



SOUTH  
KESTEVEN  
DISTRICT  
COUNCIL



## South Kesteven Local Plan 2023-2043

### Regulation 18 Local Plan – Proposed Housing and Mixed-Use Site Allocations

[Consultation Dates]

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# 1. Introduction

## Background

1.1 South Kesteven District Council is undertaking a review of its adopted Local Plan (2011-2036). The new Plan, once adopted, will replace the Local Plan adopted, adopted in 2020.

### Why are we only consulting on Housing and Mixed Use Allocations?

1.2 In December 2024 the government published a new National Planning Policy Framework (NPPF), which introduced changes to how housing need is calculated. The changes made by national government has substantially increased South Kesteven District's annual housing need from 701 (as published through 2024 Draft Local Plan) to 886 dwellings per year, an uplift of 185 dwellings per year. This means that the Local Plan's minimum housing need is 17,720 dwellings across the plan period (2023-2043).

1.3 The NPPF states:

*“To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning practice guidance”*

1.4 The data that goes into the standard method calculation comes from official statistics that are updated annually. The latest available data should be used whenever the standard method is applied, so different figures may end up being used in practice by local authorities during the plan-making process.

1.5 To meet this higher housing requirement and ensure a sufficient land supply for the entire plan period, the Council must identify additional housing sites beyond those previously consulted on.

1.6 The Council has a duty to meet the accommodation needs of the Gypsy, Traveller and Travelling Showpeople Community. No land allocations for Gypsy & Travellers were made through the 2024 Regulation 18 Draft Local Plan as limited sites had been received through the 2020 Call for Sites. A subsequent Call for Sites was launched alongside the 2024 Regulation 18 Draft Local Plan and one site was received which has been assessed as suitable through the updated 2025 Site

Assessment Report. The site has been proposed for allocation through the 2025 Regulation 18 Local Plan, as part of a mixed-use site.

- 1.7 Whilst this consultation is not seeking views on employment land allocations, housing can be delivered as part of mixed-use schemes, including employment and other uses.
- 1.8 This focussed consultation is limited to **housing and mixed-use allocations only**, allowing the Council to respond effectively to the revised housing targets and ensure compliance with national planning policy.
- 1.9 We are considering all comments submitted during the Draft Local Plan consultation (2024), so there is no need to repeat them in this consultation. However, we welcome any new or additional comments you may wish to provide.

## How have we identified site allocations?

- 1.10 The proposed housing and mixed-use site allocations have been identified by reviewing land submitted to us and carefully assessing each site submission.
- 1.11 Between 2020 – 2022, the Council invited landowners and developers to submit land for a range of uses, including housing, Gypsy and Traveller sites, and employment. A further Call for Sites specifically for Gypsy and Traveller sites was held alongside the Draft Local Plan consultation in 2024. All submitted sites, including those received following the formal Call for Sites have been assessed and are published in the Site Assessment Report alongside this consultation.
- 1.12 Now that the housing need has increased, we have revisited all site submissions. While some sites were not included in the 2024 Draft Local Plan consultation, this was not necessarily due to the sites being assessed as unsuitable. At the time, there was a sufficient supply of land identified to meet the housing need. However, we now must identify further land to accommodate the higher housing requirement. Furthermore, a new site has been submitted to help meet the needs of the district's Gypsy, Traveller & Travelling Showpeople community.
- 1.13 The proposed housing and mixed-use site allocations continue to follow the Local Plan's spatial strategy, by allocating the most suitable and sustainable sites across the district, focusing on Grantham, Stamford, Bourne, The Deepings, and Larger Villages. All potential sites have also been considered through the Sustainability Appraisal process.

## How will infrastructure be planned for?

- 1.14 Infrastructure is a collective term for services, facilities and structures such as roads, electricity, sewerage, water, schools, health provision and open spaces that people need to live happy, healthy and safe lives.
- 1.15 Sustainable growth in South Kesteven will need to be supported by the provision of appropriate new and upgraded infrastructure to meet the needs of the development.
- 1.16 The Local Plan will be accompanied by a document called an Infrastructure Delivery Plan (IDP). The IDP will identify the key infrastructure requirements which need to be delivered to support the new development proposed in the Local Plan. This will include transport, schools, healthcare, electricity, gas, water, sewerage, sustainable drainage systems, and telecommunications. The Council will continue to work with infrastructure providers to understand and plan for future infrastructure requirements.
- 1.17 The provision of new or upgraded infrastructure is usually agreed as part of the planning application process. This can be set out in legal agreements or planning conditions.

## Why has the Local Plan timetable changed?

- 1.18 The preparation of the new Local Plan commenced in April 2020. The Council has held two Regulation 18 consultations, which includes an Issues and Options in 2020 which sought the views on the scope of the Local Plan. More recently a Regulation 18 Draft Local Plan consultation was held between February and April 2024 which sought views on a full draft version of the Plan.
- 1.19 The next stage of consultation was expected to be a Regulation 19 Pre-Submission consultation in Winter 2024/2025. However, the [Local Plan timetable](#) has been reviewed to take into account the implications of the publication of the updated National Planning Policy Framework. The timetable is set out below which includes this additional Regulation 18 consultation.

*Table 1: Local Plan Timetable*

<b>Key Milestones</b>	<b>Regulation</b>	<b>Timescale</b>
Commencement of document preparation		Completed: April 2020
Consultation on the scope of the Plan	Regulation 18	Completed: 12 October – 23 November 2020
Consultation on Draft Local Plan	Regulation 18	Completed: 29 February – 25 April 2024
Consultation on Draft Local Plan Focussing on Additional Sites	Regulation 18	June – July 2025
Consultation on the Pre-submission Local Plan	Regulation 19	January – February 2026
Submission	Regulation 22	November 2026
Examination	Regulation 24	November 2026 – October 2027
Inspector's Report	Regulation 25	October 2027
Adoption	Regulation 26	November 2027

## Evidence

1.20 The Local Plan must be based on up to date, robust evidence. Published evidence can be found on the Council's [website](#). In addition to the published evidence, there is also evidence underway, the conclusions and recommendations of which will further inform the Local Plan policies, including site allocations. Evidence currently underway includes:

- Review of Employment Land Study
- Infrastructure Delivery Plan
- Strategic Flood Risk Assessment
- Water Cycle Study
- Landscape Assessment
- Strategic Highways Assessment
- Play Pitch Strategy
- Gypsy, Traveller and Travelling Showpeople Accommodation Assessment Update.

## What happens next?

1.21 Following this consultation, we will carefully consider all the comments received. Your responses will help us inform the Regulation 19 Pre-Submission Local Plan, due to be published for consultation in January – February 2026.

### Responding to the consultation

[consultation details to be added]

#### *Contact us*

For more about the Local Plan visit the below webpage

[www.southkesteven.gov.uk/localplanreview](http://www.southkesteven.gov.uk/localplanreview)

Should you have any queries the please contact Planning Policy Team by emailing [planningpolicy@southkesteven.gov.uk](mailto:planningpolicy@southkesteven.gov.uk) or calling 01476 406080

## 2. Meeting Identified Need

### Local Housing Need

- 2.1 The government's Standard Method in national guidance is used to determine the minimum number of homes needed for South Kesteven across the plan period.
- 2.2 Following the review of the Local Plan timetable in February 2025, the plan period has been amended to cover from 1st April 2023 through to 1st April 2043. This is to ensure that the plan looks forward for a minimum of 15 years from adoption which is expected in 2027 this is a requirement as set in the National Planning Policy Framework. The Government's Standard Method for South Kesteven establishes a need of 886 dwellings per annum, equating to 17,720 dwellings across the plan period 2023-2043.
- 2.3 Whilst the housing requirement is based on the Standard Method calculation, the Local Plan trajectory contains a buffer of around 11% above the minimum requirement of 17,720 dwellings, this equates to a housing supply of 19,672 dwellings across the plan period. The purpose of the buffer is to provide developers with a greater choice of sites and a contingency in case some which are included in the supply are not delivered within the timeframes anticipated. This should help ensure the Council delivers at least the full requirement.
- 2.4 The Local Plan makes provision for housing growth at a variety of locations across South Kesteven. In order to demonstrate that the allocated sites are capable of meeting the housing requirements over the plan period, the following assumptions have been made regarding density.
- 2.5 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.
- 2.6 The Housing Density Study (2025) recommends, to accurately represent the current landscape of house building within the district, that density in the four main towns should be increased from 30 to 35 dwellings per hectare, and that the village densities remain at 30 dwellings per hectare. Density has also been adjusted to take account of any individual site characteristics and physical constraints. Sites with Outline planning permission have also been adjusted, in line with the permission.
- 2.7 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.

2.8 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.

2.9 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 appropriate in this location.

2.10 Changes to the proposed housing and mixed-use allocations are detailed below.

## Gypsy & Traveller Accommodation Need

2.11 The 2024 Gypsy & Traveller Accommodation Assessment identifies a need for 40 Gypsy & Traveller pitches over the plan period up to 2041. The Council launched a Call for Sites in October 2020 seeking land within the district to be considered for allocation for a range of uses, including housing, Gypsy & Traveller and employment.

2.12 Due to a limited response to the 2020 Call for Sites regarding Gypsy & Traveller sites, a second Call for Sites specifically seeking land for Gypsy & Traveller accommodation was launched alongside publication of the Regulation 18 Draft Local Plan in March 2024.

2.13 A site at Gorse Lane, Grantham was received through the Call for Sites consultation and has been assessed as suitable through the updated 2025 Site Assessment Report. The site at Gorse Lane, Grantham is proposed for allocation through the Regulation 18 Local Plan, as part of a mixed-use site.

2.14 Due to the implications of the NPPF and the change of the Local Plan's period from 2041 to 2043, the Gypsy & Traveller Accommodation Needs Assessment is currently under review, the conclusions of which will be considered as the Local Plan evolves.

2.15 Due to the implications of the NPPF and the change of the Local Plan's period from 2041 to 2043, the Gypsy & Traveller Accommodation Needs Assessment is currently under review, the conclusions of which will be considered as the Local Plan evolves.

### 3. Proposed Changes to the Housing and Mixed-Use Site Allocations Proposed through the 2024 Regulation 18 Draft Local Plan

#### Removal of proposed allocations

3.1 Following the Draft Local Plan consultation (2024), the housing sites which will not form part of the Regulation 19 Pre-Submission Local Plan are set out below. We are not seeking any further comments on these sites as part of this consultation.

*Table 2: Removal of proposed allocations*

Policy Code	Settlement	Location	Indicative number of dwellings	Reasoning for not taking forward allocation
SKPR-269	Grantham	Station Approach (mixed-use)	268	Concerns regarding site deliverability
SKPR-57	Grantham	Belton Lane	628	Significant impact on highways
SKPR-144	The Deepings	Millfield Road, Market Deeping	200	Proposed land allocations are focused to the east of the Deepings
SKPR-74	Harlaxton	Land West of The Drift	24	Full planning permission has been granted

#### Amendments to site capacity

3.2 Some proposed allocations from the Draft Local Plan consultation have been expanded in size by including adjacent land submissions. Site policy codes in the previous consultation may have changed but the original site submission references as previously consulted on have been included in this consultation for clarity.

3.3 Additionally, as recommended by the Housing Density Study (2025), indicative site densities of some allocations in the four main towns, Grantham, Stamford, Bourne, and The Deepings have increased.

Table 3: Amendments to site capacity

Policy Code	Settlement	Location	Site Area (Hectares)	Indicative number of dwellings
SKPR-266	Stamford	Stamford Gateway (Exeter Fields) (mixed-use)	10	Decrease from 180 to 105 dwellings, and 5ha of employment land
SKPR-65	Grantham	Prince William of Gloucester Barracks (mixed-use) (GR3-H4)	184	Decrease from 4000 to 3000 dwellings, and 8 ha of employment land
SKPR-117	Grantham	Land to the East of Sheepwash Lane	4	Increase from 72 to 84
SKPR-62	Grantham	The Grantham Church (VA) High School Playing Fields, Queensway	4.2	Increase from 76 to 88
SKPR-53	Bourne	Land at Mill Drove, PE6 9PB	21	Increase from 285 to 441
SKPR-83	Bourne	Land north of Mill Drove, Bourne	Increase from 9.54 to 15.5	Increase from 172 to 326
SKPR-307 (SKPR-26)	The Deepings	Priory Farm Land, Deeping St James	Increase from 0.77 to 9.2ha	Increase from 18 to 193
SKPR-283	Ancaster	Land off St Martins Way, Ancaster	2.6	Decrease from 65 to 62
SKPR-319 (SKPR-109 and SKPR-110)	Baston	Land fronting Deeping Road (A15) and King Street	Increase from 4.8 to 15.7	Increase from 86 to 283
SKPR-321 (SKPR-61 and SKPR-103)	Billingborough	Land to the west of Pointon Road and site of former Aveland School	7.2	Decrease from 140 to 130
SKPR-309 (SKPR-120 and SKPR-232)	Colsterworth	Land at the East of Stamford Road, Colsterworth	Increase from 3.9 to 17.2	Increase from 70 to 310

## Additional proposed allocations

3.4 Additional housing allocations have been identified across the district to meet the increased housing need.

*Table 4: Additional proposed allocations*

Policy Code	Settlement	Location	Site Area (Hectares)	Indicative number of dwellings
SKPR-330	The Deepings	Land east of Linchfield Road	40	840
SKPR-55	The Deepings	Towngate east	3.7	104
SKPR-323	Grantham	Land north of Gorse Lane	41.6	874
SKPR-334	Grantham	Land south of Gorse Lane (mixed-use)	27.2	530 dwellings and 2ha of land for Gypsy & Traveller accommodation (approximately 20 pitches)
SKPR-7	Bourne	Land to the south west of Raymond Mays Way	17.3	270
SKPR-168	Ancaster	Land to the north of Wilsford Lane	2.4	58
SKPR-327	Barrowby	Land to east of The Drift and land south of Low Road	25.3	455
SKPR-322	Claypole	Doddington Lane	3.6	86
SKPR-233	Corby Glen	Land fronting Bourne Road and Swinstead Road	16.3	293
SKPR-318	Harlaxton	Land to west of The Drift	6.2	112

## No proposed changes

3.5 The following proposed housing allocations remain unchanged. However, some policy criteria may have been updated in response to comments received during the Draft Local Plan consultation. We are seeking your views on any of these changes.

*Table 5: No proposed changes to allocations*

Policy Code	Settlement	Location	Site Area (Hectares)	Indicative number of dwellings
SKPR-281	Stamford	STM1-H1: Stamford North	53.03	1,350
SKPR-282	Stamford	STM1-H2: Stamford East	9.01	320
SKPR-278	Grantham	Spitalgate Heath – Garden Village (mixed-use) (GR3-H1)	215	3,700 dwellings and 11ha of employment land
SKPR-279	Grantham	Rectory Farm (Phase 2) (GR3-H2)	61.05	1,150
SKPR-280	Grantham	Rectory Farm (Phase 3)	22.54	404
SKPR-36	The Deepings	DEP1-H1 Towngate West	3.12	73
SKPR-37	The Deepings	DEP1-H2 Linchfield Road	32.98	680
SKPR-58	Ancaster	Land on the east side of Ermine Street	0.9	26
SKPR-271	Ancaster	LV-H2: Wilsford Lane (South)	3.02	35
SKPR - 242	Barkston	Land East of Honington Road	2.7	54
SKPR-272	Barrowby	LV-H3: Low Road	13.05	270
SKPR-247	Corby Glen	Land North of Bourne Road	8	144
SKPR-241	Great Gonerby	Land off Church Lane	3.6	86
SKPR-71	Langtoft	Land north of Dickens Close, Stowe Road	2.3	55

Policy Code	Settlement	Location	Site Area (Hectares)	Indicative number of dwellings
SKPR-273	Long Bennington	LV-H7 Main Road (South)	1.87	50
SKPR-135	Morton	Land to the South of Edenham Road	2	48
SKPR-274	Morton	LV-H9: Folkingham Road	4.61	71
SKPR-333 (SKPR-192 and SKPR-276)	South Witham	Land North of Mill Lane / High Street	7.4	133
SKPR-275	South Witham	LV-H10: Thistleton Lane and Mill Lane	1.42	34
SKPR-56	Thurlby	Land at Obthorpe Lane	3.6	86
SKPR-277	Thurlby	LV-H12: Part of Elm Farm Yard	2.53	50

## Existing and proposed housing supply

3.6 A breakdown of housing completions since the start of the plan period (2023), current commitments (full, reserved matters, and outline permission), and current adopted and proposed Local Plan allocations by settlement are set out in Table 7 below.

3.7 The total supply is based on the projected delivery of sites across the plan period up to 2043, as some sites are projected to be completed beyond the plan period. Please note that these figures will be reviewed and updated on a regular basis during the preparation of the Local Plan.

Table 6: Existing and proposed housing supply

Location	Completions (2023/24)	Existing Supply as at 31 April 2024*	Adopted Local Plan housing land allocations	Proposed Local Plan housing land allocations	Total supply (based on delivery up to 2043)
Grantham	93	2,402	4,956	1,576	9,027
Stamford	56	329	1,610	105	2,100
Bourne	236	732	0	1,037	2,005
The Deepings	24	173	753	1,137	2,087
Larger Villages	137	670	461	2,421	3,689
Other Settlements	29	735	0	0	764
Total	575	5,041	7,780	6,276	19,672

\*existing supply includes commitments, consents, council capital programmes, windfall allowance based on 30 dwellings per annum, (not including small site lapse rate).

3.8 Table 8 below sets out the percentage distribution based on completions, current commitments, adopted Local Plan allocations and windfall. This distribution is heavily influenced by the scale of allocations made in the adopted Local Plan.

