In the past many authorities have tended to locate employment generating developments in residential areas. This is normally because this traffic generation is normally on the impact of the environment. However, nuisance and other problems can arise.
### South Kesteven Local Plan Policies that “Expire” at midnight on Thursday 27th September 2007

<table>
<thead>
<tr>
<th>Policy Number</th>
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<th>Reason &amp; National / Regional Policy which replaces it</th>
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<tr>
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# SOUTH KESTEVEN LOCAL PLAN
## WRITTEN STATEMENT

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APPENDICES
1. INTRODUCTION
SOUTH KESTEVEN LOCAL PLAN

WRITTEN STATEMENT

1. INTRODUCTION

The Development Plan System

1.1. The Town and Country Planning Act 1990, as amended by the Planning and Compensation Act 1991, requires local planning authorities to prepare and keep up to date development plans which set out the authority's policies and proposals for the control of development and other use of land in their area and which are the main considerations on which planning applications are to be decided unless material considerations indicate otherwise.

1.2. Development Plans comprise:

i) Structure Plans in which County Councils set out, in broad terms, the general policies and proposals of strategic importance for the development and other use of land in the area, taking into account national and regional policies, and which provide the framework for more detailed policies and proposals in local plans.

ii) Local Plans, in which District Councils set out the more detailed policies and proposals for the development and other use of land in their area, including the allocation of land for specific purposes, and which guide most day-to-day planning decisions;

and, for a transitional period,

iii) any Development Plan approved under the Town and Country Planning Acts up to and including the 1962 Act, and not yet replaced by local plan provisions.

The Need for the Local Plan

1.3. At the present time various statutory and non-statutory plans exist to control and guide the development and other use of land within South Kesteven.

1.4. The approved statutory plans consist of the County Development Plan (1954); the Stamford Town Map (1959) and the Grantham Town Map (1964) which remain operative alongside the Lincolnshire Structure Plan (1981) and the Structure Plan Alteration No. 1 (1991).

1.5. The Grantham Town Map was updated by the non-statutory Grantham Local Plan prepared and approved by the District Council in 1985. Several other informal plans and policy documents relating to individual villages have also been prepared and adopted by the District Council since its inception in 1974. A large number of settlements have no form of land use plan at all.

1.6. Whilst the existing approved statutory and non-statutory plans have been useful in guiding changes in the development and other use of land, it is very apparent that many are out-of-date or rapidly approaching the end of the
period which they are intended to cover. Nor do they adequately reflect the significant changes that have taken place in government policy and local circumstances since their preparation.

1.7. The Government has made clear its concern over the lack of formally adopted and up-to-date Local Plans in large areas of England and Wales. It does not regard it as sufficient for local planning authorities to rely solely on National and Regional planning guidance and the provisions of the Structure Plan, nor on informal plans which have not been subject to the statutory procedures of public consultation and formal adoption. Accordingly the 1991 Act requires local planning authorities to extend the coverage of statutory district-wide Local Plans, especially where there is persistent pressure for development.

1.8. In recent years South Kesteven has faced considerable pressure for new development and there is a real need for a comprehensive statutory Local Plan to provide up to date guidance on the type, scale and precise location of growth within the District.

The South Kesteven Local Plan


i) To interpret the existing and emerging requirements of the Lincolnshire Structure Plan and any proposed Alterations thereto, where they are relevant to South Kesteven, showing as precisely as possible the changes proposed in the development or other use of land within the District;

ii) To provide a detailed basis for development control by allocating sites for particular purposes and by defining areas within which specific policies will apply;

iii) To bring local and detailed planning issues before the public and to afford the public the opportunity of participating in the Plan-making process;

iv) To provide a basis for co-ordinating public and private investment in the development or other use of land.

1.10. The Plan embraces the whole of the County District of South Kesteven and is designed to cover the period from 1990 to 2001.

