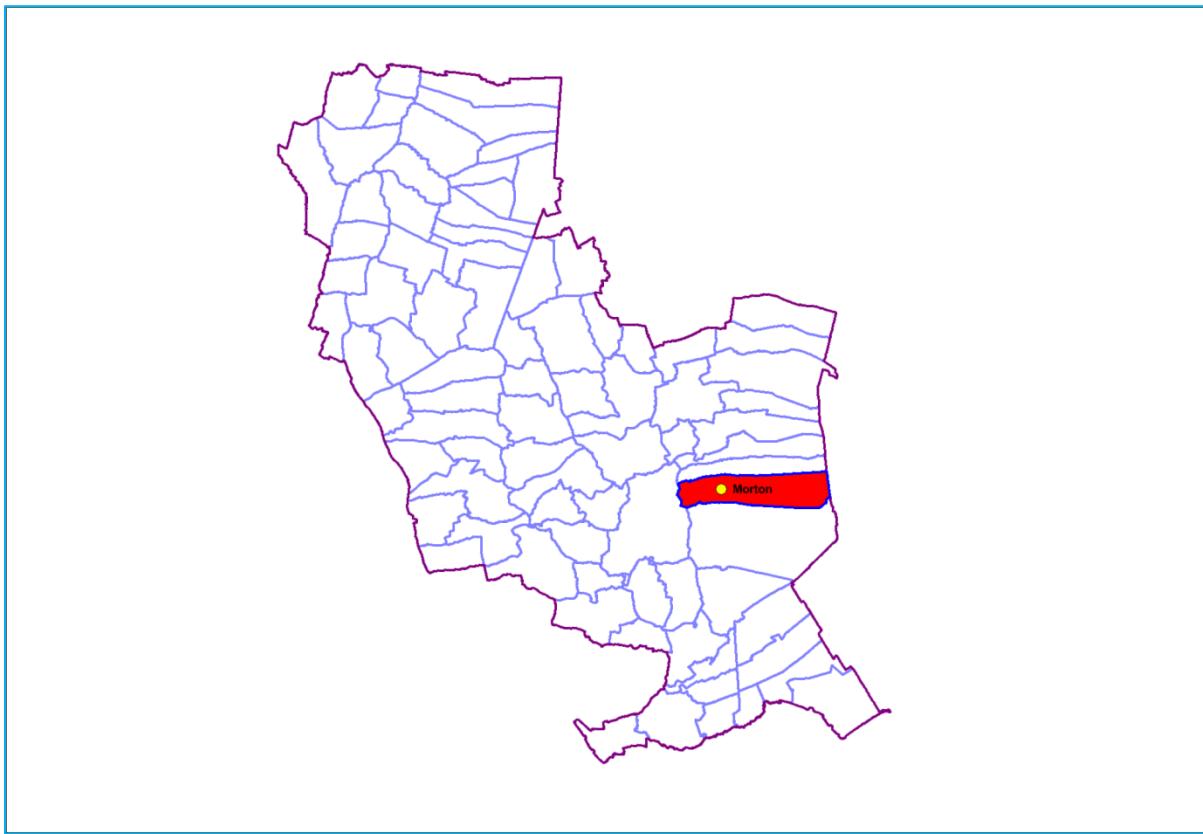
Policies maps have been prepared and are contained within the Policies Maps Appendix: 2. the policies maps depict all land allocations and other policy designations. The contextual plan below is for purely illustrative purposes and details allocations

Figure 34 - Long Bennington Illustrative Map



Morton

Figure 35- Morton Location Map and Infographic Data



Population – 2406



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



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



Average age of the
population is 43



13% of the population is retired

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

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

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

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

Morton: Residential Allocation

LV-H12: Folkingham Road (SKLP111)

Indicative Unit Numbers: 70

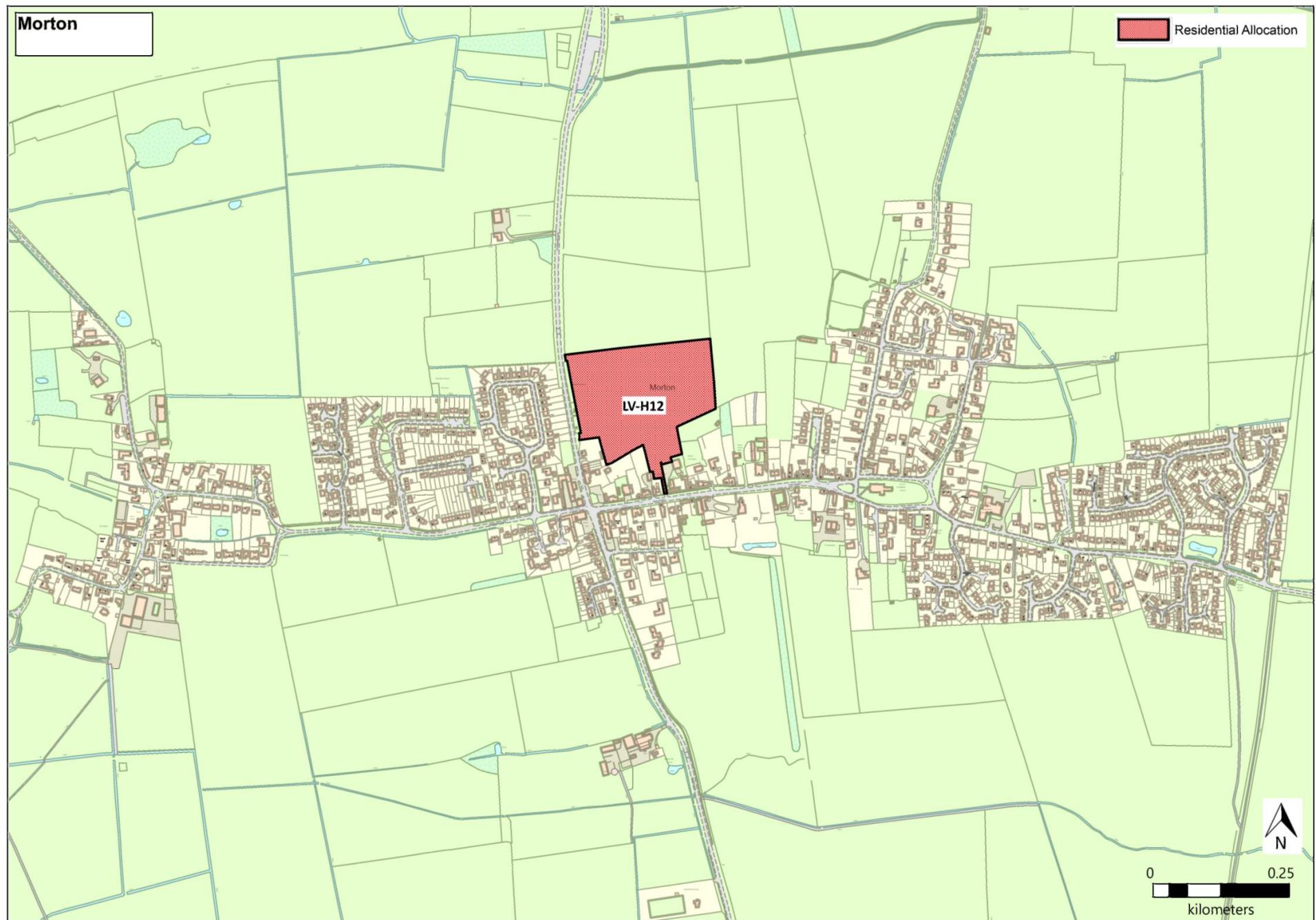
Approximate Density: 25 dwellings per hectare to accommodate conservation area and adjacent listed buildings.