Table 7: Housing distribution

Current percentage distribution of development	
Grantham	46%
Stamford	11%
Bourne	9%
The Deepings	11%
Larger Villages	19%
Other Settlements	4%

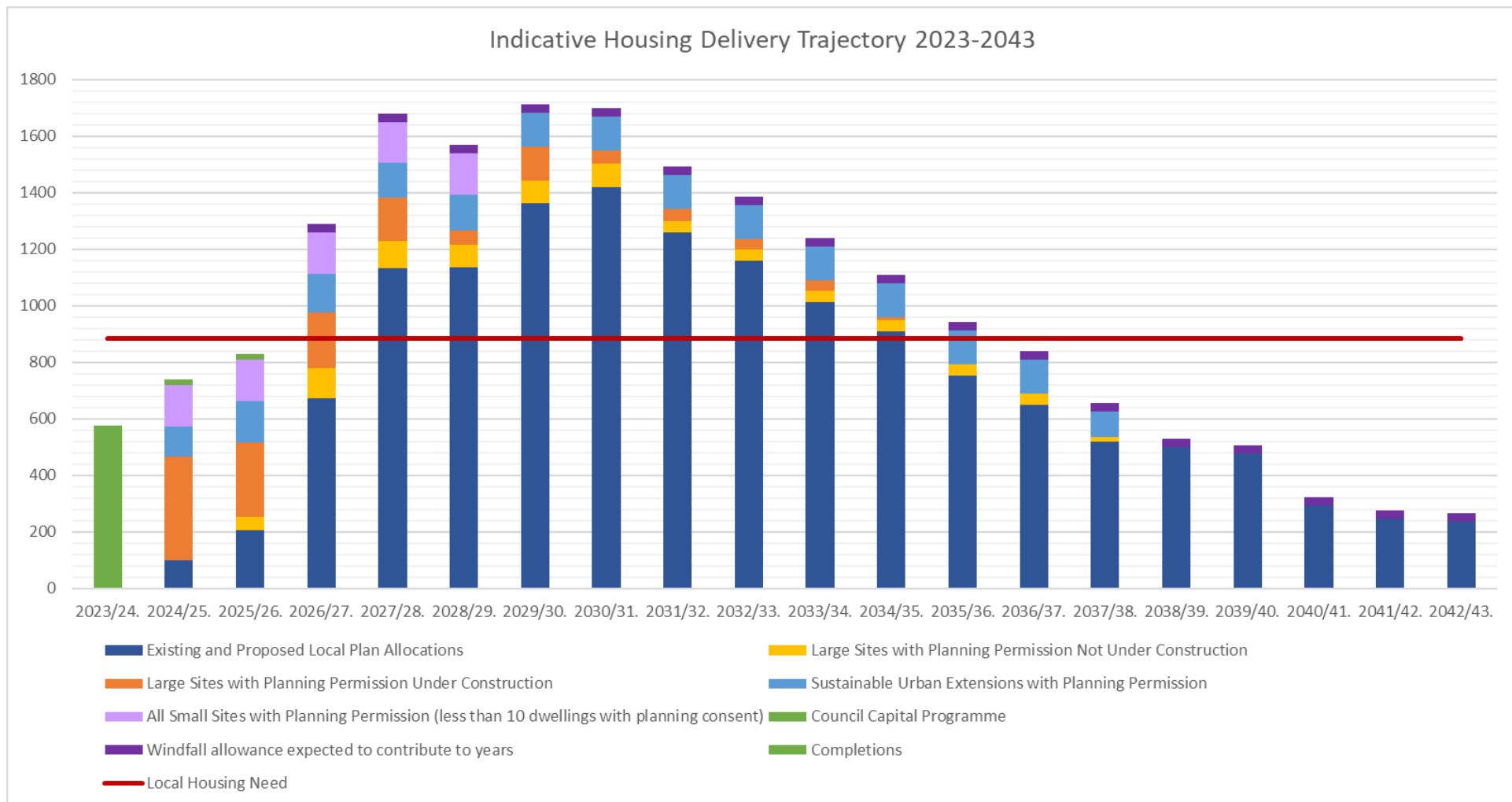


Figure 1: Indicative housing delivery trajectory (2023-2043)

## 4. South Kesteven's Four Market Towns

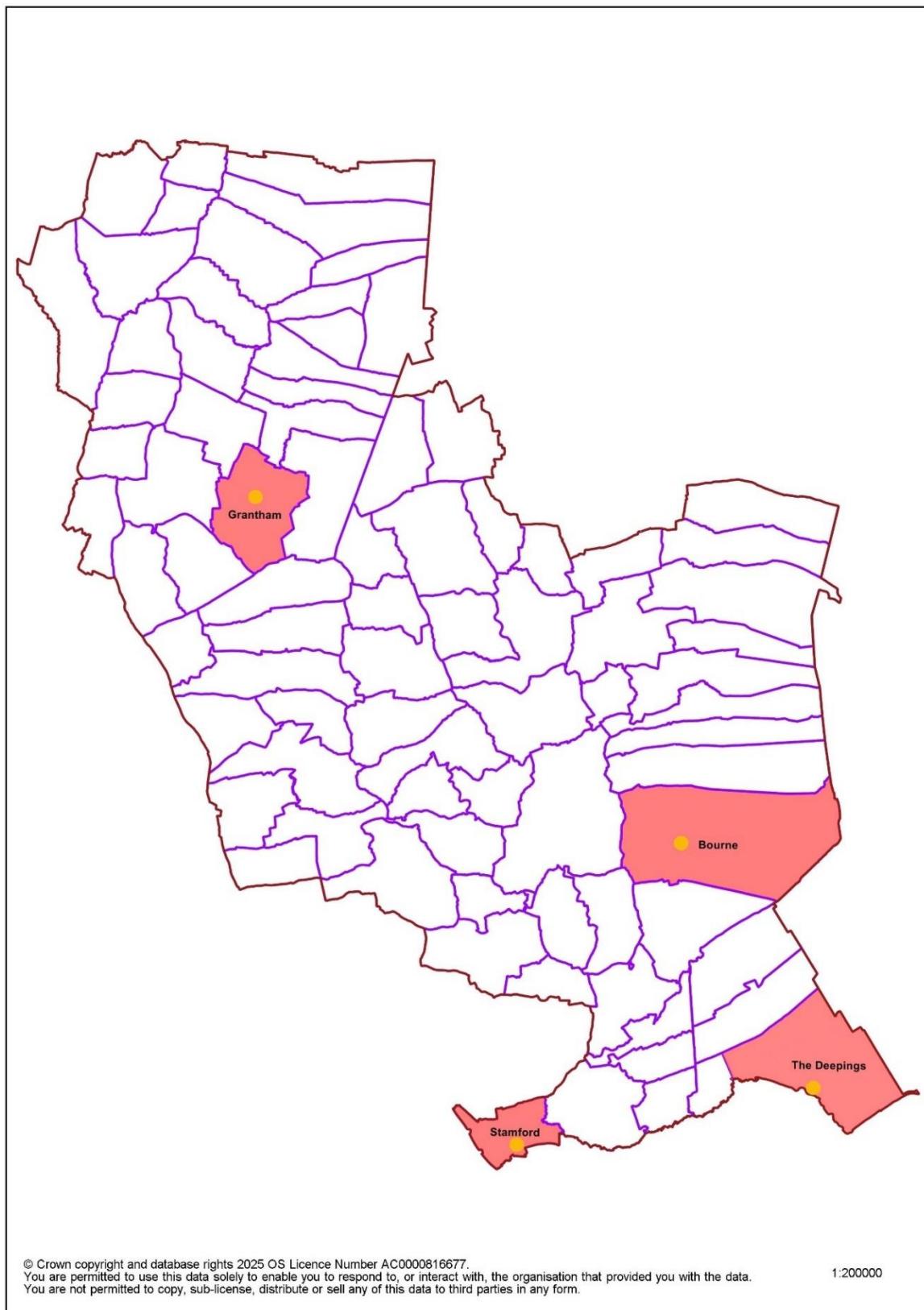


Figure 2: The four main towns of South Kesteven map

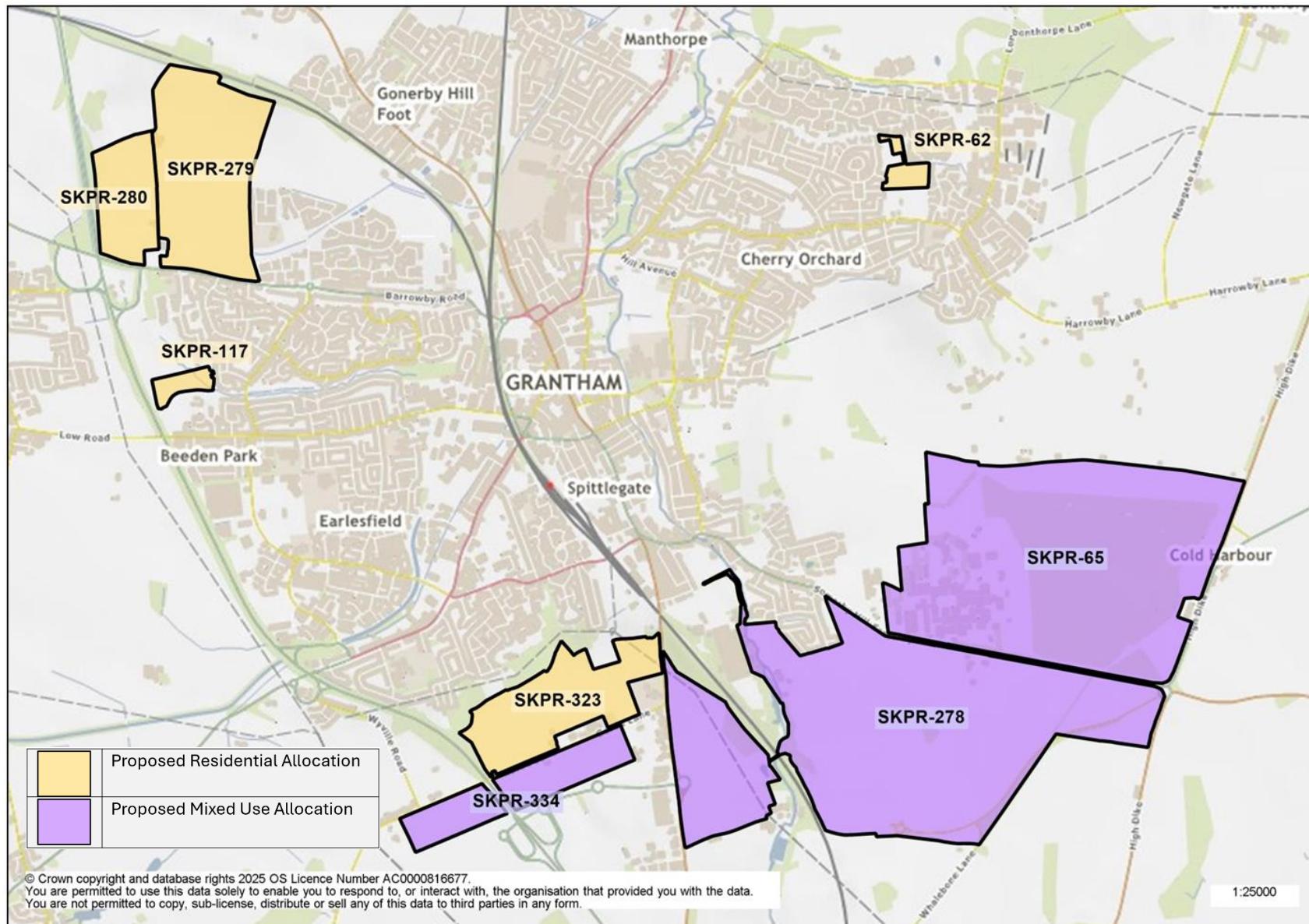


Figure 3: Grantham illustrative map

## Grantham

### SKPR-278 (GR3-H1): Spitalgate Heath - Garden Village (Mixed Use Allocation)

Indicative Unit Numbers: 3700 (1,512 anticipated to be constructed by 2043)

Approximate Density: 30 Dwellings per hectare.

Planning permission will be granted for the creation of a Garden Village at Spitalgate Heath. The development must ensure that the following principles are met:

- 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 must be accompanied by a detailed masterplan.
- b. The site must be planned and developed on the basis of current Garden Village principles and national best practice.
- c. The overall design of the Garden Village must provide a model for sustainable living with exemplary standard of design, construction and community facilities. The design and layout must foster and support a sense of community. To ensure the development achieves good, high quality design, a design code must be prepared for the site.
- d. The development must include new employment generating areas of approximately 110,000 m<sup>2</sup> including class E, B2 and B8 uses.
- e. The development must make provision for safe and convenient highways, footway and cycleway connections throughout the site connecting it to local schools, community facilities, linking it to Grantham, the Prince William of Gloucester Barracks allocated site and the wider countryside.
- f. The layout of the development must provide appropriate transport infrastructure measures to encourage walking, cycling and use of public transport in order to maximise opportunities for sustainable modes of transport and encourage active travel. This must include an Active Travel route from the site to Grantham town centre and railway station.
- g. The development must incorporate Sustainable Drainage Systems, except where it can be demonstrated that it is not practical or possible to do so.
- h. The masterplanning and development of the site must have careful regard to landscape and topography and reflect its location within the Witham Valley.
- i. The potential for the development to impact on the townscape and heritage assets including views out of the site must be considered and reflected in the masterplanning of this site.
- j. The development must provide net gains in biodiversity on site and contribute to wider ecological networks where possible. This site is within or includes an area of Biodiversity Opportunity. Proposals on this site should incorporate the relevant

principles for development within Biodiversity Opportunity Areas set out in New Policy 4: Biodiversity Opportunity and Delivering Measurable Net Gains.

- k. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.
- l. The development must seek to improve biodiversity and avoid, or minimise, impacts on Woodnook Valley SSSI and the adjacent and nearby Local Wildlife Sites.
- m. 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.
- n. The development must include on-site renewable energy provision and demonstrate how it will be resilient to future climate change.
- o. The development must provide a village hub with community facilities, including a community centre and shops to serve the day today needs of future residents and create a community destination to support a sense of community.
- p. The development must provide an appropriate mix of housing types, affordability and tenures for all stage of life to meet housing needs.
- q. The development must provide primary and secondary schools on site, as required.
- r. The development must provide blue green infrastructure throughout the site including multifunctional green spaces, high quality open space, a Riverside Park, including a pedestrian link into Grantham accessible opportunities for recreation through the provision of open space and private gardens, green access routes and allotments.
- s. The development must make provision for the long term stewardship of the site, demonstrating how this will be secured to support the new community and to ensure the creation of a flourishing and vibrant place where people want to live and work in the future.
- t. The development must contribute towards the delivery of the Grantham Southern Relief Road which facilitates this development and must contribute towards or deliver other offsite highways mitigation as identified through a site-specific Transport Assessment
- u. This site is situated within a Minerals Safeguarding Area. A Minerals Assessment will be required to accompany any planning application for the subject.

### *Summary of Proposed Changes*

The policy has been reviewed to include reference to:

- an active travel route from the site into Grantham and the railway station;
- Its location within the Witham Valley;
- a pedestrian link into Grantham; and
- the requirement for the site to contribute towards or deliver other offsite highways mitigation as identified through a site-specific Transport Assessment

## SKPR-279 (GR3-H2): Rectory Farm (Phase 2)

Indicative Unit Numbers: 1150

Approximate Density: 30 Dwellings per hectare

Development of Rectory Farm (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. Any application must accord with the Rectory Farm Supplementary Planning Document adopted November 2021.

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. This site is within or includes an area of Biodiversity Opportunity. Proposals on this site should incorporate the relevant principles for development within Biodiversity Opportunity Areas set out in New Policy 4: Biodiversity Opportunity and Delivering Measurable Net Gains.
- h. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.

- i. 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.
- 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 whole site.
- l. Detailed proposals should come forward comprehensively to reflect the Development Brief for this site.
- m. The development will provide appropriate mitigation measures to the Strategic Road Network if required and demonstrated by relevant transport assessment and agreed with National Highways.

#### *Summary of Proposed Changes*

Reference to Highways England has been updated, as it is now known as National Highways.

## SKPR-280 (GR3-H3): Rectory Farm (Phase 3)

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). Detailed proposals should come forward comprehensively to reflect the Development Brief for this site.
- 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 (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. This site is within or includes an area of Biodiversity Opportunity. Proposals on this site should incorporate the relevant principles for development within Biodiversity Opportunity Areas set out in New Policy 4: Biodiversity Opportunity and Delivering Measurable Net Gains.
- g. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.
- h. 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.
- i. Noise mitigation measures shall be proactively incorporated in the development.
- j. Sensitive landscaping treatments shall be provided along the northern edge of the site.

- k. 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.
- l. To ensure the development achieves good, high quality design a design code will be prepared for the site.
- m. The development will provide appropriate mitigation measures to the Strategic Road Network if required and demonstrated by relevant transport assessment and agreed with National Highways.

#### *Summary of Proposed Changes*

Reference to Highways England has been updated, as it is now known as National Highways.



## SKPR-65 (GR3-H4): Prince William of Gloucester Barracks (Mixed Use Allocation)

Indicative Unit Numbers up to 3,000 (approx. 1,890 anticipated to be constructed by 2043) including employment generating area of 8ha.

Planning permission will be granted for the creation of a new settlement based on garden village principles, with a minimum of 3,000 dwellings on the site of the Prince William of Gloucester Barracks. Any scope to increase site capacity beyond 4,000 dwellings would need to be subject to more detailed evidence and design work being undertaken.

The new community should be developed as a comprehensive mixed-use scheme and should be developed in accordance with a comprehensive masterplan prepared for the whole site, which the Council will be consulted on prior to the submission of a planning application.

The proposed development will comprise new homes together with employment generating uses, local services and community uses, extensive open space provision and substantial tree planting. The development must ensure that the following key elements are provided:

- a. The development must include a new employment generating area of 8ha located to optimise access to the A52 in order to support the development of a sustainable new community; which includes class E, B2 and B8 uses.
- b. highway infrastructure to access the site and to ensure impact on the existing highway network is minimised, including the provision of any appropriate mitigation to the strategic highway network, if required and demonstrated by relevant transport assessment, and agreed with National Highways.
- c. a demonstrable design logic that fosters and supports a sense of community;
- d. provision of new primary school and additional secondary school places as required;
- e. an appropriate mix of housing types, affordability and tenures to meet housing needs, for all stages of life;
- f. a village hub with local neighbourhood shops to serve the everyday needs of residents and create a community destination to support a sense of community;
- g. new blue green infrastructure incorporating networks of multifunctional green spaces; high quality open space; accessible opportunities for recreation through the provision of open space and private gardens; and the feasible retention of as much existing woodland as possible including recently planted areas, as well as the provision of new areas of woodland and green access routes;
- h. Landscape buffers/green infrastructure to be provided to the north of the site.

- i. safe and convenient highway, footway, and cycleway connections throughout the site connecting it to local schools, community facilities and linking to Grantham, Spitalgate Heath Garden Village and the wider countryside;
- j. appropriate surface water management including Sustainable Urban Drainage systems wherever practical;
- k. the establishment of appropriate liaison and governance solution identifying the ways in which long term stewardship can be secured to support the new community and to ensure the creation of a flourishing and vibrant place where people want to live and work in the future; and
- l. consideration of the scope to increase site capacity beyond 4,000 dwellings subject to more detailed evidence and design work being undertaken.
- m. The development must seek to improve biodiversity and avoid, or minimise, impacts on Woodnook Valley SSSI and the adjacent and nearby Local Wildlife Sites.
- n. This site is within or includes an area of Biodiversity Opportunity. Proposals on this site should incorporate the relevant principles for development within Biodiversity Opportunity Areas set out in New Policy 4: Biodiversity Opportunity and Delivering Measurable Net Gains.
- o. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.