Status of the Local Plan

1.11. When adopted by the District Council the South Kesteven Local Plan will, together with the Lincolnshire Structure Plan and certain other Local Plans required to be prepared by the County Council under the 1991 Act (i.e. the Minerals Local Plan and Waste Disposal Plan), form the new statutory development plan for South Kesteven. It will supersede all other statutory
development plans approved under the Town and Country Planning Acts up to and including the 1962 Act (i.e. the County Development Plan (1954), the Stamford Town Map (1959) and the Grantham Town Map (1964)), and not yet replaced by local plan provisions, as well as all other existing non-statutory local plans in the area which have not been subject to the statutory procedures.

The Local Plan Procedure

1.12. The main stages in the preparation of the Local Plan were as follows:

1. The Draft Local Plan was published for consultation purposes in July 1990 and a six week period allowed for comments or objections to be made by members of the public and interested organisations.

2. The District Council considered all the representations received and an amended version of the Plan was sent to the County Council accompanied by a request for a statement that the Plan is, or is not, in general conformity with the approved Structure Plan or the alterations to it.

3. The Plan was placed on deposit in June 1992 and a six week period allowed for formal objections to be made to its contents.

4. The District Council considered all objections and representations received and, following the publication of the council's Proposed Changes to the Plan in November and December 1992, a Public Local Inquiry was held from February to April 1993 and chaired by an Inspector appointed by the Department of the Environment to consider all outstanding objections.

5. The District Council considered the Inspector's report and published its decision on each of her recommendations together with the Council's proposed modifications to the Plan.

1.13. Following the District Council’s notification, in February 1995, of its intention to adopt the Local Plan, the Plan was formally adopted by the District Council on 13th April 1995.

Form and Content of the Local Plan

1.14. The Local Plan comprises a "Written Statement" and a "Proposals Map".

1.15. The Written Statement sets out in BOLD CAPITAL LETTERS the District Council's policies and proposals which concern the development and other use of land and which will become the statutory policies and proposals of the Plan when it is adopted. Other policies for the management of land or for
administrative or executive action by the District Council and/or County Council and which will not become statutory policies of the Plan are expressed in **bold lower case letters**. The remainder of the text constitutes the reasoned justification for the policies and proposals and additional explanatory material.

1.16. The Proposals Map and its constituent Inset Maps show those parts of the District for which specific policies are proposed and which are capable of being indicated on a map.

**The Policy Background**

i) **National and Regional Planning Guidance**

1.17. In preparing this Local Plan, the District Council has taken into account national planning guidance as variously expressed in Government White Papers, Department of the Environment Circulars and Ministerial Statements, many of which have been drawn together in a series of Planning Policy Guidance Notes which set out the Government's policy priorities on different issues and how they relate to the preparation of development plans and the consideration of planning applications.

1.18. The District Council has also had regard to the Regional Planning Guidance for the East Midlands Region (of which South Kesteven is a part), prepared by the Secretary of State for the Environment.

ii) **The Lincolnshire Structure Plan**

1.19. The Local Plan is required to be in general conformity with the Structure Plan and a statement to that effect must be obtained from the County Council before the Local Plan can be placed "on deposit".

1.20. The Lincolnshire Structure Plan was approved with modifications by the Secretary of State for the Environment on 26th November 1981 and became operative on 17th December 1981. The Plan, which covers the fifteen year period, mid 1976 to mid 1991, provides the strategic framework for development control and the preparation of Local Plans within the County by setting out policies and general proposals indicating the scale and location, in broad terms, of housing and employment, and covering such other matters of strategic importance including Shopping, Transportation, Conservation and the Countryside.

1.21. On 9th August 1991 the Secretary of State for the Environment approved, with modifications, an Alteration No. 1 (Population - Housing - Settlement) to the Structure Plan. The approved Alteration No. 1, which came into effect on 2nd September 1991, reviews the housing and settlement policies of the Structure Plan and rolls them forward to the year 2001, indicating in
broad terms the scale of housing provision which is to be made for both the County as a whole and in each District over the period 1988 to 2001.