The following development principles accompany this allocation:

- a.** Possible impact on the Conservation Area and adjacent listed buildings shall be considered and to mitigate possible harm a low-density residential scheme should be proposed.
- b.** On the northern edge of the site a suitable and sensitive boundary treatment will be provided to screen views of the development from the adjacent open countryside.
- c.** Should access to the site come via the A15 any development should be set back from the road aspect and suitable landscape screening provided.
- d.** Pedestrian and/or cycle connections from the centre of the site onto High Street shall be provided.
- e.** Development of this site will need to be phased in accordance with the Infrastructure Delivery Plan so that necessary infrastructure requirements can be accommodated

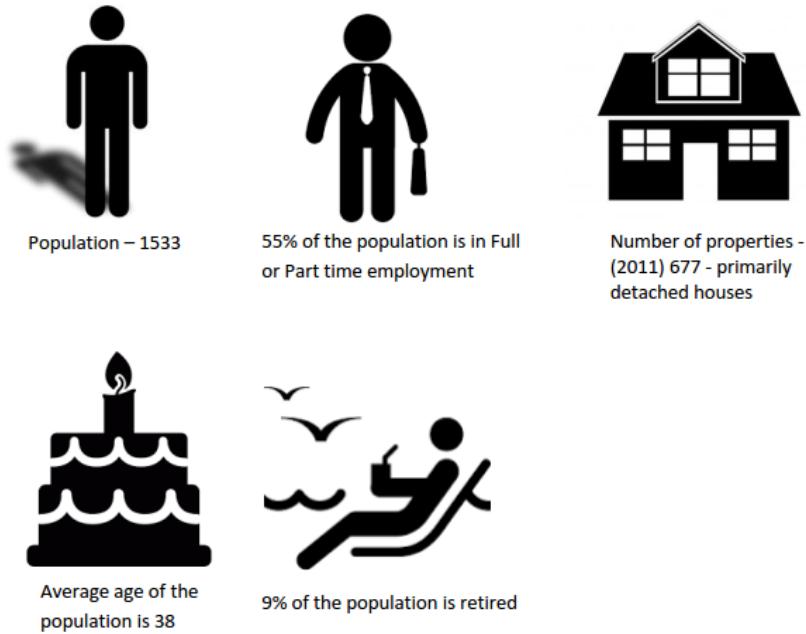
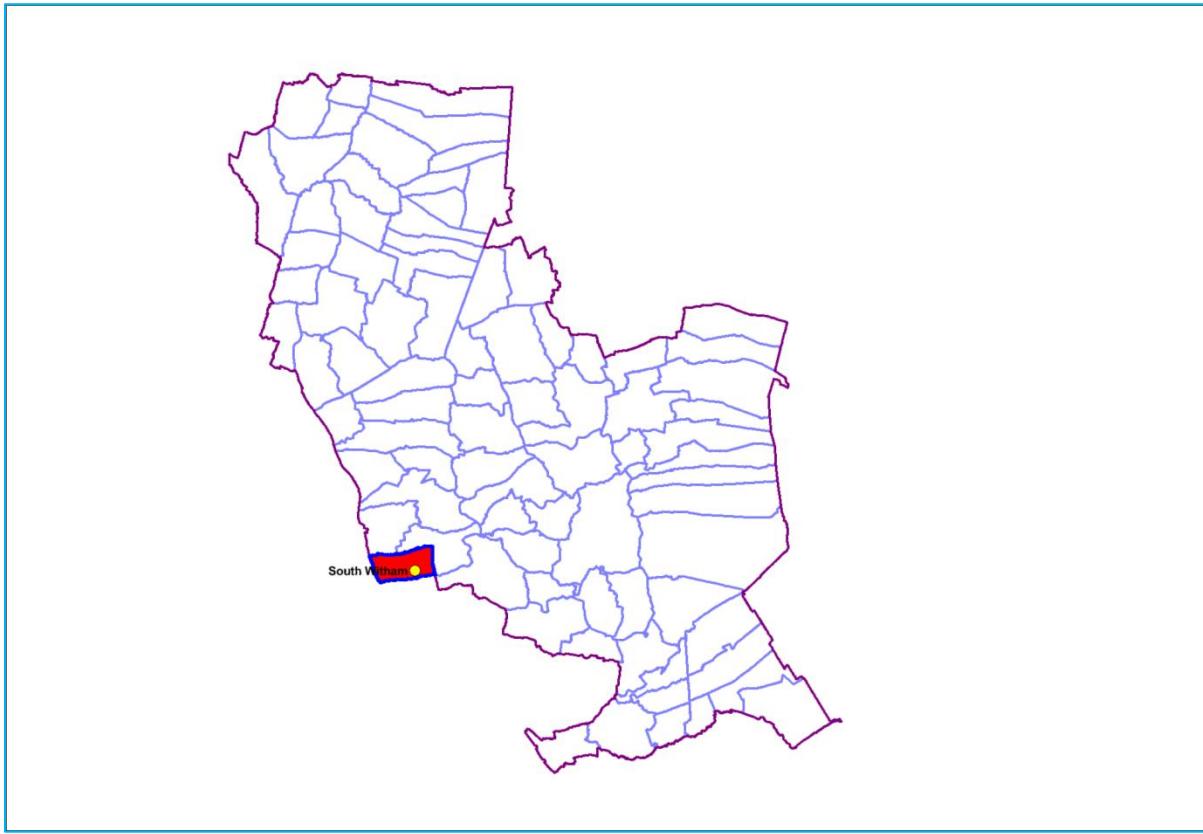
Policies maps have been prepared and are contained within the Policies Maps Appendix: 2. the policies maps depict all land allocations and other policy designations. The contextual plan below is for purely illustrative purposes and details allocations