For the purposes of any forthcoming planning applications, the Masterplan for the development will determine the capacity for the site and should therefore be supported by the following evidence:

- i. a comprehensive Travel Plan to maximise integrated transport choice and connections to services and facilities in neighbouring settlements. These could include; appropriate access arrangements and a network of dedicated pedestrian and cycle links throughout the new settlement with direct and clearly defined connections to neighbouring settlements and appropriate infrastructure to facilitate the use of electric vehicles;
- ii. of how development will avoid, minimise and where necessary mitigate or compensate any adverse environmental impact, enhance the landscape and provide green infrastructure to support the creation of new habitat and an overall increase in biodiversity across the whole site;
- iii. of the most appropriate means of managing waste water and surface water that meets the requirements of the Water Framework Directive and secures improvements in water quality and surface water management;

- iv. a comprehensive heritage impact assessment to demonstrate how development will avoid, minimise and enhance or compensate any adverse effect on designated and non-designated heritage assets including Belton House and Registered Park and Garden incorporating an integrated assessment of their significance and related setting. The proposal must take into account the Belton House Park Setting Study and Policy GR1;
- v. that the new settlement will be developed within a set of high quality design principles concerning the use of appropriate styles and materials and incorporates sustainably designed “future proof” homes and workplaces; and
- vi. The site is situated within a Mineral Safeguarding Area. A Minerals Assessment will be required to accompany any planning application for the site.

#### *Summary of Proposed Changes*

- Indicative number of dwellings for the site has been reduced from 4,000 to 3,000 due to Biodiversity Net Gain requirements.
- Employment land criterion has been strengthened
- Criterion inserted requiring landscape buffers/green infrastructure to be provided to the north of the site.
- Criterion inserted requiring development to seek to improve biodiversity and avoid, or minimise, impacts on Woodnook Valley SSSI and the adjacent and nearby Local Wildlife Sites.
- Heritage criterion has been strengthened to include reference to Belton House and Registered Park and Garden
- Reference to Highways England has been updated, as it is now known as National Highways.

## SKPR-117 – Land to the East of Sheepwash Lane

Indicative Unit Numbers: 84

Assumed Density: 35 Dwellings per hectare

The following development principles accompany this allocation:

- a. Highway, footway, cycleway connections should be provided throughout the site which connect the site into the wider town and into the existing developments to the north and south of the site, where possible.
- b. A public right of way runs along the western edge of the site, this should be retained and connections incorporated into the development, where possible.
- c. Suitable boundary treatment and noise attenuation should be provided along the A1 edge of the site.
- d. The development proposal should ensure the integration of the open space to the north of the site and incorporate the Barrowby stream as a positive landscape feature.
- e. Any contaminated land should be remediated to recognised standards.
- f. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.

### *Summary of Proposed Changes*

Indicative units and assumed density have been updated in line with the Housing Density Study

## SKPR-62 – The Grantham Church High School Playing Fields, Queensway

Indicative Unit Numbers: 88

Assumed Density: 35 Dwellings per hectare

The following development principles accompany this allocation:

- a. Highway, footway, cycleway connections should be provided throughout the site which connect the site into the wider town and into the existing approved development surrounding the site, where possible.
- b. Connections to integrate the approved scheme towards the green lane cycle network to the north of the site should be made.
- c. Footway connections should be made from the recreational ground to the south of the site into the development.
- d. The development proposal should include an appropriate mix of housing types for the area to ensure a mixed and balanced community.
- e. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.

### *Summary of Proposed Changes*

Indicative units and assumed density have been updated in line with the Housing Density Study.

## SKPR-323 Land north of Gorse Lane, Grantham

Indicative Unit Numbers: 874

Assumed Density: 35 dwellings per hectare

The following development principles accompany this allocation:

- a. A comprehensive masterplan, supported by an agreed phasing plan, which clearly sets out an appropriate relationship with the adjacent Gorse Lane allocation (south), is required for the entire site.
- b. Connections required to the north through upgrade of the existing cycle and footpath onto Denton Avenue.
- c. Connection and improvements to the Public Right of Way network.
- d. Noise Assessment required as part of any planning application.
- e. Site levels will need to be carefully considered and SuDS details will need to be part of the masterplan.
- f. Transport Assessment, Travel Plan and a Construction Management Plan required
- g. Connections to SHGV to the east will be important for local services
- h. Pro-rata contribution to be provided for the upgrade of Gorse Lane.
- i. Spittlegate Farm and Heath Farm converted buildings are non-designated heritage assets, the setting of the buildings to be considered through a Heritage Impact Assessment.
- j. Pre-commencement archaeological interventions and Heritage Impact Assessment required.

### *Summary of Proposed Changes*

SKPR-323 Land north of Gorse Lane, Grantham is proposed as a new site allocation to meet the minimum housing requirement for South Kesteven over the plan period.

## SKPR-334 Land south of Gorse Lane, Grantham (mixed use)

Indicative Unit Numbers: 530 dwellings (assumed density 35 dwellings per hectare, 2 hectares for permanent Gypsy and Travellers and Travelling Showpeople pitch/plot provision.

The following development principles accompany this allocation:

- a. The development proposal must make provision for 2ha of land to the west of the A1, accommodating at least 20 permanent pitches/plots, to meet identified accommodation needs of Gypsies, Travellers and Travelling Showpeople, as per the February 2024 Accommodation Assessment.
- b. A comprehensive masterplan, supported by an agreed phasing plan to include the delivery of land for Gypsy and Traveller accommodation within the first phase.
- c. Masterplan to include an appropriate relationship with the adjacent Gorse Lane allocation (north) and employment land allocations to the south.
- d. Pedestrian facilities on Gorse Lane required, including consideration of the narrow bridge which crosses the A1.
- e. This site is within or includes a Green Infrastructure Opportunity Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.
- f. Spittlegate Farm and Heath Farm converted buildings are non-designated heritage assets, the setting of the buildings to be considered through a Heritage Impact Assessment.
- g. Noise assessment required, with consideration of the impact of the A1. Noise Assessment conclusions to be taken into account when masterplanning the location of residential and Gypsy & Traveller accommodation uses.
- h. Pre-commencement archaeological investigations required.
- i. Include appropriate open space/green infrastructure, including allotments.
- j. Suitable boundary treatment and noise attenuation should be provided along the A1 edge of the site to protect the amenity of future occupiers.
- k. Screening to be provided to the south of the development.

### *Summary of Proposed Changes*

SKPR-334 Land south of Gorse Lane, Grantham is proposed as a new site allocation to meet the minimum housing requirement for South Kesteven over the plan period.

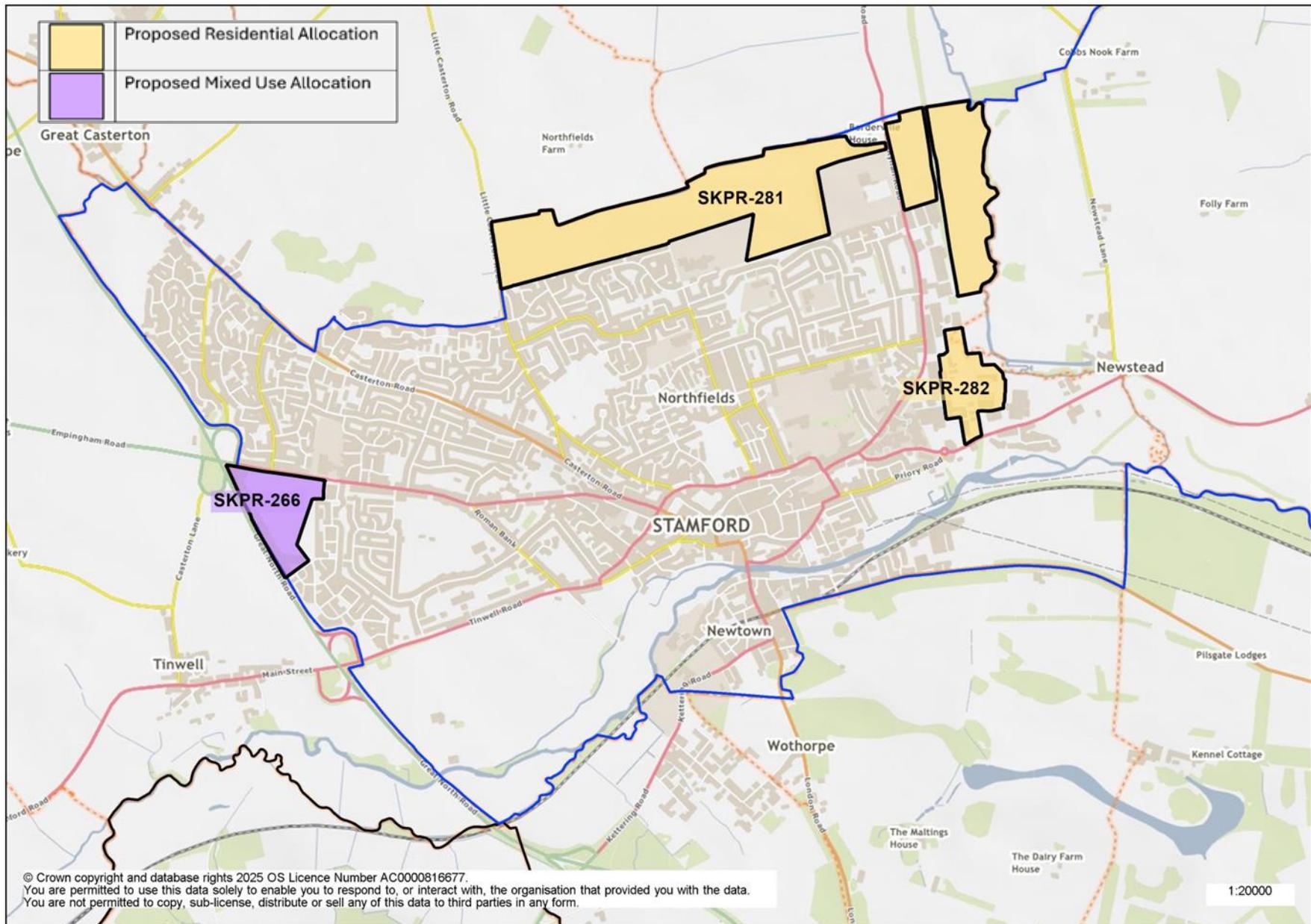


Figure 4: Stamford illustrative map

## Stamford

### SKPR-281 (STM1-H1): Stamford North

Indicative Unit Numbers: 1,350

Approximate Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- a. A high level masterplan, supported by a detailed development brief, appropriate full transport assessment 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 should be utilised primarily for the provision of open space and strategic landscaping including surface water drainage features, only in order that the character of this area remains open and verdant.

- k. Flood Risk Assessment required, and where necessary, sequential approach to layout demonstrated
- l. The development should provide net gains in biodiversity on site and contribute to wider ecological networks where possible.
- m. The development will provide appropriate mitigation measures to the Strategic Road Network to be agreed with National Highways.
- n. This site is within or includes an area of Biodiversity Opportunity. Proposals on this site should incorporate the relevant principles for development within Biodiversity Opportunity Areas set out in New Policy 4: Biodiversity Opportunity and Delivering Measurable Net Gains.
- o. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.

#### *Summary of Proposed Changes*

Resolution to grant outline planning permission, subject to the completion of the S106 agreement.

Criterion added to include Flood Risk Assessment requirements.

Reference to Highways England has been updated, as it is now known as National Highways.

## SKPR-282 (STM1- H2): Stamford East

Indicative Unit Numbers: 320

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 should 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. A Minerals Assessment will be required as part of any planning application.
- h. This site is within or includes an area of Biodiversity Opportunity. Proposals on this site should incorporate the relevant principles for development within Biodiversity Opportunity Areas set out in New Policy 4: Biodiversity Opportunity and Delivering Measurable Net Gains.
- i. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.

### *Summary of Proposed Changes*

Part of the site is currently under construction. Resolution to grant planning permission for the remainder of the site, subject to the completion of the S106 agreement.

The allocation will be reviewed at the pre-submission stage.

## SKPR-266 – Stamford Gateway (Exeter Fields) (mixed use)

Site to include 105 residential units (indicative), and 5ha of employment generating uses.

Assumed Residential Density: 35 Dwellings per hectare

The following development principles accompany this allocation:

- a. This site represents a gateway location, and this should be recognised through high quality design.
- b. Highway, footway, cycleway connections should be provided throughout the site which connect the site into the wider area. This should include footway improvements and crossing facilities on Empingham Road.
- c. Suitable boundary treatment and noise attenuation shall be provided along the A1 edge of the site to protect the amenity of future occupiers.
- d. The development must 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 a community hub and shops.
- e. This site is situated within a Limestone Minerals Safeguarding Area. Before considering a planning application for this site, a Minerals Assessment will be required.
- f. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.
- g. Heritage Impact Assessment required.

### *Summary of Proposed Changes*

Policy amended to include provision of 5ha employment and 5ha for residential use. The indicative site capacity has reduced from 180 to 105 units at 35 dwellings per hectare.

Policy criteria have been inserted requiring a Heritage Impact Assessment and the provision of a local centre.

Policy has been amended to include reference to high quality design (criterion a) and protecting the amenity of future occupiers (criterion c).

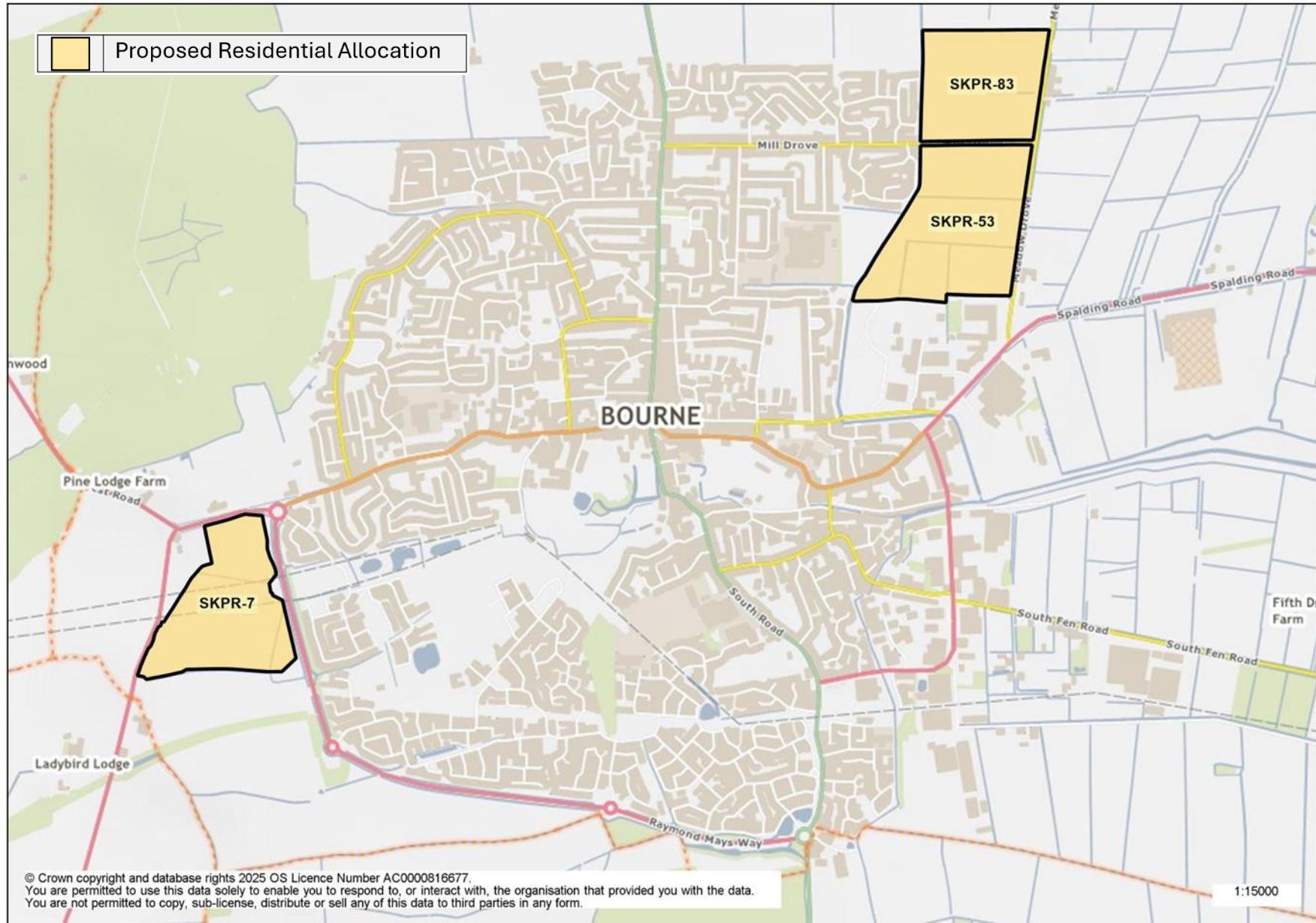


Figure 5: Bourne illustrative map

## Bourne

### SKPR-53 – Land at Mill Drove

Indicative Unit Numbers: 441

Assumed Density: 35 Dwellings per hectare

The following development principles accompany this allocation:

- a. A comprehensive masterplan is required for the site. All parties shall work together to bring forward a comprehensive plan for the site, including the phasing of development.
- b. A maximum of 3ha of land, adjacent to Bourne Academy to be as playing field provision for the school.
- c. Highway, footway, cycleway connections should be provided throughout the site to the wider town and SKPR-83 – Land North of Mill Drove.
- d. Development should integrate the public right of way along the Carr Dyke into the pedestrian movements throughout and into the site.
- e. The development proposal should ensure the integration of Carr Dyke as a positive landscape feature and provision of open space and ensure that the requisite easement of the Carr Dyke is provided to allow maintenance of the water feature.
- f. Landscape screening to the eastern edge of the site will be required to reduce the impact on views into the site from the open countryside.
- g. The high flood risk area within the centre of the site should not be developed but utilised for open space provision, landscaping and sustainable urban drainage (SUDS), as necessary.
- h. Screening to the south of the development will be required to minimise conflict with the existing industrial development.
- i. There is the potential for archaeological remains on this site and the appropriate pre-commencement investigations should be carried out.

### *Summary of Proposed Changes*

Indicative units and assumed density have been updated in line with the Housing Density Study

Reference to Green Infrastructure Area removed as site not within a Green Infrastructure Area, however proposal will need to take into account Policy EN3: Green Infrastructure which seeks to protect and enhance Green Infrastructure across the district.