1.22. Following consultation with the public and interested organisations, the County Council adopted, in January 1994, an Alteration No. 2 (Employment - Shopping) to the approved Structure Plan, setting out the broad strategic planning framework for employment and shopping development in the County through to the year 2001.

1.23. The Policies of the Approved Lincolnshire Structure Plan and Alteration Nos. 1 and 2 are set out in Appendices D, E and F of this Written Statement.

Conformity with the Structure Plan

1.24. In October 1991, following an unresolved dispute with the County Council over its failure to accede to the District Council's request for a certificate of general conformity of the Local Plan with the Structure Plan under the provisions of the Town and Country Planning Act 1990, the District Council referred the issue to the Secretary of State for the Environment for his determination. Subsequently, on 20th January 1992, the Secretary of State concluded that the Local Plan conforms generally to the Lincolnshire Structure Plan as approved with modifications by him which came into effect on 26th November 1981 and the Alteration No. 1 as approved with modifications by him, which came into effect on 2nd September 1991, and issued the District Council with a certificate to that effect.

Other Statutory Local Plans

1.25. Lincolnshire County Council is the mineral planning authority and is responsible for all decisions relating to mineral extraction and waste disposal.

1.26. On 8th April 1991 the County Council adopted the Lincolnshire Minerals Local Plan which covers the whole of the County, including South Kesteven District. The Plan amplifies the broad mineral policy framework of the approved Structure Plan by setting out detailed policies and proposals for the extraction of aggregate minerals in the County over the period 1986 to 2001, including the criteria against which the County Council will consider proposals for the extraction of minerals; measures to minimise the impact of mineral working whilst extraction is taking place; and the restoration of mineral workings sites following extraction of the mineral.

1.27. The Plan indicates those areas where mineral resources are to be safeguarded and sets out criteria that will be applied in considering planning applications for mineral working and requirements for the restoration and after use/care of such sites.

1.28. The existence of these areas has been taken into account in the preparation of the policies and proposals in this Written Statement.
2. RESIDENTIAL DEVELOPMENT
2. RESIDENTIAL DEVELOPMENT

2.1. This section sets out the District Council’s policies and specific proposals concerning the amount and location of land to be provided for new residential development in South Kesteven over the period 1990 to the year 2001.

Introduction

2.2. Over the last 30 years the population of the District has increased by 40 per cent from 74,935 in 1961 to 105,160 in 1988 and its share of the County’s population has risen from 16 to 18 per cent.

2.3. During the 1960's the rate of growth averaged 1,067 people per annum, increasing to 1,264 in the 1970's. However, the most dramatic change has occurred during the last decade. Government figures reveal that the annual growth of population has increased four-fold from an average 425 in 1981-85 to 1,750 in 1985-87. It is estimated that this remarkable rate of growth has continued through into 1988 with a further addition of 1,700 people.

2.4. The level of migration to the District has been the prime determinant of this growth. Between 1981-85 and 1985-87 the number of people moving into the area rose dramatically from an average 300 to 1,600 per annum. Whilst some have come to take up jobs or set up local businesses, the vast majority of movement has been fostered by the expansion of Peterborough, across the County boundary in Cambridgeshire, and from further afield.

2.5. During the late 1980’s rocketing house prices in London, the Home Counties and East Anglia encouraged many working and retired people from these parts of the country to move northwards and buy comparatively inexpensive homes in South Kesteven. Similarly people moving down from the north to jobs in Peterborough and London or wishing to be closer to their families in these areas bought homes here. Excellent road and rail links with the south (London is only 65 minutes from Grantham by train); low domestic charges; good schools; and a choice of pleasant market towns and villages set in acres of rolling countryside are additional attractions.

2.6. These events, which received extensive media coverage, attracted the attention of several volume house builders, many of them new to South Kesteven. Competition for housing land was intense and prices rose sharply. Encouraged by these figures an increasing amount of land has been brought onto the development market.