Figure 36 - Morton Illustrative Maps



South Witham

Figure 37- South Witham Location Map and Infographic Data



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

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

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

3.95 The allocations for South Witham are for approximately 65 dwellings on land that is partially previously developed and a Greenfield site.

3.96 Allocation LV H13 sits on the south-western edge of the settlement and is bounded by the former railway line. The site benefits from two points of access that could serve future development. Suitable and extensive boundary and noise attenuation treatments will be required on this allocation given its location adjacent to South Witham (Breedon) quarry.

3.97 Allocation LV H14 is located on land north of High Street, a greenfield site on the edge of the settlement. This site should incorporate suitable and sensitive boundary treatments along the western edge and provide for connectivity into the rest of the settlement.

South Witham: Residential Allocation

LV-H13: Thistleton Lane and Mill Lane (SKLP43, SKLP123)

Indicative Unit Numbers: 34

Approximate Density: 30 dwellings per hectare.

The following development principles accompany this allocation:

- a.** A comprehensive masterplan is required for the site.
- b.** Reopening of redundant railway line as a pedestrian route should be considered in the development proposal.
- c.** Priority will be given to the redevelopment of the previously developed land on this site.
- d.** Development proposals should make good use of the two potential access points into the site.
- e.** On the western edge of the site a suitable and sensitive boundary treatment will be provided to screen views of the development from the adjacent open countryside.
- f.** A buffer shall be provided along the western edge of the site. This buffer shall screen future residential occupiers of the site from the noise and nuisances of the adjacent quarry. The provision of the buffer will ensure the redevelopment of this site does not impact on the continued operations at the quarry.
- g.** Pedestrian links, such as footway connections into village from the site should be incorporated in the development proposal.

LV- H14: - Land north of High Street (SKLP312)

Indicative unit numbers: 31

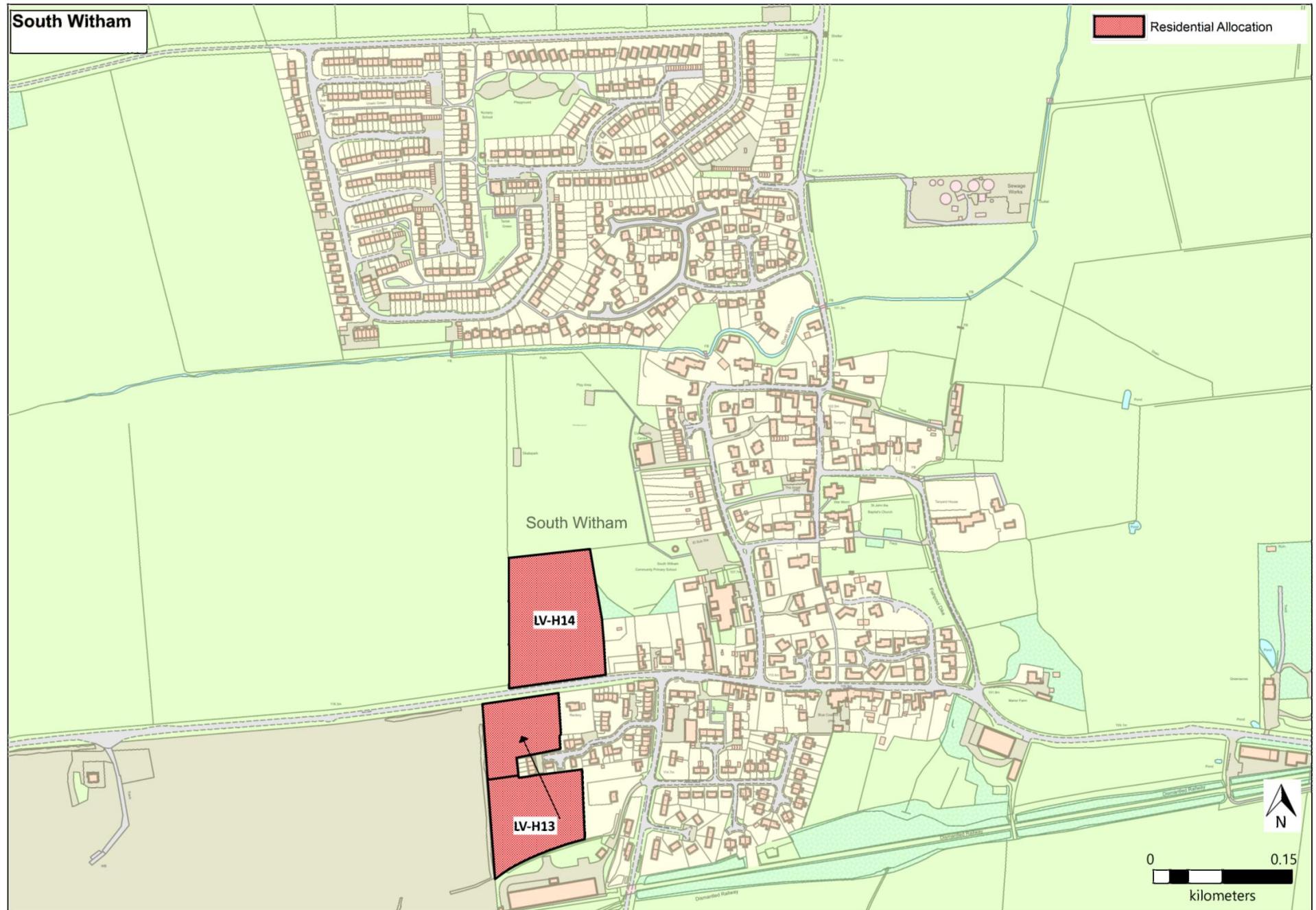
Approximate Density: 30 dwellings per hectare