Policy has been amended to include reference to the potential archaeological remains on site.

## SKPR-83 – Land North of Mill Drove

Indicative Unit Numbers: 326

Assumed Density: 35 Dwellings per hectare

The following development principles accompany this allocation:

- a. A comprehensive masterplan is required for the site.
- b. Highway, footway, cycleway connections should be provided throughout the site to the wider town and SKPR-53 – Land at Mill Drove .
- c. Car Dyke Scheduled Monument is located to the north of the site. Heritage Impact Assessment required, and pre-commencement investigations should be carried out due to potential for archaeological remains on the site.
- d. Development should integrate the public right of way along the Car Dyke into the pedestrian movements throughout and into the site.
- e. The development proposal should ensure the integration of Car Dyke as a positive landscape feature and provision of open space and ensure that the requisite easement of the Carr Dyke is provided to allow maintenance of the water feature.
- f. Landscape screening to the northern and eastern edges of the site will be required to reduce the impact on views into the site from the open countryside.
- g. Development to the north must not extend past the existing built development line to the west. Residual land to be utilised for open space provision, landscaping and sustainable urban drainage (SUDS), as necessary.
- h. This site is within or includes an area of Biodiversity Opportunity. Proposals on this site should incorporate the relevant principles for development within Biodiversity Opportunity Areas set out in New Policy 4: Biodiversity Opportunity and Delivering Measurable Net Gains.
- i. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.

### *Summary of Proposed Changes*

Indicative units and assumed density have been updated in line with the Housing Density Study

The land to the north of the site as submitted has been included as part of the allocation, the policy criteria includes reference that this area should be utilised for open space provision, landscaping and sustainable urban drainage.

Policy amended to include criteria requiring a Heritage Impact Assessment and reference to the Car Dyke Scheduled Monument. Reference to the potential archaeological remains on site.

### **SKPR-7 Land to the south west of Raymond Mays Way**

Indicative Unit Numbers: 270

Assumed Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- a. A comprehensive masterplan is required for the site.
- b. Pedestrian links, such as footway and cycleway connections into the town from the site should be incorporated in the development proposal.
- c. Pedestrian and cycle connections into Bourne along West Road improvements to be provided.
- d. A Transport Assessment is required.
- e. Pre-commencement investigations should be carried out due to potential for archaeological remains on the site.
- f. The development must seek to avoid impacts on Local Wildlife Site, Toft Tunnel.
- g. This site is within or includes an area of Biodiversity Opportunity. Proposals on this site should incorporate the relevant principles for development within Biodiversity Opportunity Areas set out in New Policy 4: Biodiversity Opportunity and Delivering Measurable Net Gains.

### *Summary of Proposed Changes*

SKPR-7 Land to the south west of Raymond Mays Way, Bourne is proposed as a new site allocation to meet the minimum housing requirement for South Kesteven over the plan period.

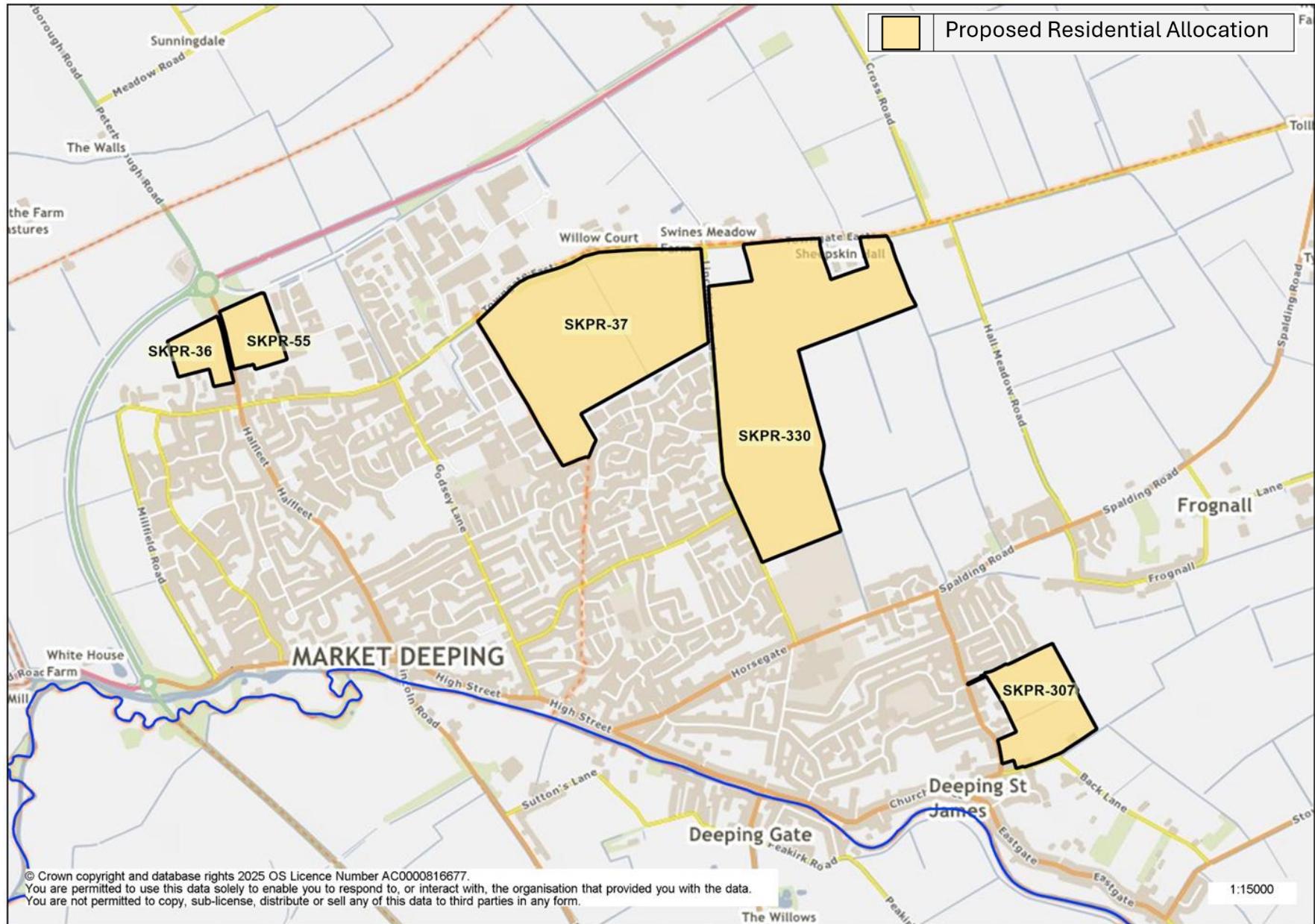


Figure 6: The Deepings illustrative Map

## The Deepings

### SKPR-36 (DEP1-H1): Towngate West

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.
- g. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.
- h. The development should positively preserve and enhance the Deepings Green Walk and the designated Green Lane along Millfield Road in accordance with the Deepings Neighbourhood Plan

### *Summary of Proposed Changes*

Outline planning permission has been granted for 80 dwellings.

Additional criterion (h) has been added to include reference to Deepings Green Walk as identified in The Deepings Neighbourhood Plan.

## SKPR-37 (DEP1-H2): Linchfield Road

Indicative Unit Numbers: 680

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 to be provided throughout the sites which connect the sites into the wider town and SKPR-330 Land east of Linchfield Road. 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.
- h. This site is within or includes an area of Biodiversity Opportunity. Proposals on this site should incorporate the relevant principles for development within Biodiversity Opportunity Areas set out in New Policy 4: Biodiversity Opportunity and Delivering Measurable Net Gains.
- i. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.
- j. The development should positively preserve and enhance the Deepings Green Walk in accordance with the Deepings Neighbourhood Plan

### *Summary of Proposed Changes*

Additional criterion (j) has been added to include reference to Deepings Green Walk as identified in The Deepings Neighbourhood Plan.

Policy amended to include the requirement of Highway, footway, cycleway connections to SKPR-330 Land east of Linchfield Road.

### **SKPR-307 (SKPR-26) – Priory Farm Land, Deeping St James**

Indicative Unit Numbers: 193

Assumed Density: 35 Dwellings per hectare

The following development principles accompany this allocation:

- a. The development proposal should seek to preserve and enhance the rural character of the designated Green Lane (Back Lane) that runs along the Southern edge of the site in accordance with the Deepings Neighbourhood Plan.
- b. Landscape screening to the eastern edge of the site will be required to reduce the impact on views into the site from the open countryside.
- c. Development of the site should seek to positively incorporate views towards Priory Church of St James and its setting.
- d. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.
- e. 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.

### *Summary of Proposed Changes*

Indicative units and assumed density have been updated in line with the Housing Density Study.

Criterion relating to the designated Green Lane has been strengthened.

## SKPR-55 Towngate East, Market Deeping

Indicative Unit Numbers: 104

Assumed Density: 35 dwellings per hectare

The following development principles accompany this allocation:

- a. The site (Peterborough Road frontage) represents a gateway location, and this should be recognised in the design and layout of development proposals.
- b. Access from Peterborough Road. Spitfire Park, a private road, to be upgraded to an adoptable standard
- c. Highway, footway, cycleway connections should be provided through the site which connects the site into the wider town.
- d. Incorporate and retain existing trees and frontage hedgerows where possible within the design and layout of development proposals.
- e. The development should positively preserve and enhance the Deepings Green Walk in accordance with the Deepings Neighbourhood Plan.
- f. A Heritage Impact Assessment required, including consideration of the impact of the development on the setting of Towngate Farmhouse and associated outbuildings, Store at Corner Farm, and Stable and Granary Corner Farm (all Grade II listed).
- g. Pre-commencement archaeological interventions required.
- h. This site is within or includes a Green Infrastructure Opportunity Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.
- i. 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.

### *Summary of Proposed Changes*

SKPR-55 Towngate East, Market Deeping is proposed to be deallocated for employment and allocated for residential use to meet the minimum housing requirement for South Kesteven over the plan period.

## SKPR-330 Land east of Linchfield Road, Market Deeping

Indicative Unit Numbers: 840

Assumed Density: 35 Dwellings per hectare

The following development principles accompany this allocation:

- a. A comprehensive masterplan is required for the site.
- b. To ensure the development achieves good, high quality design, a design code will be prepared for the site.
- c. A Transport Assessment is required.
- d. Highway, footway, and cycleway connections should be provided through the site which connect the site into the wider town, and SKPR-37 (DEP1-H2): Linchfield Road.
- e. A public right of way passes through the site – this should be retained and incorporated into the development of the site where possible.
- f. The development should make contributions towards public transport, education, health and community facilities and open space provision.
- g. Heritage Impact Assessment required, and pre-commencement investigations to be carried out due to potential for archaeological remains on the site.
- h. Landscape screening to the eastern edge of the site will be required to reduce the impact on views into the site from the open countryside.
- i. The development should positively preserve and enhance the Deepings Green Walk in accordance with the Deepings Neighbourhood Plan.
- 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

### *Summary of Proposed Changes*

SKPR-331 Land east of Linchfield Road, Market Deeping is proposed as a new site allocation to meet the minimum housing requirement for South Kesteven over the plan period.

## 5. South Kesteven's Larger Villages

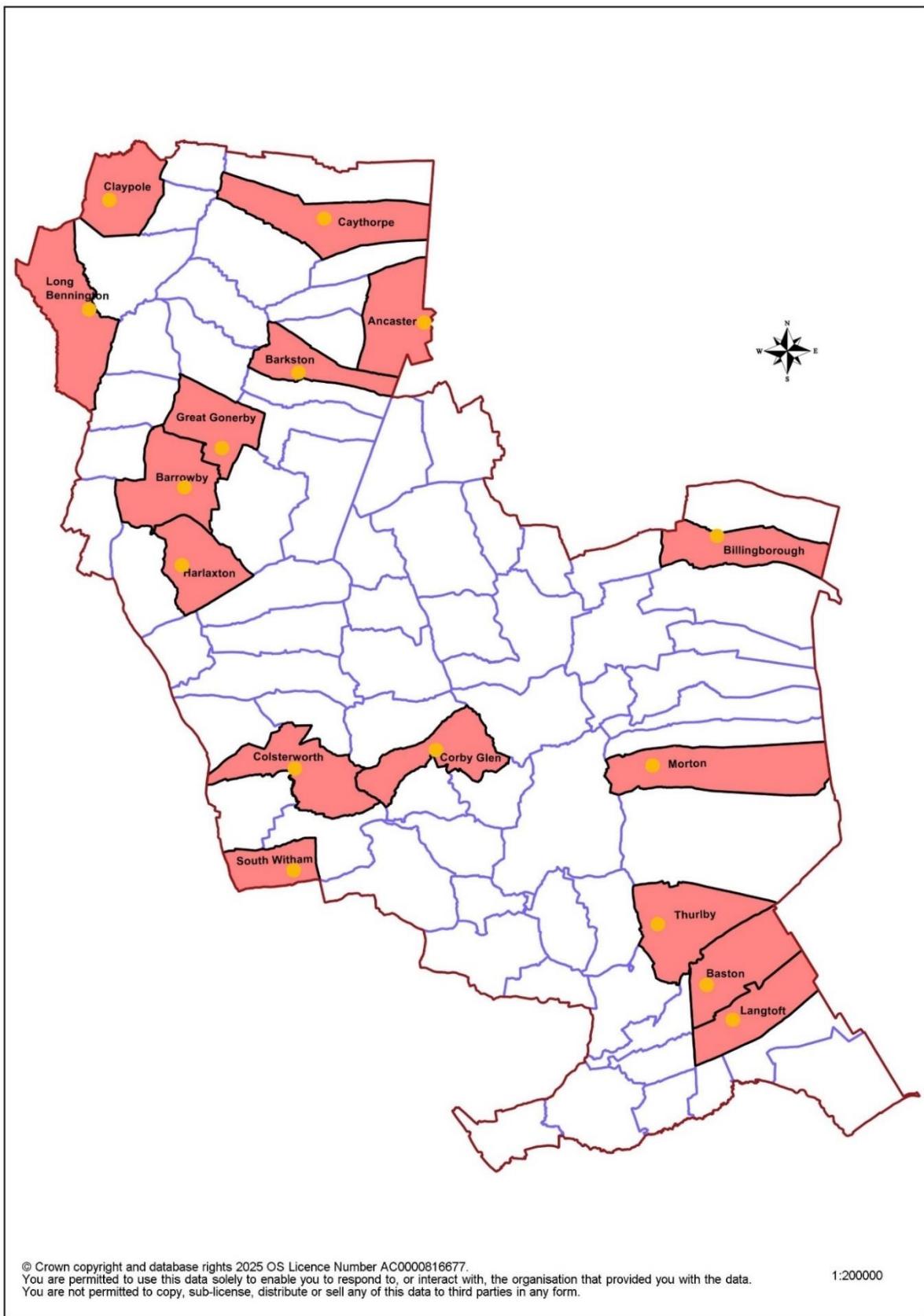


Figure 7: South Kesteven's Larger Villages Map

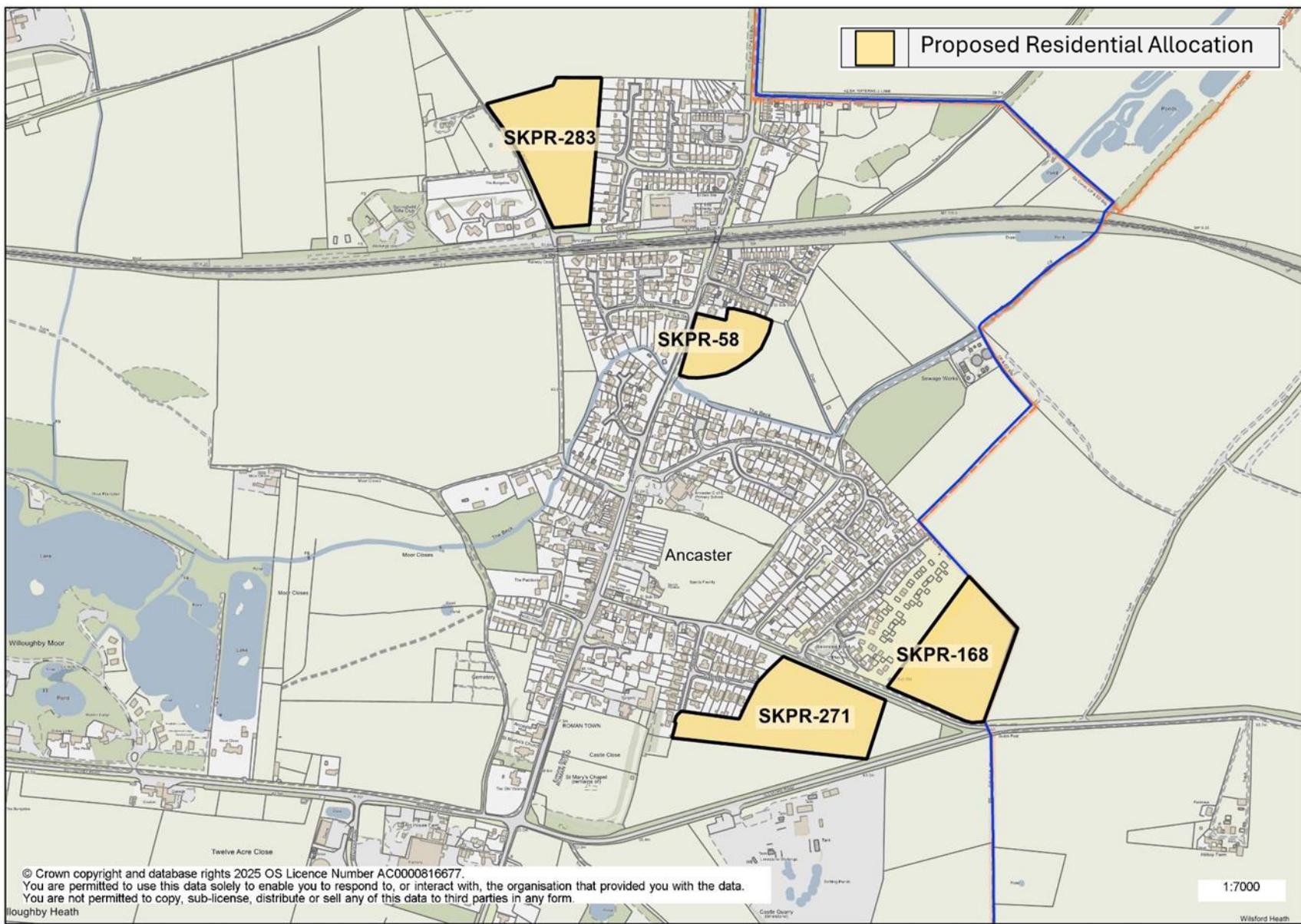


Figure 8: Ancaster illustrative map

## Ancaster

### SKPR-58 Land to the East of Ermine Street

Indicative Unit Numbers: 26

Assumed Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- a. On the eastern 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. Footway connections should be made from the existing play space to the north of the site into the development.
- c. There is the potential for archaeological remains on this site and the appropriate pre-commencement investigations should be carried out.
- d. The high flood risk areas to the east of the site should not be developed but utilised for open space provision, landscaping and sustainable urban drainage (SUDS), as necessary.
- e. This site is situated within a Limestone Mineral Safeguarding Area. Before considering a planning application for this site a Minerals Assessment will be required.
- f. This site is within or includes an area of Biodiversity Opportunity. Proposals on this site should incorporate the relevant principles for development within Biodiversity Opportunity Areas set out in New Policy 4: Biodiversity Opportunity and Delivering Measurable Net Gains.
- g. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.