2.7. In 1987, land with planning permission existed for the development of almost 3,100 new homes throughout the District. By 1990 the number more than doubled to just over 7,800. At the same time the average price of a modern semi-detached house more than doubled. The situation in South Kesteven thus belies any claim that rising house prices, and the extreme difficulties experienced by the first-time or low-income buyer to purchase a dwelling in the area, have largely resulted from a reluctance on the part of the local planning authority to release land for development.
Structure Plan Policies

2.8. The approved Structure Plan Alteration No. 1 embodies a positive promotional strategy of planned growth in Lincolnshire and intends that appropriate provision for new housing development will be made in and around most existing settlements, consistent with the need to protect the environment, heritage, character and landscape of the County.

2.9. At South Kesteven the aim is for a forecast District population of 127,700 by the year 2001 requiring provision to be made for the development of about 11,800 dwellings between 1988 and 2001.

2.10. New residential development, amounting to about 8,000 dwellings will be located mainly in the urban areas of BOURNE, GRANTHAM, STAMFORD and THE DEEPINGS. However, at STAMFORD, where it is intended that the amount of development should be carefully limited in order to protect the unique environment of this historic town, a figure of 1,000 dwellings is specified.

2.11. Provision for new residential development, other than that in the urban areas, will normally be made in and around most existing settlements where the suitability of any proposal will be assessed in relation to its scale and impact on the character, density and physical extent of existing development. There will be a particular need to retain an appropriate level of open space within settlements and permission will not normally be granted for housing which would create or intensify ribbon or scattered development.

2.12. Planning permission may exceptionally be granted for low cost housing to meet a genuine local need on land well related to existing settlements and which would not normally be released for development.

2.13. New residential development in the open countryside is to be strictly controlled and will normally only be permitted where there is an essential need to house farm or forestry workers near to their place of work.

Housing Trends

2.14. Since 1976 a total of 8,892 new dwellings have been built in the District. This is equivalent to an average 659 per annum; some 8 per cent more than the annual average of 610 implied by the provisions of the Structure Plan as approved by the Secretary of State in 1981. However, this overall figure conceals significant changes in the tempo of building.

2.15. Whilst the average number of new dwellings completed in the five years to 1981 was 704 per annum, in the following five years to 1986 the rate dropped by almost a third to 498. By far the greatest rate of decline was in public sector house building which fell by over two thirds from an average 186 to 60 dwellings per annum, largely as a result of the financial constraints imposed upon the Council by Central Government and its emphasis on home ownership.

2.16. Although the private sector’s share of the market over the two five year periods increased from 74 to 88 per cent, actual housing completions fell by about one fifth from an average 536 to 437. However, the underlying trend
is upward. Between mid 1983 and 1987, the annual number of new homes completed by the private sector increased by almost two thirds from 384 to 626. Since then it has risen to a staggering 843; the highest number since District Council records began.

2.17. Allowing for those built since 1988, provision needs to be made for the development of about 10,090 new dwellings within the District between 1990 and 2001 in order to meet the housing requirements of the Structure Plan Alteration No. 1.

**Existing Housing Commitments**

2.18. At 1990, about 7,810 new dwellings had the benefit of planning permission in the District, of which almost 600 were under construction. The District Council had also resolved to grant planning permission on sites for a further 450 dwellings subject to agreements being reached with applicants over matters concerning the provision or improvement of satisfactory access or drainage facilities. Together these commitments represent over 80 per cent of the requirement for about 10,090 dwellings within South Kesteven over the period 1990 to 2001 in order to meet the housing provisions of the Structure Plan Alteration No. 1. Clearly they will limit the scope for any substantial change in the scale and pattern of distribution of housing development throughout the District over the next few years.

2.19. Whereas the District Council has taken into account these commitments in determining the amount and distribution of additional land to be provided for new housing development in South Kesteven, and included the largest of the sites (over 10 dwellings) as proposals in the Local Plan, it is conscious that not all land with the benefit of planning permission may be available for development. Some planning applications are made for valuation purposes; site ownerships may change after permission is obtained; land may be held from the market for speculation, investment or other purposes or the sites may, after a more detailed examination, turn out to be unsuitable, uneconomic or unattractive to develop. As with all land earmarked for development, the District Council will monitor their take-up and performance.