The following development principles accompany this allocation:

- a.** On the western edge of the site a suitable and sensitive boundary treatment will be provided to screen views of the development from the adjacent open countryside.
- b.** Pedestrian links, such as footway connections into village from the site should be incorporated in the development proposal.

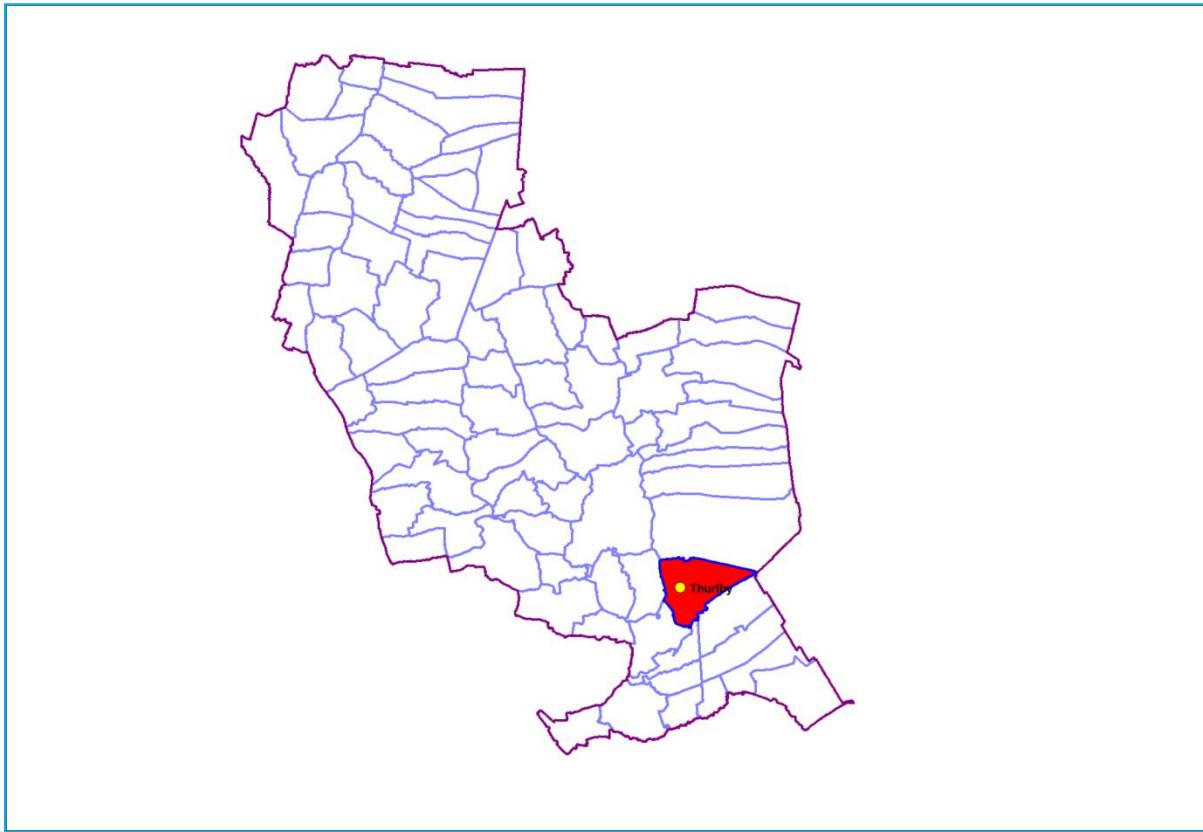
Policies maps have been prepared and are contained within the [Policies Maps Appendix: 2](#). the policies maps depict all land allocations and other policy designations. The contextual plan below is for purely illustrative purposes and details allocations

Figure 38 - South Witham Illustrative Map



Thurlby

Figure 39 - Thurlby Location Map and Infographic Data



Population – 2153



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



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



Average age of the
population is 49



15% of the population is retired

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

3.98 The village of Thurlby is divided by the A15 road, 2 miles south from the town of Bourne, on the boundary of the Lincolnshire Fens and the Kesteven Uplands.