#### *Summary of Proposed Changes*

No amendments to policy SKPR-58 Land to East of Ermine Street, Ancaster are proposed at this draft stage.



## SKPR-283 – Land off St Martins Way

Indicative Unit Numbers: 62

Assumed Density: 30 Dwellings per hectare.

The following development principles accompany this allocation:

- a. Pedestrian links, such as footway and cycleway connections into the village from the site to station approach should be incorporated in the development proposal.
- b. Vehicular access shall be served from St Martin's Way only.
- c. Development should be set back from Pottergate Road to preserve its rural character and sensitivity.
- d. Potential landscape impacts should be mitigated through high quality design and landscaping.
- e. There is the potential for archaeological remains on this site and the appropriate pre-commencement investigations should be carried out.
- f. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.
- g. This site is situated within a Limestone Mineral Safeguarding Area. Before considering a planning application for this site a Minerals Assessment will be required.

### *Summary of Proposed Changes*

Indicative site capacity has been updated from 65 to 62 to ensure consistency across proposed site allocation density assumptions.

No amendments to policy SKPR-58 Land to East of Ermine Street, Ancaster are proposed at this draft stage.

## SKPR-168 Land to the north of Wilsford Lane, Ancaster

Indicative Unit Numbers: 58

Assumed Density: 30 Dwellings per hectare

The following principles accompany this allocation:

- a. Development proposal to include consideration of site levels.
- b. Widening of footpath required
- c. Highway/footway/cycleway connections should be provided throughout the site, connecting the site to the wider area.
- d. Eastern boundary to include suitable landscape treatment
- e. Green corridor to be integrated into site layout.
- f. There will be no negative impacts on the Wilsford Lane Verge, Ancaster Local Wildlife Site.
- g. This site is within or includes an area of Biodiversity Ecological Network, with an opportunity for creation. Proposals on the site should incorporate the relevant principles for development within Biodiversity Opportunity Areas set out in New Policy 4: Biodiversity Opportunity and Delivering Measurable Net Gains.
- h. Pre-commencement archaeological interventions and heritage impact assessment required. Due to proximity of Scheduled Monument, advice to be sought from Historic England.
- i. This site is situated within a Limestone Mineral Safeguarding Area. Before considering a planning application for this site a Minerals Assessment will be required.

### *Summary of Proposed Changes*

SKPR-168 Land to the north of Wilsford Lane, Ancaster is proposed as a new site allocation to meet the minimum housing requirement for South Kesteven over the plan period.



## SKPR-271 (LV-H2): Wilsford Lane

Indicative Unit Numbers: 35

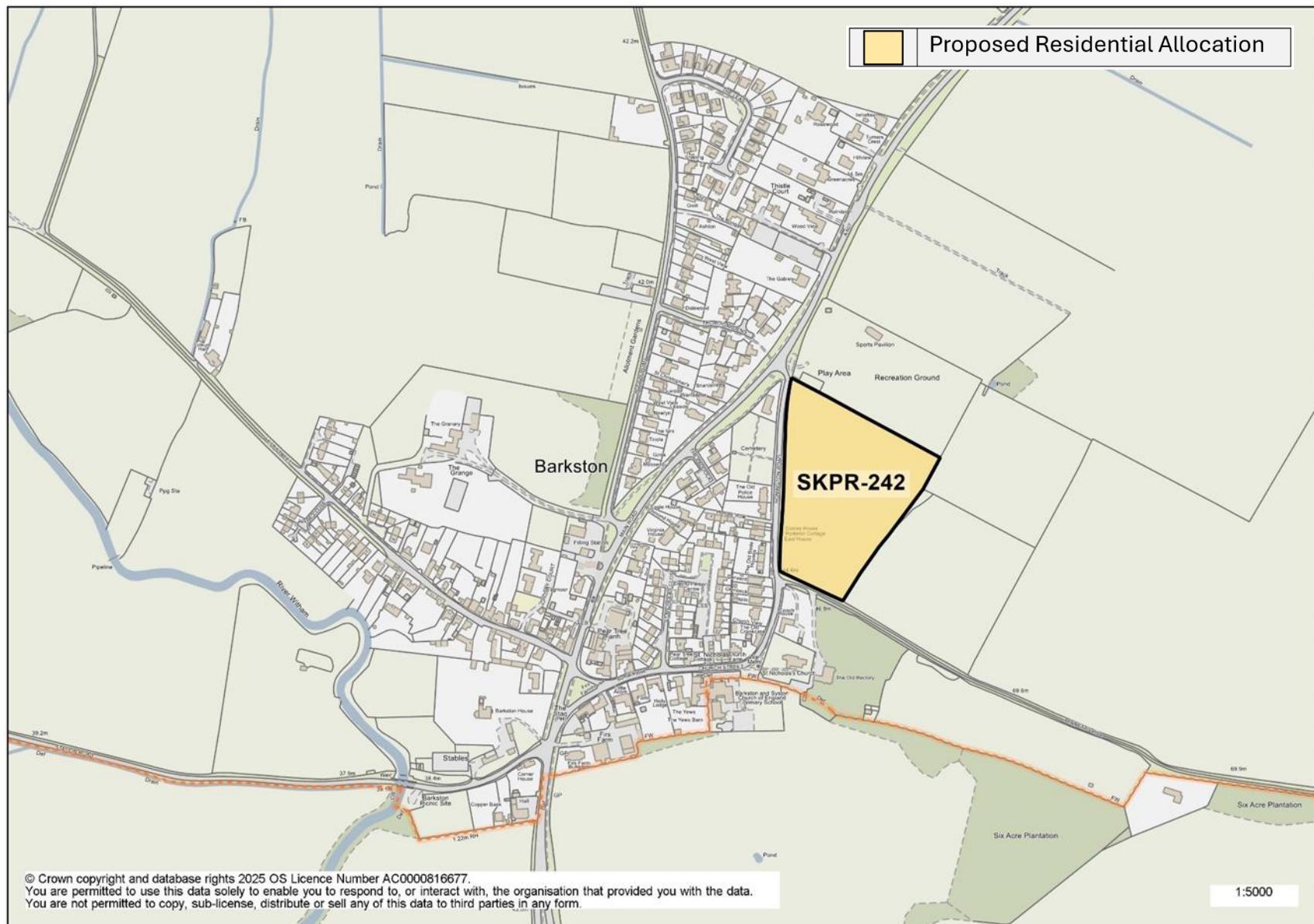
Approximate Density: 16 Dwellings per hectare - lower density based on gateway location and heritage features to the south.

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. This site is within or includes an area of Biodiversity Opportunity. Proposals on the site should incorporate the relevant principles for development within Biodiversity Opportunity Areas set out in New Policy 4: Biodiversity Opportunity and Delivering Measurable Net Gains.
- c. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.
- d. There is the potential for archaeological remains on this site and the appropriate pre-commencement investigations should be carried out.
- e. This site is situated within a Minerals Safeguarding Areas and a Limestone Mineral Safeguarding Area. Before considering a planning application for this site a Minerals Assessment will be required.

### *Summary of Proposed Changes*

No amendments to policy SKPR-271(LV-H2) Wilsford Lane, Ancaster are proposed at this draft stage.



*Figure 9: Barkston illustrative map*

## Barkston

### SKPR-242 Land East of Honington Road

Indicative Unit Numbers: 54

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

The following development principles accompany this allocation:

- a. Landscape screening and sensitive design to the northern boundary will be required to reduce the impact on views into the site from the recreational ground.
- b. 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 no negative impact to Minnetts Hill and protection of important views towards the Church of St Nicholas and its setting.
- c. Possible impact on the Conservation Area and adjacent listed buildings shall be considered to mitigate possible harm a low-density residential scheme should be proposed.
- d. Pedestrian links, such as footway and cycleway connections into the village from the site and towards the recreational ground should be incorporated into the development proposal.
- e. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.

### *Summary of Proposed Changes*

No amendments to policy SKPR-242, Land East of Honington Road, Barkston are proposed at this draft stage.

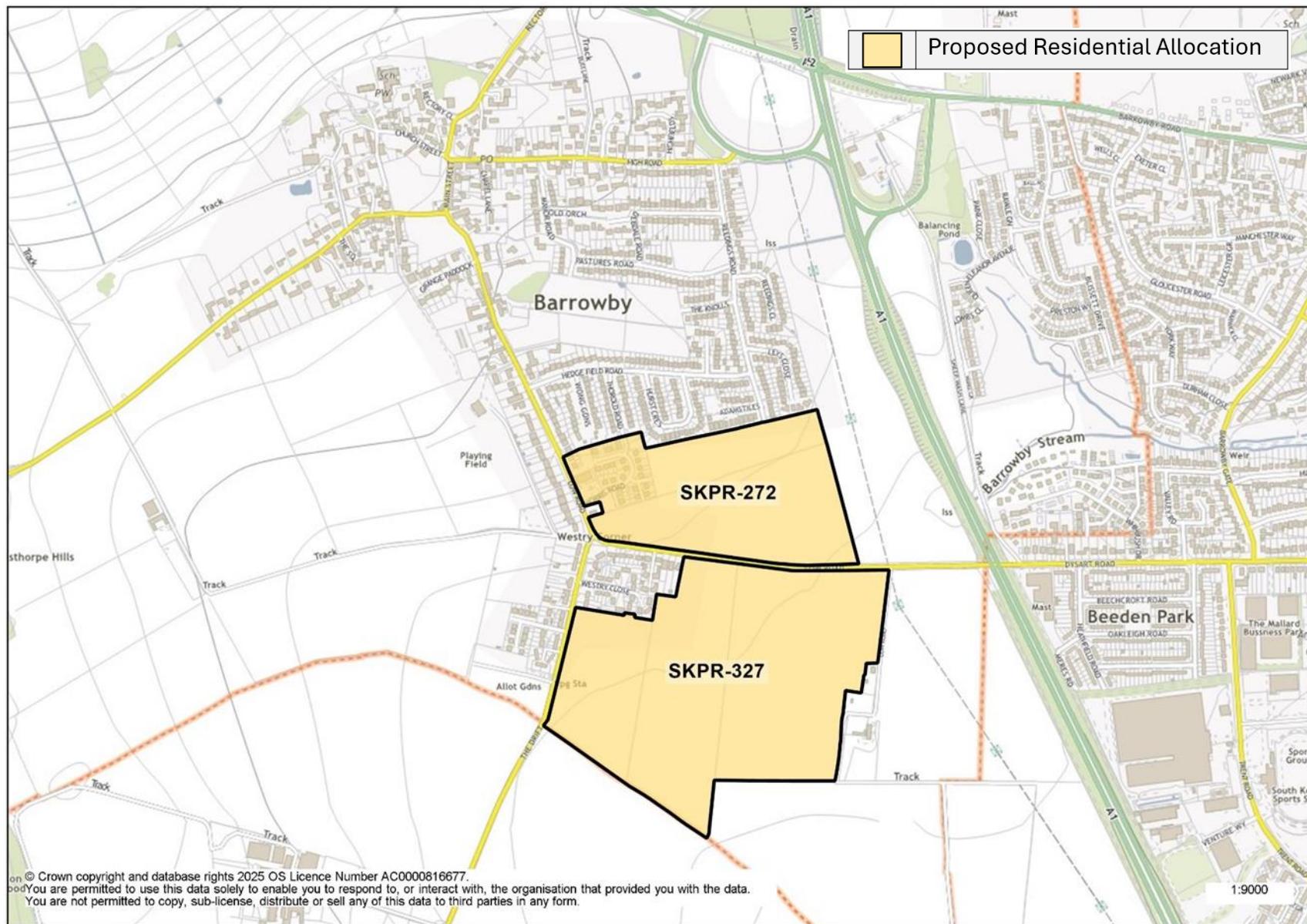


Figure 10: Barrowby illustrative map

## Barrowby

### SKPR-327 Land east of The Drift and land south of Low Road, Barrowby

Indicative Unit Numbers: 455

Assumed 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, including the phasing of development.
- b. Transport Assessment required.
- c. Vehicular access to the site should be from Low Road and The Drift.
- d. Pedestrian links, such as footway or cycleway improvements into the village should be provided by the development.
- e. The public right of way should be retained and connections incorporated into the development, where possible.
- f. Development of the site should seek to positively incorporate views towards Harlaxton Manor and its setting.
- g. Site within or includes an area of Biodiversity Opportunity. Proposals on this site should incorporate the relevant principles for development within Biodiversity Opportunity Areas set out in New Policy 4: Biodiversity Opportunity and Delivering Measurable Net Gains.
- h. Heritage Impact Assessment required, and pre-commencement investigations to be carried out due to potential for archaeological remains on site.

### *Summary of Proposed Changes*

SKPR-327 Land east of The Drift and land south of Low Road, Barrowby is proposed as a new site allocation to meet the minimum housing requirement for South Kesteven over the plan period.



## SKPR-272 (LV-H3): Low Road

Land is allocated for up to 270 new dwellings at a maximum density of 35 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, including the phasing of development. The masterplan is to be agreed by the Council following consultation with the local community. Detailed proposals will only be permitted where these are in accordance with the agreed masterplan.
- 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 masterplan and development proposals will incorporate a substantial landscape and boundary treatment for the southern and eastern edges of the site allocation. No development will be permitted beyond the site allocation.
- 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 masterplan and development proposals will provide suitable and appropriate residential amenity buffers to the eastern edge in respect of the electricity pylons and the A1 and to the 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 contributed to wider ecological networks where possible.
- h. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.



### *Summary of Proposed Changes*

No amendments to policy SKPR-272 (LV-H3) Low Road, Barrowby are proposed at this draft stage.

Since the adoption of the 2020 Local Plan part of LV-H3 (SKPR-272) has been completed with 49 new homes delivered in 2021/2022. The site has planning permission granted for 175 units. The remainder of the site currently has planning permission pending for 66 dwellings, pending S106 agreement. The allocation will be reviewed at the pre-submission stage.

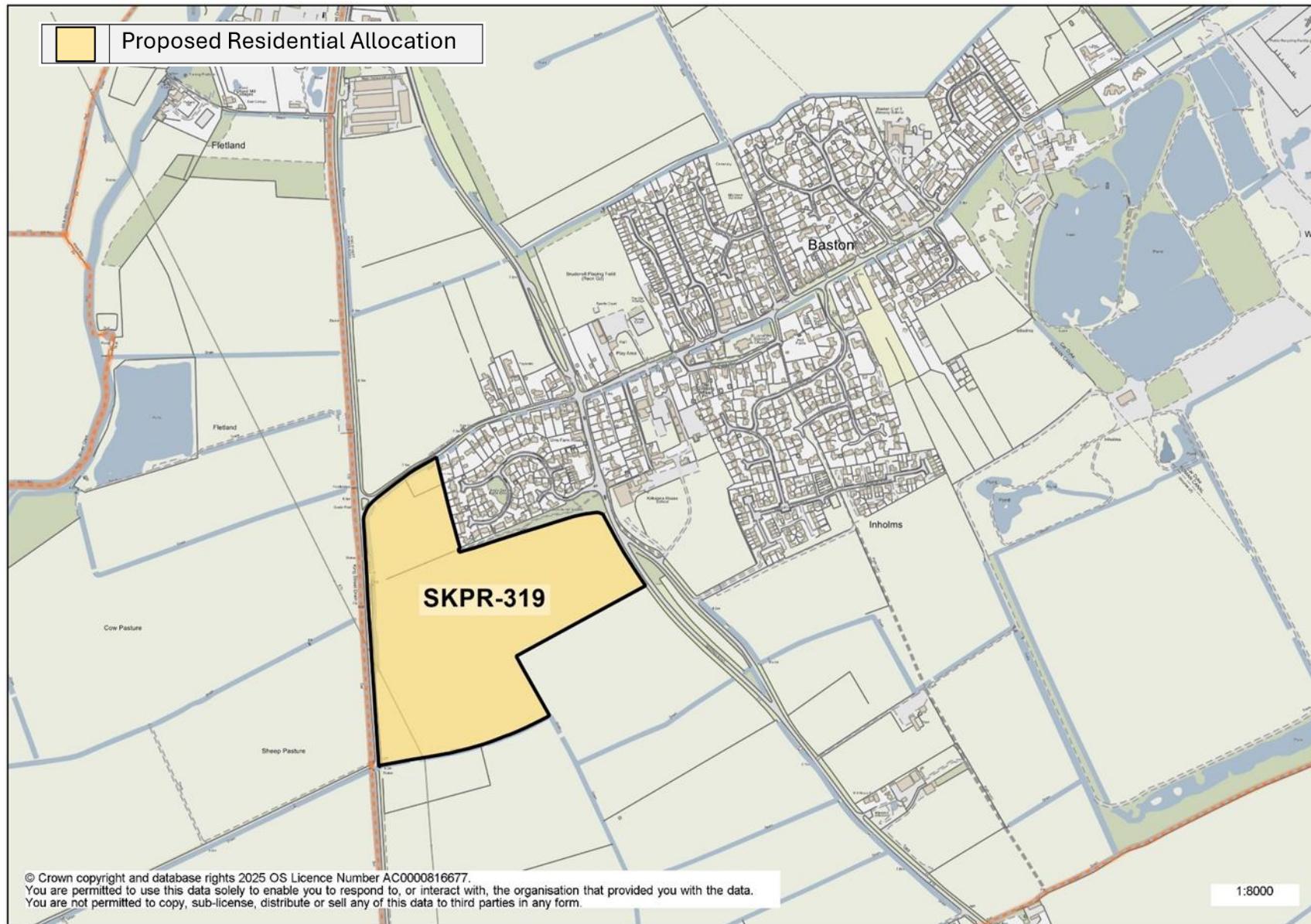


Figure 11: Baston illustrative map

## Baston

### SKPR-319 (SKPR-109 and SKPR-110) – Land Fronting Deeping Road

Indicative Unit Numbers: 283

Assumed Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- a. This site represents a gateway location and this should be recognised in the design and layout of development proposals.
- b. Development proposals will incorporate a substantial landscape and boundary treatment for the southern edge of the site allocation.
- c. Pedestrian links, such as footway and cycleway connections into the village from the site along Deeping Road should be incorporated in the development proposal including connections and improvements to the public right of way to the north of the site.
- d. Footway/carriageway widening/improvements along Greatford Road.
- e. Public Right of Way to be upgraded and connections to be made from the development.
- f. Transport Assessment required.
- g. There is the potential for archaeological remains on this site and the appropriate pre-commencement investigations should be carried out.
- h. This site is within or includes a Green Infrastructure Opportunity Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.
- i. This site is situated within a Minerals Safeguarding Area. Before considering a planning application for this site a Minerals Assessment will be required.