**Policy Objectives**

2.20. The main objectives of this Local Plan, in respect of residential development, are to:

i) Make provision for an adequate supply and choice of land for residential development in suitable locations within the urban and rural areas of South Kesteven to meet the housing needs of the District to the year 2001 in accordance with the strategic requirements of the County Structure Plan;

ii) Identify a range of suitable sites for new residential development of a locally appropriate scale in each of the towns of Bourne, Grantham, Stamford and The Deepings;
iii) Define those villages in the rural area suitable for significant new residential development and identify appropriate sites for such development therein;

iv) Provide for appropriate small-scale residential development in other villages within the rural area;

v) Prevent sporadic and linear developments;

vi) Provide for affordable housing to meet proven local needs; and

vii) Protect the open countryside from non-essential new residential development.

POLICIES AND PROPOSALS

2.21. The District Council is mindful of the need to respond positively to the requirements of the housing market by offering a reasonable range of sites of different sizes in locations which can best hope to meet consumer choice.

2.22. In determining the amount, size and precise location of new sites for housing development, the Council has taken into account:

i) the form and character of individual settlements;

ii) the availability of sites within the confines of existing built up areas;

iii) the availability of local public utility services;

iv) the proximity and ease of access to employment, shops, schools and community facilities;

v) the provision of satisfactory access into the existing road system and its capability to carry the volume and type of traffic likely to be generated by the proposed development;

vi) the need to protect the best and most versatile agricultural land from development, unless there is no other site suitable for the particular purpose;

vii) the need to protect areas of landscape importance;

viii) the need to protect open areas between settlements in order to maintain their separate identity;

ix) the need to avoid the creation or expansion of ribbon development extending outward from towns and villages along the public highway, or haphazard scattered development in the countryside;

x) the need to protect significant open spaces which serve an important visual or amenity function within existing built-up areas; and

xi) the need to protect areas important to nature conservation, listed buildings and ancient monuments.
Housing Allocations

2.23. The sites allocated for new housing development in the Local Plan and listed under Policies H1, H2, H3, H4 and H5 include an indication of the number of dwellings involved. Where full planning permission has been granted on a site, the figure reflects the number of dwellings approved. For the purposes of land calculation and in order to enable the provision of the required number of dwellings as set out in the Structure Plan Alteration No. 1, an assumed density of 20 dwellings per hectare has been used for all other sites, including those with outline planning permission. However, the circumstances relating to an individual site will be considered at the time a detailed application for development is submitted to the District Council. Proposals for development above or below the stated number of dwellings may be appropriate when regard is given to the type of accommodation to be provided, the provision of satisfactory access and services, and the particular characteristics of the site and its surroundings.

The Urban Areas

2.24. Just over 72,230 people, which is equivalent to 70 per cent of the total population of South Kesteven, live in the four towns of GRANTHAM, STAMFORD, BOURNE and THE DEEPINGS which, at varying levels, are the main centres for employment and the focus of commercial and social activities within the District.

2.25. Since 1961 the population of the towns has increased by 24,400 from 47,820 to 72,230. This represents almost 80 per cent of the total growth in South Kesteven.

2.26. During the 1960’s and 70’s the rate of growth accelerated from an average 876 to 1,007 people per annum, before falling to 560 per annum during the first half of the 1980’s. However, since 1986 the population has risen dramatically to 1,320 per annum. This pattern of growth reflects the changes in house building activity.

2.27. During the 5 years 1976 to 1981, an average 600 dwellings per annum were built in the towns; some 25 per cent more than the annual average of 480 implied by the 1981 Structure Plan. In the following 5 years to 1986 the rate dropped to 414 per annum before rising to over 600 again in 1986-89.