3.99 Thurlby has the Grade I listed Parish Church of St Firmin, the village hall and a public house to the east of the A15. The shop with a post office, and a veterinary practice, are within the main village curtilage to the west. The primary school shares a site with the community hall and Lawrence Park.

3.100 The allocation for Thurlby is for approximately 50 new dwellings. Suitable and extensive boundary and noise attenuation treatments will be required on this site given its proximity to the A15; this should be reflected in the development density. The development pattern of the surroundings should also be reflected in the development of this site.

Thurlby: Residential Allocation

LV-H15: Part of Elm Farm Yard (SKLP16)

Indicative Unit Numbers: 50

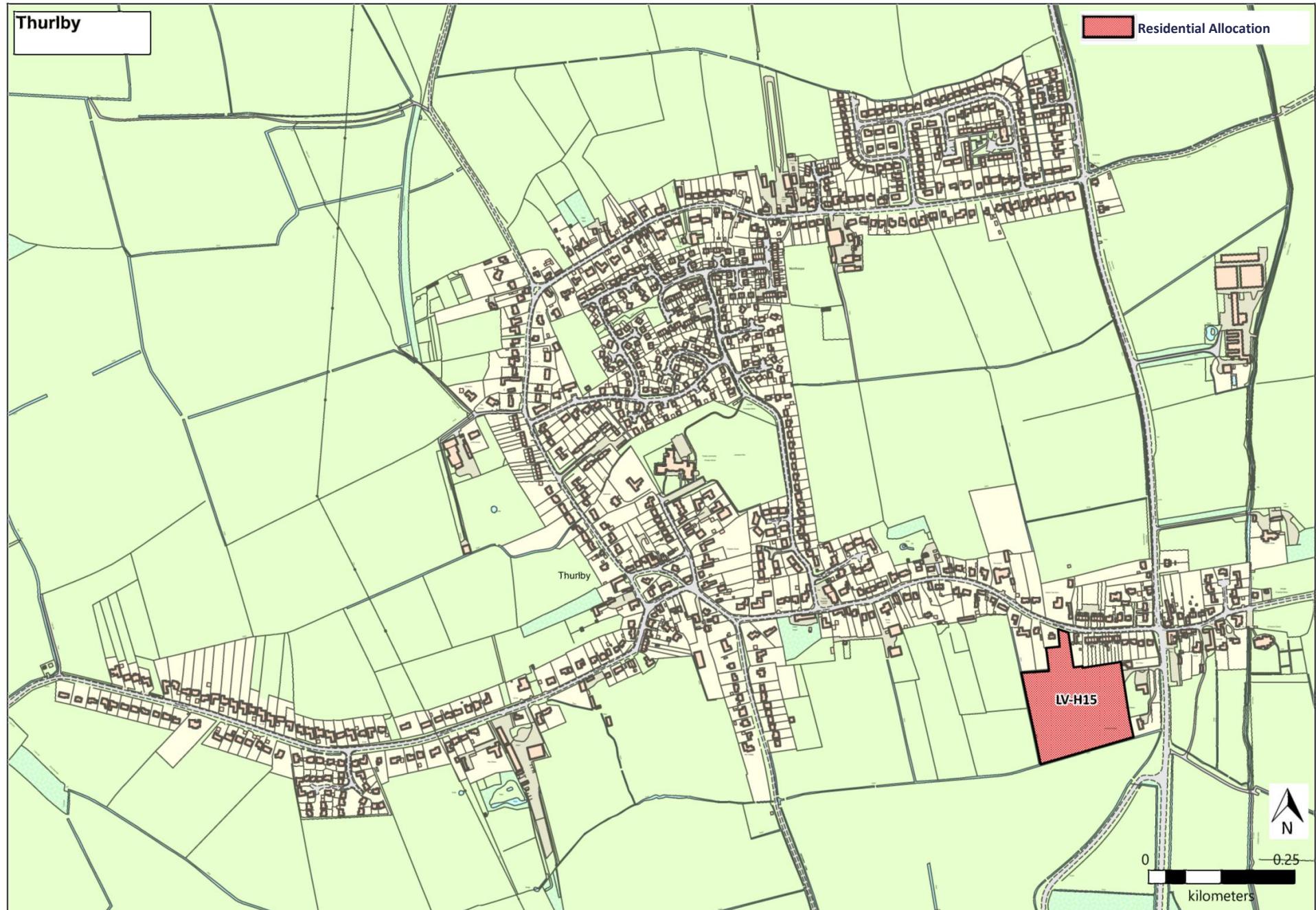
Approximate Density: 25 dwellings per hectare

The following development principles accompany this allocation:

- a.** Access should not be sought from the A15
- b.** On the southern and western edges of the site a suitable and sensitive boundary treatment will be provided to screen views of the development from the adjacent open countryside.
- c.** Pedestrian links, such as footway connections into village from the site should be incorporated in the development proposal

Policies maps have been prepared and are contained within the Policies Maps Appendix: 2. the policies maps depict all land allocations and other policy designations. The contextual plan below is for purely illustrative purposes and details allocations

Figure 40 - Thurlby Illustrative Map



4. Infrastructure and Developer Contributions

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

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

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

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

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

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

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

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

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

4.9 The policy below sets out the overarching framework for delivering infrastructure to support growth. Whilst every effort will be made to ensure the appropriate and timely provision of infrastructure, the following policy will be used to restrict development from being commenced, or in certain cases, from being permitted, in the absence of proven essential infrastructure capacity or the appropriate means of mitigating a capacity issue.