### *Summary of Proposed Changes*

SKPR-319 combines land submissions SKPR-109 and SKPR-110. SKPR-109 was proposed as an allocation in the Draft Local Plan.

SKPR-110 is being proposed as an additional parcel of land to form a larger allocation to help meet the minimum housing requirement for South Kesteven during the plan period.

Policy criteria has been reviewed to recognise the larger allocation.

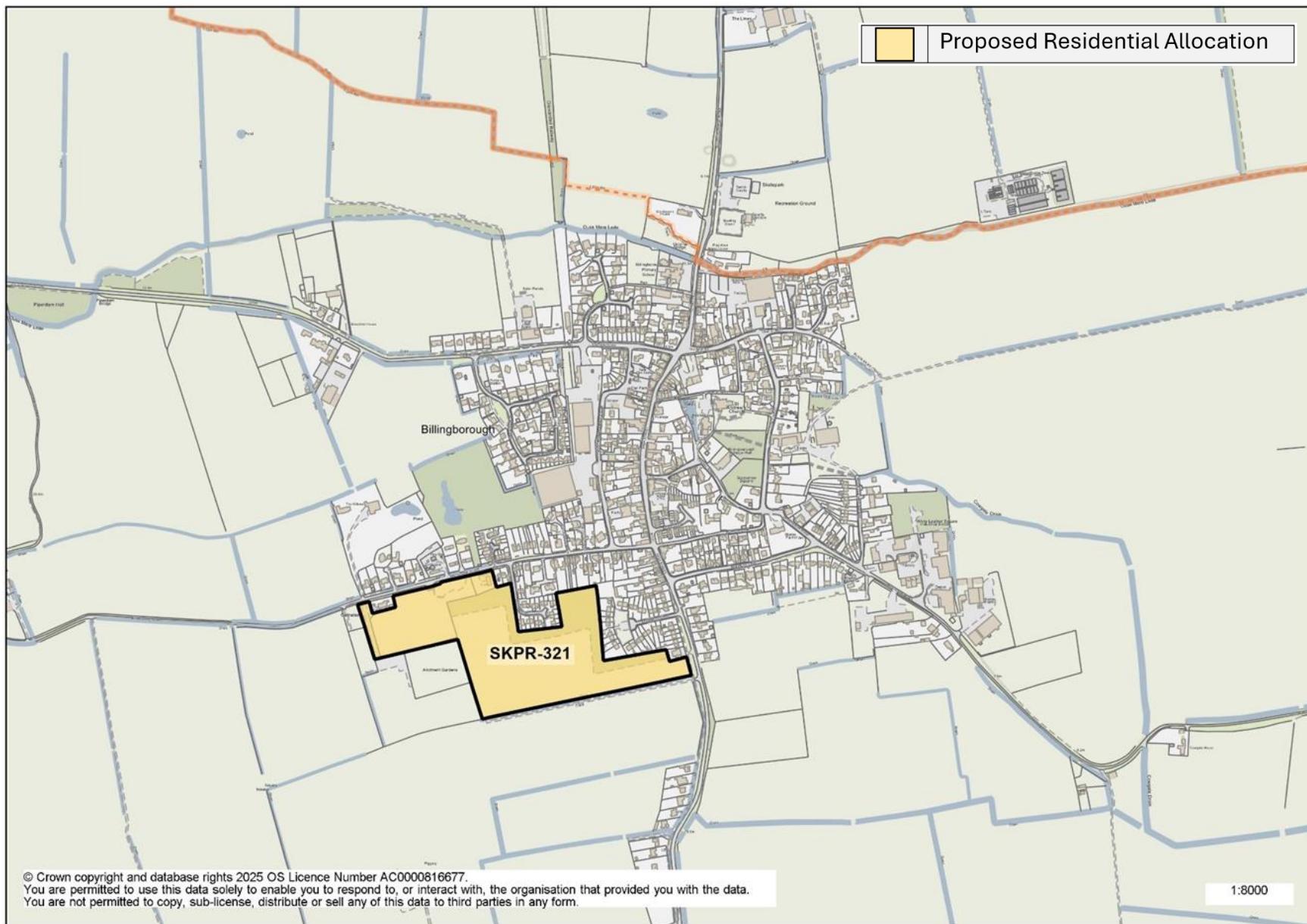


Figure 12: Billingborough illustrative map

## Billingborough

### SKPR-321 (SKPR-61 and SKPR -103) – Former Aveland School, and Land to the West of Pointon Road

Indicative Unit Numbers: 130

Assumed Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- a. A comprehensive masterplan is required for the site. All parties shall work together to bring forward a comprehensive plan for the site, including the phasing of development.
- b. Pedestrian links, such as footway and cycleway connections into the village at both north and east boundaries of the site should be incorporated into the development proposal.
- c. Connections to the existing allotments to the south of the site should be provided.
- d. Development proposals should make good use of the two potential access points into the site from Pointon Road and Birthorpe Road.
- e. Views towards the church should be incorporated into the design and layout of the site.
- f. Development should be set back from the historic hedgerow to south of the site.
- g. Heritage Impact Assessment required, and pre-commencement investigations should be carried out due to potential for archaeological remains on the site.
- h. This site is within or includes an area of Biodiversity Opportunity. Proposals on this site should incorporate the relevant principles for development within Biodiversity Opportunity Areas set out in New Policy 4: Biodiversity Opportunity and Delivering Measurable Net Gains.
- i. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.

### *Summary of Proposed Changes*

Updated policy code to SKPR-321. Indicative site capacity has been updated from 140 to 130 to ensure consistency across proposed site allocation density assumptions.

Policy amended to correct the location of the existing allotments located to the south of the proposed allocation.

Policy has been amended to include Heritage Impact Assessment and Archaeological pre-commencement investigations requirements.

## **Caythorpe and Frieston**

- 5.1 Caythorpe and Frieston is a Larger Village situated on the A607, approximately 8 miles (13km) north from Grantham. Caythorpe and Frieston are joined as a Larger Village because there is a clear join of these settlements (i.e., there is no physical gap between them).
- 5.2 There are no proposed allocations in Caythorpe and Frieston.

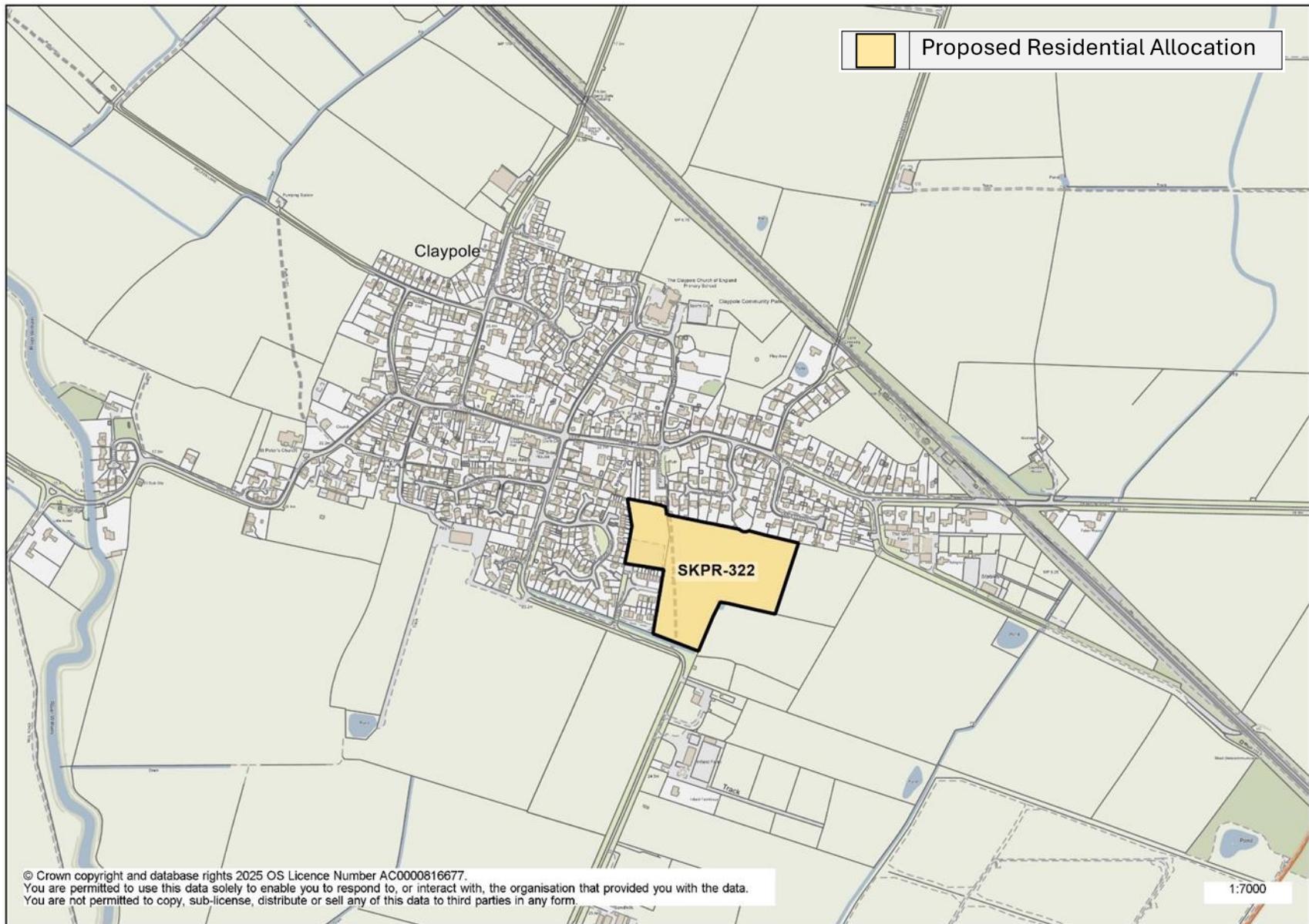


Figure 13: Claypole illustrative map

## Claypole

### SKPR-322 Doddington Lane, Claypole

Indicative Unit Numbers: 86

Assumed Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- a. Road widening along Doddington Lane required.
- b. Improvements to the Public Right Of Way and crossing point on High Street required.
- c. The public right of way should be retained and connections incorporated into the development, where possible.
- d. Heritage Impact Assessment and pre-commencement archaeological interventions required
- e. Appropriate surface water management including Sustainable Urban Drainage systems wherever practical.

### *Summary of Proposed Changes*

SKPR-322 Doddington Lane, Claypole is proposed as a new site allocation to meet the minimum housing requirement for South Kesteven over the plan period.

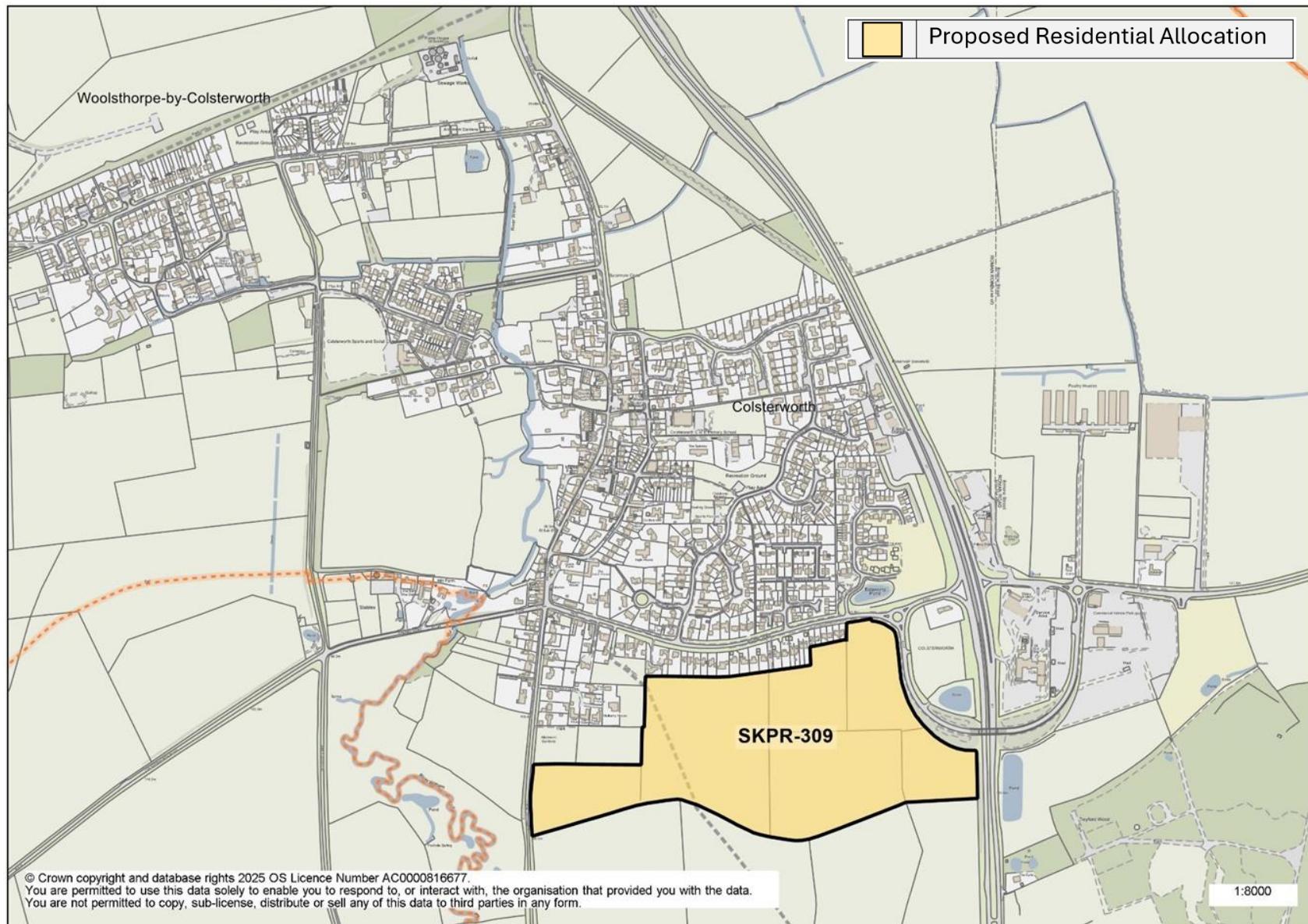


Figure 14: Colsterworth illustrative map

## Colsterworth

### SKPR-309 (SKPR-120 and SKPR-232) Land at the east of Stamford Road

Indicative Unit Numbers: 310

Assumed Density: 30 Dwellings per hectare

The following development principles accompany this allocation

- a. A comprehensive masterplan is required for the site.
- b. A public right of way passes through the site – this shall be retained and incorporated into the development of the site where possible.
- c. Transport Assessment required.
- d. Pedestrian links, such as footway and cycleway connections into the village from the site should be incorporated in the development proposal.
- e. Landscaping screening to the southern edge will be required to reduce the impact on views from the open countryside.
- f. This site is situated within a Limestone Mineral Safeguarding Area. Before considering a planning application for this site a Minerals Assessment will be required.
- g. This site is within or includes an area of Biodiversity Opportunity. Proposals on this site should incorporate the relevant principles for development within Biodiversity Opportunity Areas set out in New Policy 4: Biodiversity Opportunity and Delivering Measurable Net Gains.
- h. This site is within or includes a Green Infrastructure Opportunity Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.
- i. Site within 100m of Local Wildlife Site: Colsterworth Grassland.
- j. Pre-commencement investigations should be carried out due to potential for archaeological remains on the site.

### *Summary of Proposed Changes*

Policy criteria has been reviewed to recognise the larger allocation. SKPR-309 combines land submissions SKPR-120 and SKPR-232. SKPR-120 was proposed as an allocation in the Draft Local Plan.

Allocation SKPR-120 has been combined with a part of the adjacent land submission SKPR-232 to enable appropriate access into the site and meet the minimum housing requirement for South Kesteven over the plan period.

·  
Policy has been amended to include pre-commencement investigations requirements, and the requirement for a masterplan and Transport Assessment.