2.28. In accordance with the strategy of the Structure Plan Alteration No. 1, the District Council intends that the towns continue to be the major centres of population and housing growth. They are the places where new jobs are most likely to arise from expansion of existing activities and where new employment can most readily be supported by established infrastructure and a large pool of labour. Continued concentration of new housing in the towns will enable more people to live within easy reach of a good range of both employment opportunities and community services and facilities. However, it is also intended that the scale of development appropriate to each town will vary in relation to local area, and environmental and other constraints.
Grantham

POLICY H1:


NEW HOUSING ESTATE DEVELOPMENT, INCLUDING THAT WITH PLANNING PERMISSION*, WILL BE LOCATED ON SITES SHOWN ON THE PROPOSALS MAP INSET NO. 1 AND COMPRISING:

1. *LAND TO THE NORTH OF LONGCLIFFE ROAD BETWEEN THE RUNNING FURROWS AND MANTHORPE ROAD (70 DWELLINGS).
2. *LAND TO THE NORTH OF LONGCLIFFE ROAD ALONGSIDE THE EAST COAST RAILWAY (72 DWELLINGS).
10. *LAND AT HARROWBY FIELDS BETWEEN GREEN LANE AND LONDONSTHORPE LANE (152 DWELLINGS).
13. *LAND TO THE SOUTH OF BRIDGE END ROAD AT SPITALGATE MILL (46 DWELLINGS).
14 *LAND BETWEEN BRIDGE END ROAD AND THE RIVER
WITHAM (50 DWELLINGS).

15 *LAND BETWEEN BRIDGE END GROVE AND THE RIVER
WITHAM (26 DWELLINGS).

16 LAND AT HARROWBY FIELDS BETWEEN GREEN LANE AND
LONDONTHORPE LANE (510 DWELLINGS).

17 LAND SOUTH OF GREEN HILL AND ALONGSIDE THE OLD
RAILWAY SIDINGS BETWEEN THE RECREATION GROUND
AND BARROWBY STREAM (70 DWELLINGS).

18 LAND COMPRISING THE SCHOOL BUILDINGS AND
PLAYGROUND AT THE BLESSED HUGH MORE ROMAN
CATHOLIC SECONDARY SCHOOL (10 DWELLINGS).

2.29. An estimated 35,235 people, or one third of the total population of South
Kesteven, live at Grantham. The town, which contains the administrative
headquarters of the District Council, is the largest in the County after Lincoln
City and an important employment, shopping, commercial and leisure centre for
its own resident population and that of a wide surrounding area, including parts
of rural Leicestershire and Nottinghamshire.

2.30. The town occupies a strategic position alongside the A1 trunk road which forms
an important part of the north-south link in the national road system and which
bypasses the urban area on its western side. The A52 and A607 pass through
the centre of the town and provide links between the major industrial cities of
the East Midlands, and the coastal resorts and ports of Lincolnshire and East
Anglia, a factor which could prove increasingly significant as trade with the rest
of Europe continues to develop. Excellent rail services exist between London
and the North via the East Coast Main Line which enables the capital to be
reached in an hour.

2.31. During the 1960's the population of the town increased at an average rate of 230
per annum. However, in the 1970's the rate of growth leapt by 54 per cent to
an average 354 per annum. Following a drop of 40 per cent to about 210 per
annum during the five years to 1986, the rate of growth has since trebled to an
average of almost 640 per annum, which is not far short of that experienced by
the other three towns of Stamford, Bourne and the Deepings put together.

2.32. Since 1976, 3,279 dwellings have been built in the town. This represents just
over 37 per cent of the total number of new homes completed throughout the
District and, at an average 243 per annum, over 50 per cent of the annual
amount required by the 1981 Structure Plan to be erected in all of the District's
four towns up to the year 1991. Between mid 1981-82 and 1987-88 the annual
number of dwellings completed by the private sector alone almost doubled from
145 to 286.

2.33. In 1988-89, 507 dwellings were built at Grantham and land with planning
permission existed for the development of an additional 2,710 of which about
1,550 are to be built at the large new residential neighbourhood planned for the
north-western part of the town between the A52 Barrowby Road and the B1174
Gonerby Road.
2.34. The minimum extent of this development, which is to include a neighbourhood centre, public open space, health and education facilities, has been determined by the alignment of a new distributor road required to serve the development and built across the land to link Barrowby Road, opposite the junction with Barrowby Gate, with Gonerby Road north of the Primary School.