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

Developer Contributions

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

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

4.12 The provision of, or contribution to the provision of utilities is governed by the individual providers own statutory requirements and usually falls outside of the planning process. Much of this will form part of the normal costs of developments to allow the connection of a site to existing utilities. However the scale of development proposed in this plan may result in the need for more strategic expansion of the utilities infrastructure. Where this is necessary these additional costs can be considered abnormal and may be taken into account in the assessment of viability for a scheme. Each of the utility providers has their own mechanism for securing contributions towards expansion of their network which is in itself governed by statute.

4.13 In addition to the cost of connection or expansion of the utilities network, developers will be expected to make up the necessary infrastructure provision required to support their development either through direct provision or by a proportionate contribution towards the overall cost of the provision of necessary infrastructure either alone or cumulatively with other developments. Various types of contribution will be used, including the following:

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

4.14 Contributions will be in the form of planning obligations secured in line with national statute and policy. Initially these will be secured through Section 106 (S106) developer contributions although the Council retains the option to consider the introduction of a Community Infrastructure Levy (CIL) or any replacement tariff once the outcome of the national review of CIL is known. Contributions payable by S106 or

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

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

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and,
- Fairly and reasonably related in scale and kind to the development.

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

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

ID1: Infrastructure for Growth

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

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

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

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

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

In determining the nature and scale of any provision, the Council will have regard to viability considerations and site specific circumstances. Where financial evidence is provided which indicates that provision of infrastructure along with affordable housing and other policy requirements affects the delivery of an individual scheme the Council will consider prioritising provision. This must be justified through clear

evidence set out in a viability assessment which the Council will have independently assessed. The applicant will be expected to meet the cost of this assessment.

Transport

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

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

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

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

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

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

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

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

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

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

ID2: Transport and Strategic Transport Infrastructure

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

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

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

- a. Are located where travel can be minimised and the use of sustainable transport modes maximised;
- b. Reduce additional travel demand through the use of measures such as travel planning, safe and convenient public transport, dedicated walking and cycling links and cycle storage/parking links and integration with existing infrastructure;
- c. Seek to generate or support the level of demand required to improve, introduce or maintain public transport services, such as rail and bus services;
- d. Do not unacceptably impact on the safety and movement of traffic on the highway network or that any such impacts can be mitigated through appropriate improvements, including the provision of new or improved highway infrastructure; and
- e. Ensure that transport is accessible to all, including appropriate provision for vehicle, powered two wheeler and cycle parking is made for residents, visitors, employees, customers, deliveries and for people with impaired mobility.

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

Communications

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

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

4.25 The Government recognises that reliable broadband internet access is essential for homes throughout the country if they are to benefit from online services and for UK businesses to compete globally.

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

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

4.28 The Government has worked with Openreach – BT's local access network business – and the Home Builders Federation (HBF) on an agreement which aims to deliver superfast broadband connectivity to new build residential properties in the UK. The new deal will see fibre based broadband offered to all new developments either for free (for developments of 30 dwellings and over) or as part of a co-funded initiative (for developments of under 30 dwellings). As part of the agreement, Openreach is introducing an online planning tool for homebuilders. This will tell them whether properties in a given development can be connected to fibre for free, or if a contribution is needed from the developer to jointly fund the deployment of the local fibre network.

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

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

ID3: Broadband and Communications Infrastructure

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

Proposals of 30 dwellings or more will be required to provide fixed fibre superfast broadband, where this is technically feasible and subject to viability.

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

New developments must be served by either:

- a. Fibre to the Premises (FTTP) technology; or
- b. Fibre to the Cabinet (FTTC) technology enabling access to broadband speeds of up to 80 megabits per second; or
- c. any other emerging communication technology.

5. Monitoring and Implementation

Residential Completions

- 5.1 The Strategic Housing Market Assessment (SHMA) Update 2017 sets out an Objectively Assessed Housing Need (OAN) for South Kesteven of 625 dwellings per annum for the period 2011-36, equating to a total of 15,625 dwellings over the plan period. This is the minimum number of homes that the Local Plan needs to provide for. Additional land can be allocated in order to provide choice to the market and greater certainty to deliverability of the Plan.
- 5.2 The District has a committed supply of 8,726 dwellings.
- 5.3 The Plan incorporates a 12.9% over allocation, in order to offer choice and contingency to the market, as well as recognising that a number of units are committed on large sites and these will take time to complete.
- 5.4 The housing trajectory below sets out the expected rates of completions, per annum across the plan period. The housing trajectory is a guide only, there is nothing to prevent completions exceeding these figures, however it is anticipated that the 12.9% over allocation, will ensure the Plan delivers this as a minimum.