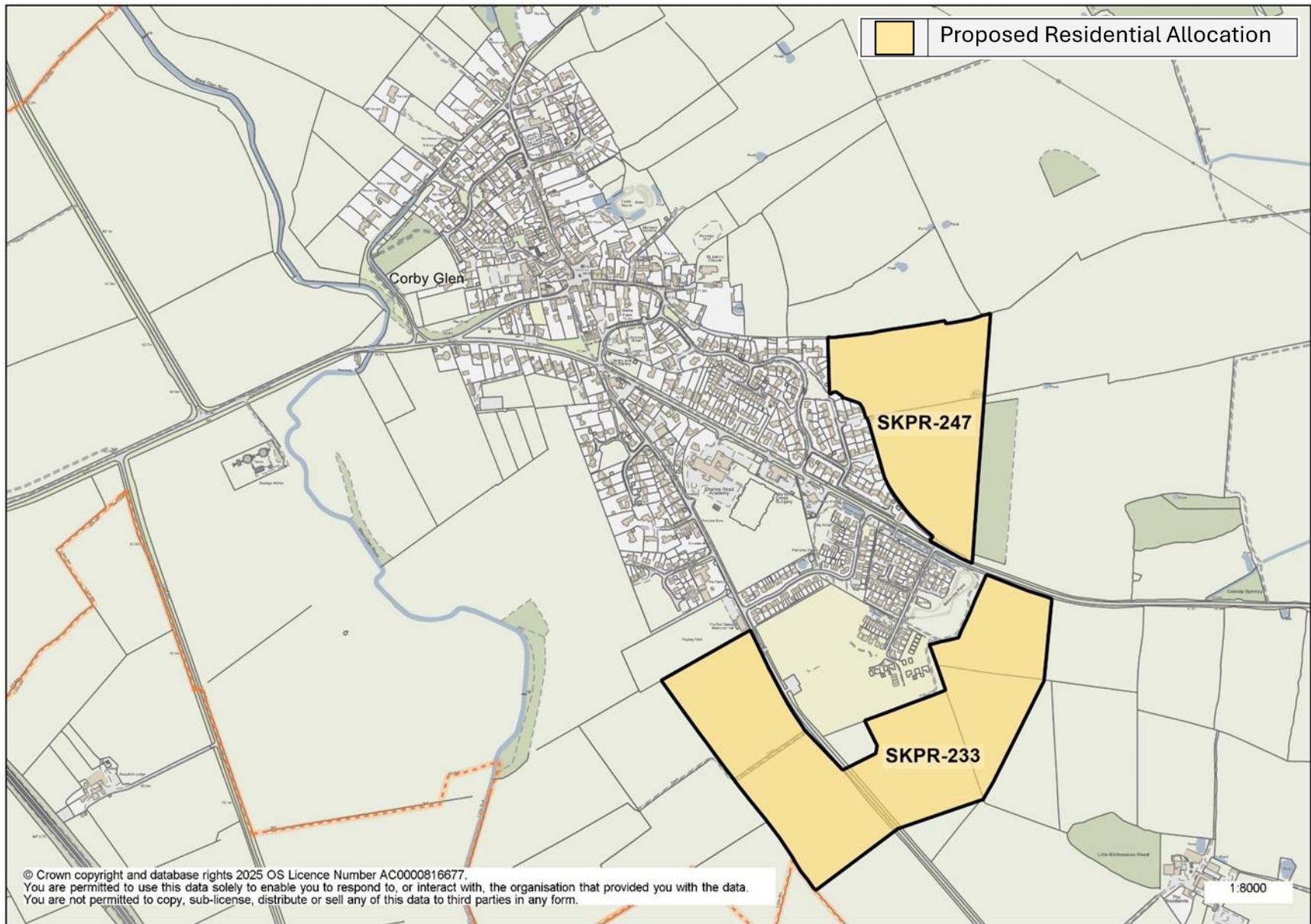


Figure 15: Corby Glen illustrative map

## Corby Glen

### SKPR-247 – Land north of Bourne Road

Indicative Unit Numbers: 144

Assumed Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- a. A public right of way passes through the site – this should be retained along with the existing hedgerow feature and be incorporated into the development of the site where possible.
- b. Pedestrian links, such as footway and cycleway connections into the centre of village from the site should be incorporated in the development proposal.
- c. Frontage footway to be provide on Bourne Road with existing ditch culverted.
- d. Sensitive landscaping screening to the north east edge of the site will be required to protect the views from the open countryside.
- e. Potential landscape impacts should be mitigated through high quality design and landscaping.
- f. This site is situated within a Limestone Mineral Safeguarding Area. Before considering a planning application for this site a Minerals Assessment will be required.
- g. This site is within or includes an area of Biodiversity Opportunity. Proposals on this site should incorporate the relevant principles for development within Biodiversity Opportunity Areas set out in New Policy 4: Biodiversity Opportunity and Delivering Measurable Net Gains.
- h. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.

### *Summary of Proposed Changes*

No amendments to policy SKPR-247 Land north of Bourne Road, Corby Glen are proposed at this draft stage.

## SKPR-233 Land fronting Bourne Road and Swinstead Road

Indicative Unit Numbers: 293

Assumed Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- a. Footway provision required along Bourne Road and B1176 to connect to village centre.
- b. Sensitive landscaping screening to the south and west edges of the site will be required to protect the views from the open countryside.
- c. Potential landscape impacts should be mitigated through high quality design and landscaping.
- d. Pre-commencement archaeological investigations required.
- e. This site is situated within a Limestone Mineral Safeguarding Area. Before considering a planning application for this site a Minerals Assessment will be required.
- f. This site is within or includes an area of Biodiversity Opportunity. Proposals on this site should incorporate the relevant principles for development within Biodiversity Opportunity Areas set out in New Policy 4: Biodiversity Opportunity and Delivering Measurable Net Gains.
- g. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure

### *Summary of Proposed Changes*

SKPR-233 Land fronting Bourne Road and Swinstead Road is proposed as a new site allocation to meet the minimum housing requirement for South Kesteven over the plan period.

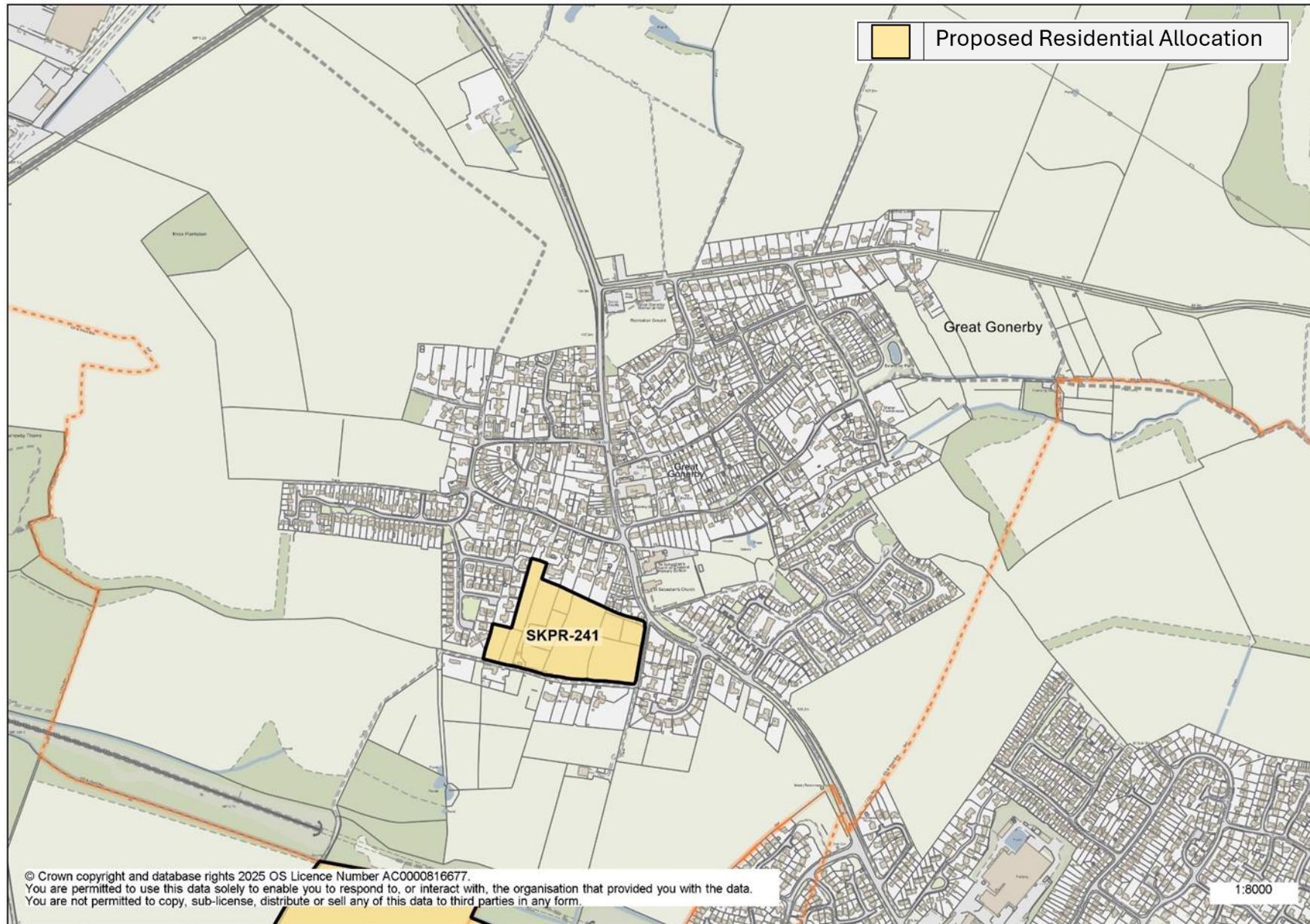


Figure 16: Great Gonerby illustrative map

## Great Gonerby

### SKPR-241 – Land Off Church Lane

Indicative Unit Numbers: 86

Assumed Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- a. Pedestrian links, such as footway and cycleway connections into the village and towards the public footpath to the south of the site should be incorporated into the development proposal.
- b. Highway improvements to Church Lane will be required.
- c. Heritage Impact Assessment required. Development of the site should seek to positively incorporate views towards the St Sebastian's Church and its setting.
- d. Retain and incorporate important on site features, such as trees and hedgerows, where possible.
- e. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.

#### *Summary of Proposed Changes*

Criterion c has been strengthened to include the requirement of a Heritage Impact Assessment.

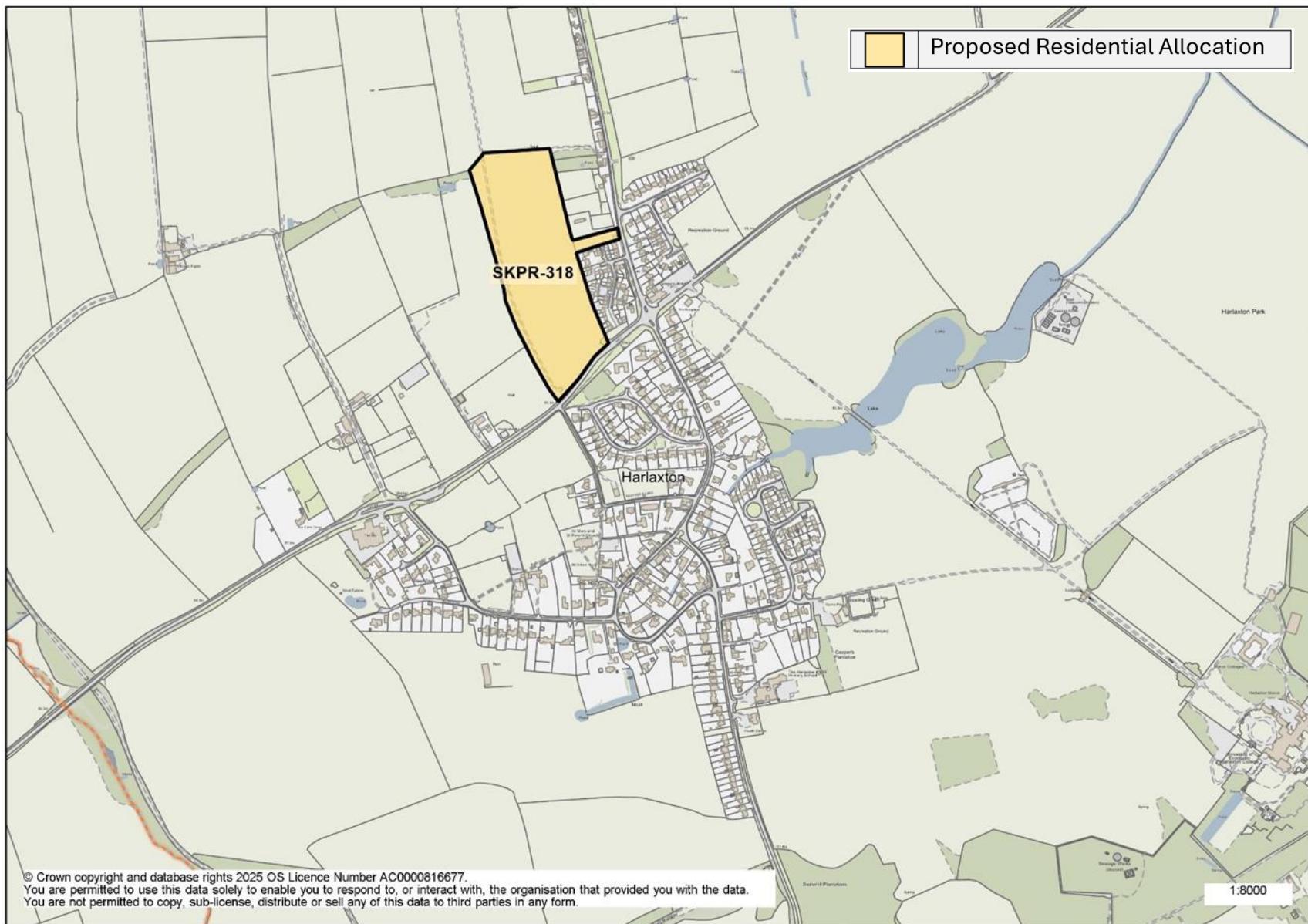


Figure 17: Harlaxton illustrative map

## Harlaxton

### SKPR-318 – The Land West of The Drift

Indicative Unit Numbers: 112

Assumed Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- a. Landscape buffers/green infrastructure to be provided to the north and west of the site, and to the southern boundary to retain open nature of A607.
- b. Links to be provided to adjacent development.
- c. This site is within or includes an area of Biodiversity Opportunity. Proposals on this site should incorporate the relevant principles for development within Biodiversity Opportunity Areas set out in New Policy 4: Biodiversity Opportunity and Delivering Measurable Net Gains.
- d. Transport Assessment required.
- e. Site falls within the catchment risk zone of Allington Meadows SSSI. Sufficient evidence that the drainage will not cause significant impact to the designated site.
- f. Heritage Impact Assessment required. Material palette to reflect Conservation Area.
- g. Pedestrian footways and crossing points required in the vicinity of the site Access via A607 and The Drift

### *Summary of Proposed Changes*

SKPR-318 The land west of the Drift, Harlaxton is proposed as a new site allocation to meet the minimum housing requirement for South Kesteven over the plan period.

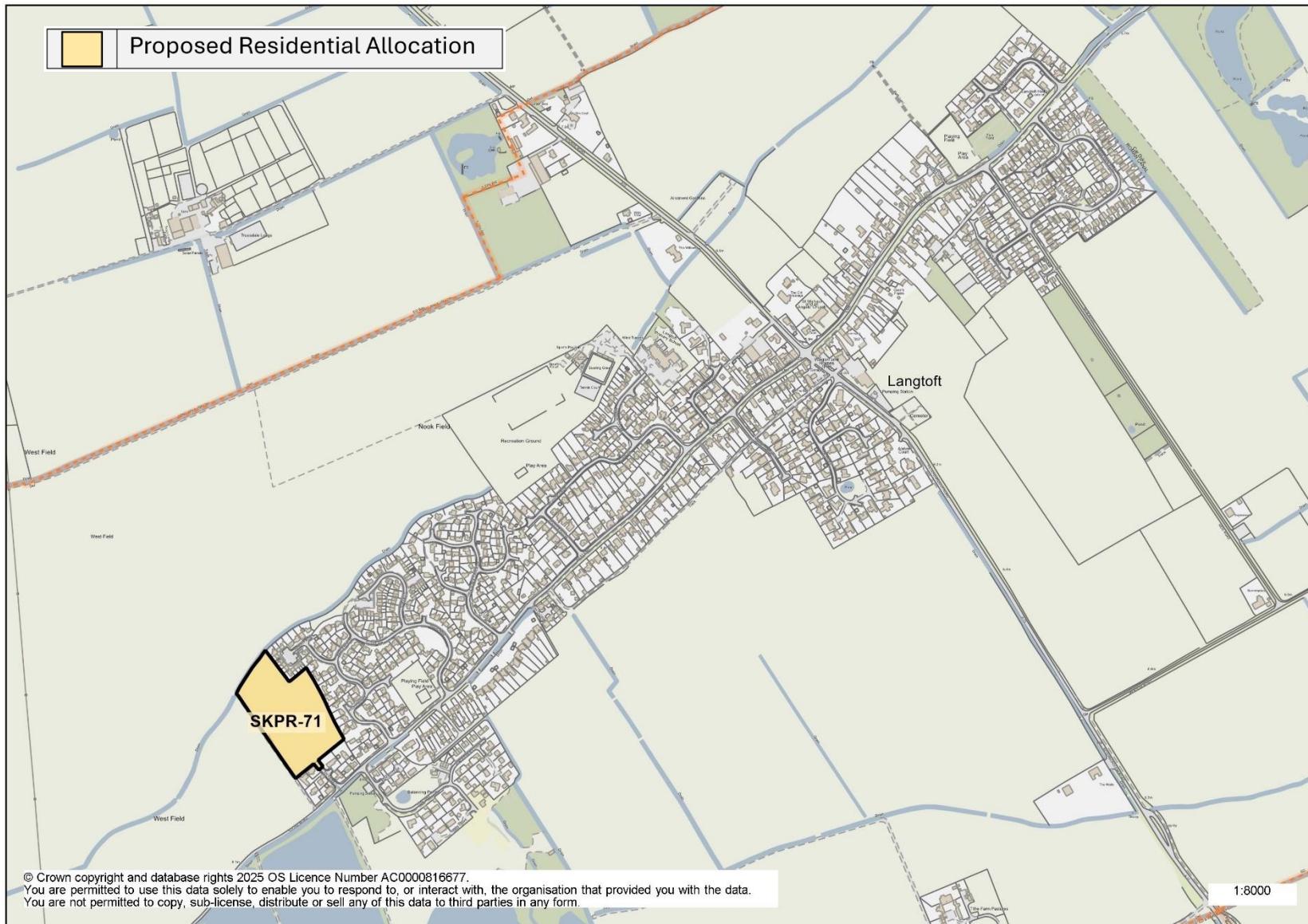


Figure 18: Langtoft illustrative map

## Langtoft

### SKPR-71 – Land North of Dickens Close, Stowe Road

Indicative Unit Numbers: 55

Assumed Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- a. A suitable and sensitive boundary treatment will be required on the western and northern edges of the site to screen views from the open countryside.
- b. Potential landscape impacts should be mitigated through high quality design and landscaping.
- c. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.
- d. Pre-commencement investigations should be carried out due to potential for archaeological remains on the site.

#### *Summary of Proposed Changes*

Policy has been amended to include Heritage Impact Assessment and Archaeological pre-commencement investigations requirements.