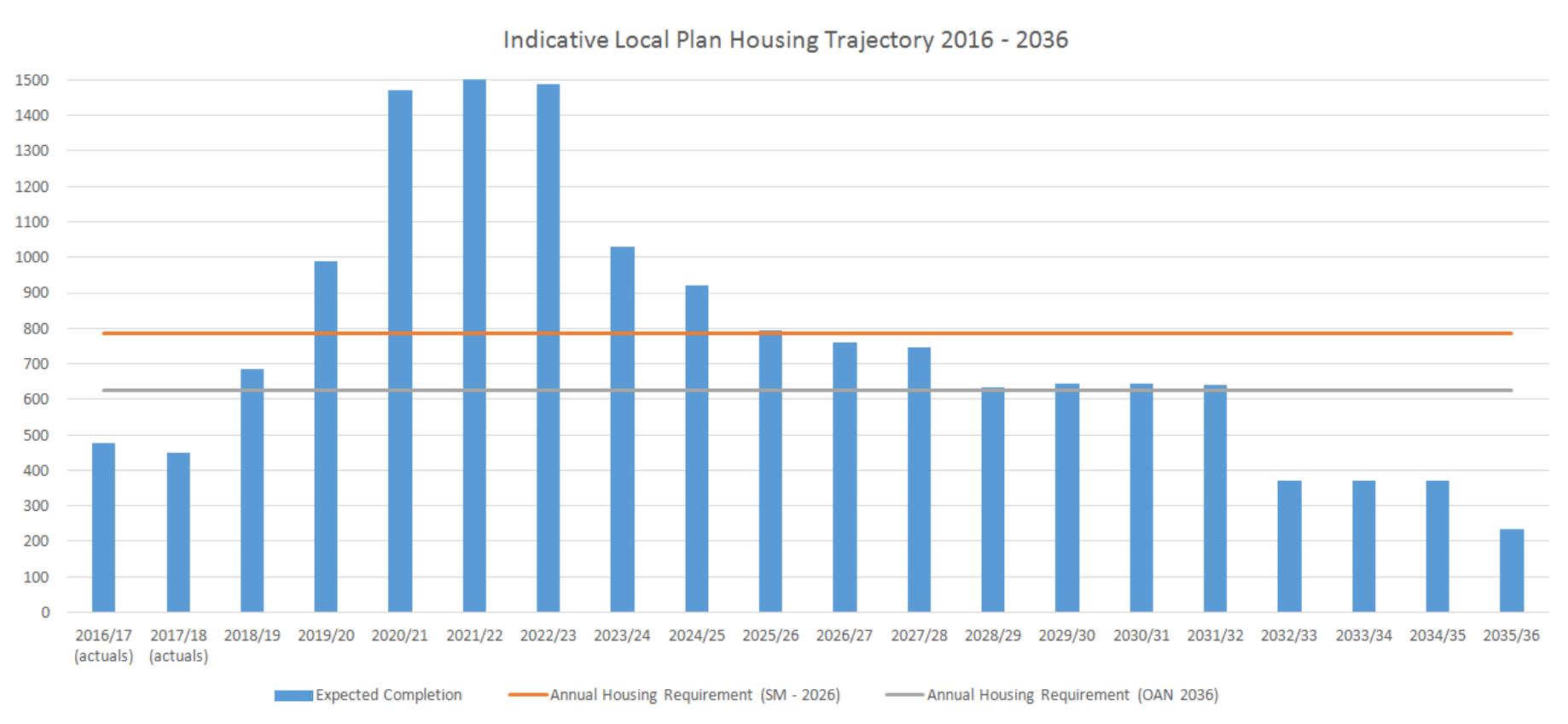


Figure 41 - Indicative Local Plan Housing Trajectory

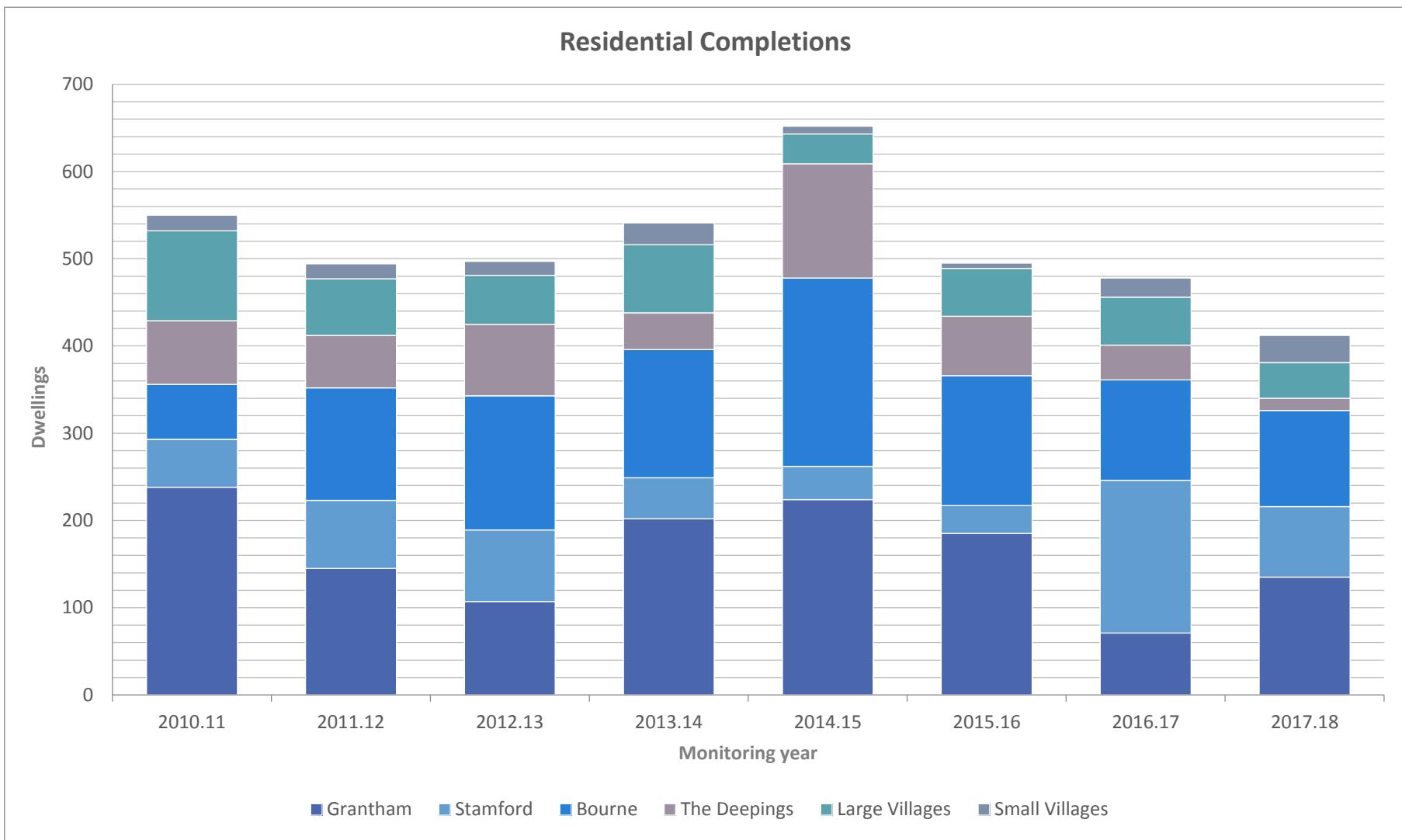


Figure 42 - Residential completion per monitoring year for each settlement.