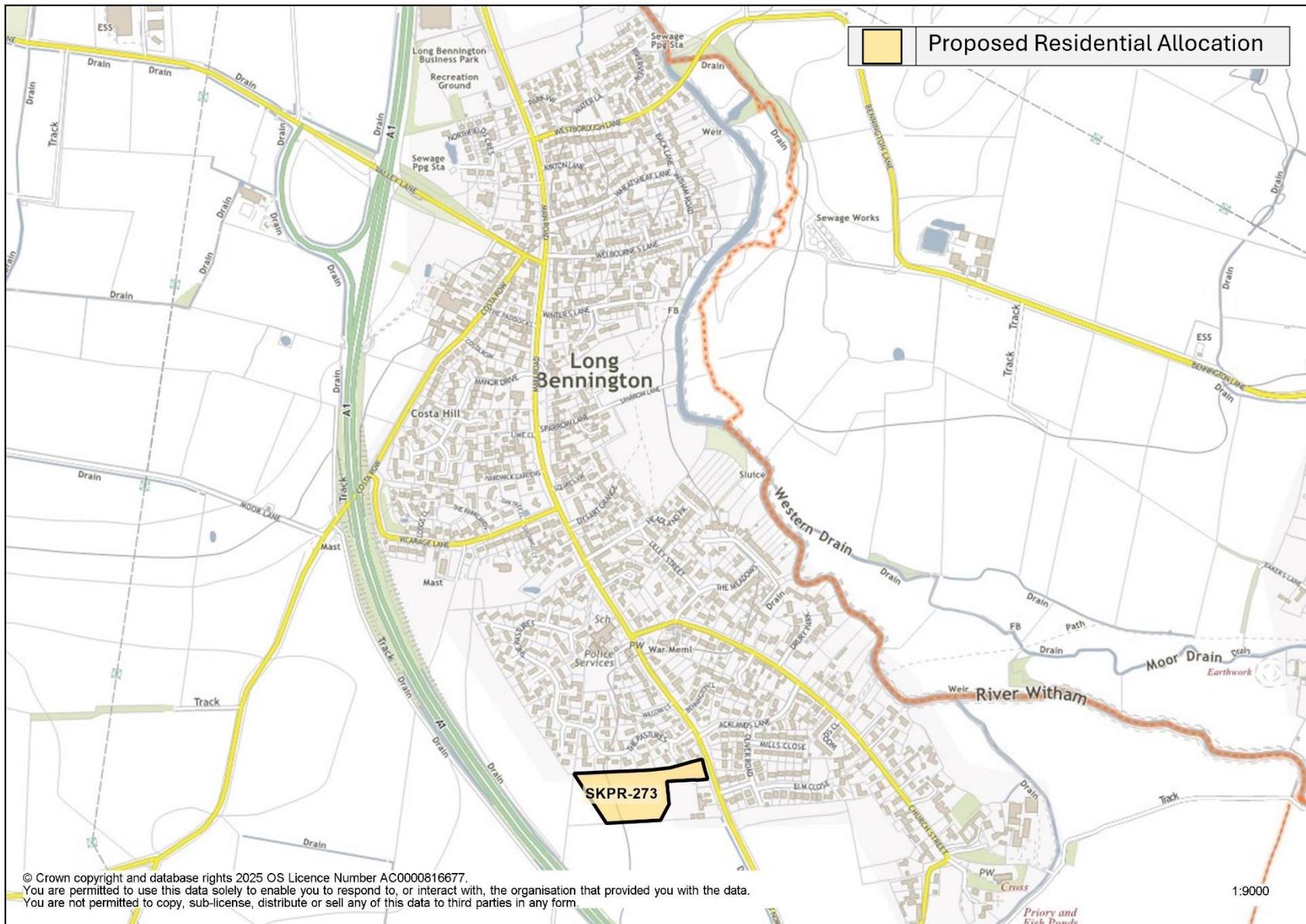


Figure 19: Long Bennington illustrative map

## Long Bennington

### SKPR-273 (LV-H7): Main Road (South)

Indicative Unit Numbers: 50

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.

This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.

### *Summary of Proposed Changes*

No amendments to policy SKPR-273 Main Road, Long Bennington are proposed at this draft stage.

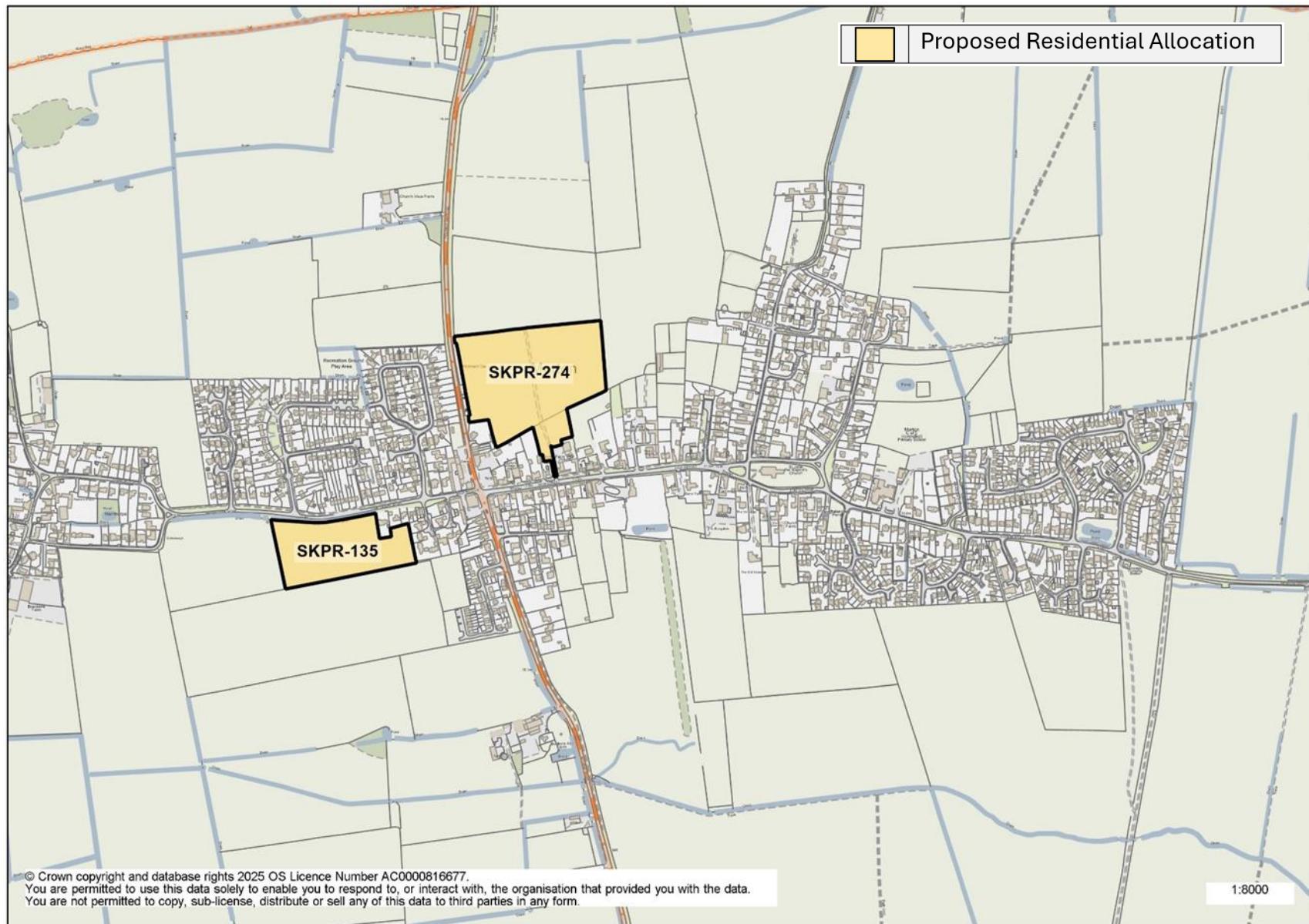


Figure 20: Morton illustrative map

## Morton

### SKPR-135 Land to the South of Edenham Road

Indicative Unit Numbers: 48

Assumed Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- a. Pedestrian links, such as footway or cycleway improvements into the village along Hanthorpe Road should be provided by the development.
- b. The public right of way which runs along the southern edge of the site should be retained and connections incorporated into the development, where possible.
- c. A suitable and sensitive boundary treatment will be required on the western and southern edges of the site to screen views from the open countryside.
- d. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.
- e. Heritage Impact Assessment required, and pre-commencement investigations should be carried out due to potential for archaeological remains on the site.

### *Summary of Proposed Changes*

Policy has been amended to include Heritage Impact Assessment and Archaeological pre-commencement investigations requirements.

## SKPR-274 LV-H9: Folkingham Road

Indicative Unit Numbers: 71

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.
- f. This site is within or includes an area of Biodiversity Opportunity. Proposals on this site should incorporate the relevant principles for development within Biodiversity Opportunity Areas set out in New Policy 4: Biodiversity Opportunity and Delivering Measurable Net Gains.
- g. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.

### *Summary of Proposed Changes*

No amendments to policy SKPR-274 Folkingham Road, Morton are proposed at this draft stage.

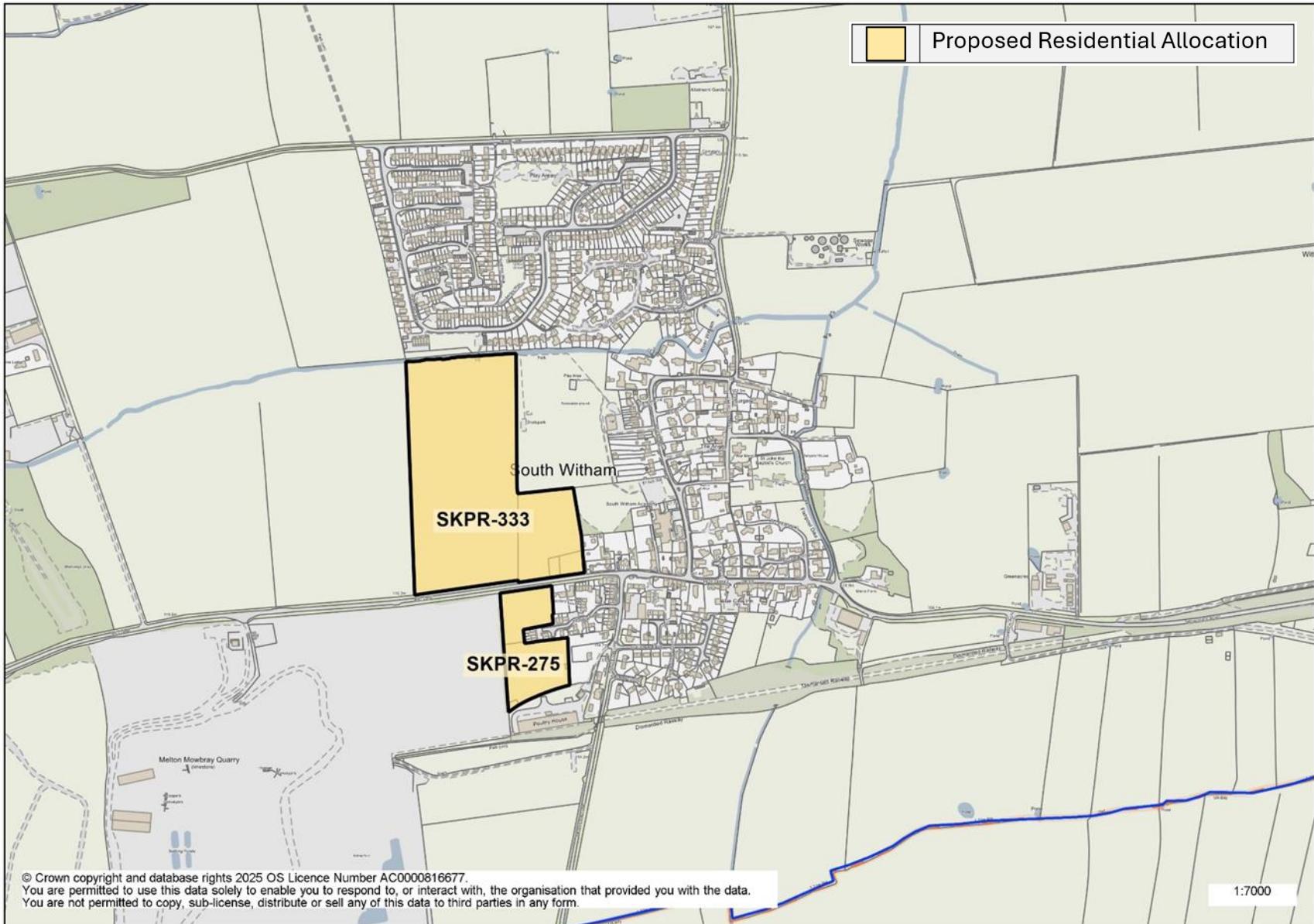


Figure 21: South Witham illustrative map

## South Witham

### SKPR-333 (SKPR-192 and SKPR-276) Land North of High Street

Indicative unit numbers: 138

Approximate Density: 30 dwellings per hectare

The following development principles accompany this allocation:

A comprehensive masterplan is required for the site.

- 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 and cycleway connections into the village from the site should be incorporated in the development proposal to link to existing footway on High Street.
- c. Footway connections should be made into the existing play space to the north east of the site from the development.
- d. A buffer should be provided along the southern and western edges of the site. This buffer should 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.
- e. This site is situated within a Minerals Safeguarding Area and Limestone Minerals Safeguarding Area. Before considering a planning application for this site, a Minerals Assessment will be required.
- f. This site is within or includes an area of Biodiversity Opportunity. Proposals on this site should incorporate the relevant principles for development within Biodiversity Opportunity Areas set out in New Policy 4: Biodiversity Opportunity and Delivering Measurable Net Gains.
- g. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.

### *Summary of Proposed Changes*

Updated policy code to SKPR-333. No amendments to policy are proposed at this draft stage.



## SKPR-275 ((SKPR-192 and SKPR-276) (LV-H10)): Thistleton Lane and Mill Lane

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 the village from the site should be incorporated in the development proposal.
- h. That development should seek to improve biodiversity and minimise any impact on South Witham Quarry RIGS/cLGS.
- i. This site is situated within a Minerals Safeguarding Area and Limestone Minerals Safeguarding Area. Before considering a planning application for this site, a Minerals Assessment will be required.
- j. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.

### *Summary of Proposed Changes*

No amendments to policy SKPR-275 Thistleton Lane and Mill Lane, South Witham are proposed at this draft stage.



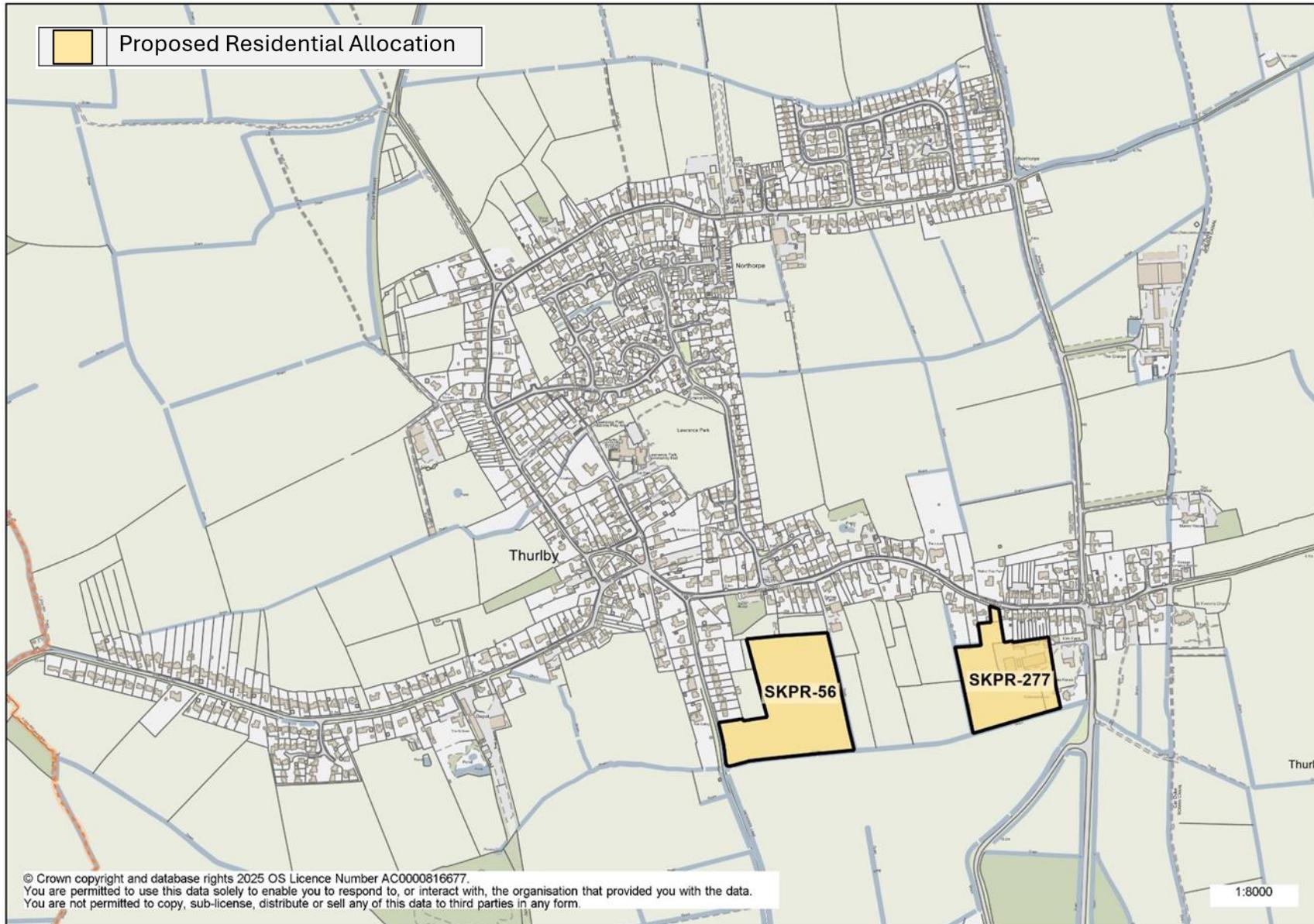


Figure 22: Thurlby illustrative map

## Thurlby and Northorpe

### SKPR-56 – Land at Obthorpe Lane

Indicative Unit Numbers: 86

Assumed Density: 30 Dwellings per hectare

The following development principles accompany this allocation:

- a. A public right of way runs along the eastern edge of the site, this should be retained and connections incorporated into the development, where possible.
- b. Vehicular access to the site should be positioned on Obthorpe Lane.
- c. Pedestrian links, such as footway and cycleway connections into the village from the site, should be incorporated into the development proposal by linking to the existing footway on Obthorpe Lane.
- d. On the southern edge of the site a suitable and sensitive boundary treatment will be provided to screen views of the development from the adjacent open countryside.
- e. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.

### *Summary of Proposed Changes*

No amendments to policy SKPR-56 Land at Obthorpe Lane, Thurlby are proposed at this draft stage.



## SKPR-277 (LV-H12): Part of Elm Farm Yard

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 proposals. This should include safe pedestrian connectivity east and west of the A15 to village facilities.
- d. This site is within or includes a Green Infrastructure Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.

### *Summary of Proposed Changes*

No amendments to policy SKPR-277 Part of Elm Farm Yard, Thurlby are proposed at this draft stage.