Appendix 1

Glossary

Phrase	Definition/Description
Affordable Housing	Includes affordable rented, social rented and intermediate housing (e.g. shared ownership). Provided to specified eligible households whose needs are not met by the market.
Air Quality Management Areas	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.
Ancient woodland	An area that has been wooded continuously since at least 1600 AD.
Archaeological interest	There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point.
Best and most versatile agricultural land	Land in grades 1, 2 and 3a of the Agricultural Land Classification.
Climate change adaptation	Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities
Climate change mitigation	Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
Conservation (for heritage policy)	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Community Infrastructure Levy (CIL)	A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.
Designated heritage asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
Development plan	This includes adopted Local Plans, neighbourhood plans and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.
Economic development	Industrial, commercial retail and tourism development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).
Environmental Impact Assessment	A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on

	the environment.
Green infrastructure	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
The Greater Cambridge Greater Peterborough Local enterprise partnership (GCGPLEP)	The Greater Cambridge Greater Peterborough Enterprise Partnership is focused on helping to drive forward sustainable economic growth—with local business, education providers, the third sector and the public sector working together to achieve this.
Greater Lincolnshire Local Enterprise Partnership (GLLEP)	The Greater Lincolnshire LEP works with the public and private sector within the Midlands to deliver sustainable economic growth. They help business sectors increase productivity and innovation, create new employment opportunities and develop infrastructure that supports economic growth.
Greater Lincolnshire Nature Partnership (GLNP)	A partnership which provides work streams that include the Geodiversity Strategy, the Lincolnshire Environmental Records Centre, Local Sites and the Nature Strategy. The strategic work streams involve working with people and organizations across four thematic areas: Farming with nature. Planning with nature .Enjoying nature. Being well with nature
Heritage asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
Hybrid applications	A planning application that seeks outline planning permission for one part and full planning permission for another part of the same site.
Historic environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Larger Villages	Larger Villages (formally Local Service Centres). The assessment of larger villages took the following into consideration, provision of: Primary school, food shop, public transport, village hall, post office, public house, open space, play space, doctor, police / fire, secondary school, other businesses.
Local Development Order (LDO)	An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.
Local Enterprise Partnership (LEP)	A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.
Local Nature Partnership (LNP)	A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.
Local Planning Authority	The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning

	authority apply to the district council, London borough council, county council, Broads Authority, National Park Authority and the Greater London Authority, to the extent appropriate to their responsibilities.
Local Plan	The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.
Local Wildlife Site (LWS)	Are areas identified and selected locally for their nature conservation value. Their selection takes into account the most important, distinctive and threatened species and habitats
Main town centre uses	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Mineral Safeguarding Area	An area designated by Minerals Planning Authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilization by non-mineral development.
Neighbourhood plans	A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
National Planning Policy Guidance NPPG	Published on 27 March 2012 and sets out the government's planning policies for England and how these are expected to be applied. Revised draft has been issued for consultation which is due to end on 10 th May 2018.
Open space	All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
Office of National Statistics (ONS)	The UK's largest independent producer of official statistics and the recognised national statistical institute of the UK.
Previously developed land or Brownfield land	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
Primary and secondary	Primary frontages are likely to include a high proportion of retail uses

frontages	which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.
Rural Exception Site	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.
Special Areas of Conservation	Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.
Site of Special Scientific Interest (SSSI)	Sites designated by Natural England under the Wildlife and Countryside Act 1981.
Site of Nature Conservation Interest (SNCI)	Sites of substantive local nature conservation and geological value
Strategic Housing Market Assessment. (SHMA)	Provides detailed information about existing and future housing needs and demand, including the need for affordable housing and the mix of housing, to meet the needs of the community and forms part of the evidence base for the preparation of the new Local Plan.
Supplementary planning documents (SPD)	Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.
Town centre	Area defined on the local authority's proposal policy maps, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.
Transport assessment	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.
Windfall sites	Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

Use Classes

A1 – Shops	Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes
A2 - Financial and professional services	Financial services such as banks and building societies, professional services (other than health and medical services) and including estate and employment agencies. It does not include betting offices or pay day loan shops
A3- Restaurants and cafés	For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.
A4- Drinking establishments	Public houses, wine bars or other drinking establishments (but not night clubs).
A5 - Hot food takeaways	For the sale of hot food for consumption off the premises.
B1 –Business	Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area.
B2 - General industrial	Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).
B8 - Storage or distribution	This class includes open air storage.
C1 – Hotels	Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels).
C2 - Residential institutions	Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.
C2A - Secure Residential Institution	Use for a provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.
C3 –Dwellinghouses	<p>3(a) covers use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a career and the person receiving the care and a foster parent and foster child.</p> <p>C3(b): up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health</p>

	<p>problems.</p> <p>C3(c) allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger.</p>
C4 - Houses in multiple occupation	small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom
D1- Non-residential institutions	Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training centres.
D2- Assembly and leisure	Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used).
Sui Generis	Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include: betting offices/shops, pay day loan shops, theatres, larger houses in multiple occupation, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, launderettes, taxi businesses, amusement centres and casinos.

Appendix 2

Policies Maps (standalone documents)

Appendix 3

Renewable Energy (standalone document)