2.35. The District Council has already resolved to grant planning permission for 70 dwellings on land to the south of Green Hill alongside the old railway sidings and the non-statutory Grantham Local Plan, prepared and adopted by the District Council in 1985, allocates land for about 510 dwellings at Harrowby Fields, between Green Lane and Londonthorpe Lane. It is therefore intended that these two sites be allocated for development in the Local Plan.

**Stamford**

**POLICY H2:**

**PROVISION FOR NEW HOUSING DEVELOPMENT AT STAMFORD WILL BE RESTRICTED TO ABOUT 790 DWELLINGS BETWEEN 1990 AND 2001 IN ORDER TO PROTECT THE TOWN’S UNIQUE CHARACTER AND PRESERVE ITS PRESENT SETTING WITHIN THE LANDSCAPE.**

**NEW HOUSING ESTATE DEVELOPMENT, INCLUDING THOSE WITH PLANNING PERMISSION* WILL BE RESTRICTED TO SITES SHOWN ON THE PROPOSALS MAP INSET NO. 2 AND COMPRISING:**

2. *LAND AT THE OLD EXETER SCHOOL ON EMPINGHAM ROAD (140 DWELLINGS).
4. *LAND AT 13 WATER STREET (23 DWELLINGS).
5. *LAND AT THE AGRICULTURAL ENGINEERS ON BARNACK ROAD (20 DWELLINGS).
6. *LAND AT ST GEORGE’S HOSPITAL ON RYHALL ROAD (100 DWELLINGS).
7. LAND AT BELVOIR CLOSE (62 DWELLINGS).
8. LAND AT THE STATION YARD (34 DWELLINGS).
9. LAND AT THE PRIORY ROAD ALLOTMENT GARDENS (38 DWELLINGS).
10. LAND AT THE CATTLE MARKET (74 DWELLINGS).
2.36. Situated in the south-western corner of the District alongside the River Welland and the A1 trunk road, Stamford is the second largest of South Kesteven's four towns and home to almost 17,400 people. The town boundary coincides with the boundaries between the Counties of Lincolnshire, Leicestershire, Northamptonshire and Cambridgeshire.

2.37. The old town, which straddles the river, contains over 600 listed buildings of architectural and historic interest. Its intricate street pattern, steep contours and profusion of 18th and 19th Century buildings of distinction with their mellow stonework and Collyweston roofs produces a townscape of quite exceptional quality. It is duly acknowledged as one of the finest in the country and the very first in England to be designated a Conservation Area.

2.38. During the 1960's the population of Stamford increased by 25 per cent from 11,740 to 14,660. At an average 290 people per annum, this was the highest rate of growth amongst the District's four towns. However during the 1970's and the first half of the last decade it fell to an average 112 per annum. Since then, it has almost doubled to 215 per annum.

2.39. Although the number of new dwellings built in the town fell between the two five year periods mid 1976-81 and mid 1981-86 from an average 114 to 91 per annum, the rate of decline was less than in any of the District's other three towns and largely confined to public sector house building. In fact, Stamford was the only town where the production of new homes for sale actually increased by 13 per cent from an average 76 to 86 per annum. Between 1986 and 1989 building rate increased to 243 per annum.

2.40. In 1988-89 243 dwellings were built at Stamford. Land with planning permission existed for the development of 609 new dwellings in the town and the Council had also resolved to approve sites for a further 63 subject to satisfactory agreements being reached with applicants on the provision or improvement of necessary support services.

2.41. The overall shape of the built-up area of the town has been, and still is, determined by the river valleys; the road network; the tight administrative boundary and land ownership constraints. In the past, peripheral housing development has fanned out almost entirely on the northern side of the Welland Valley in a 180 degree wide arc from east to west. Recent development has avoided the flood plain of the Welland for practical and environmental reasons.

2.42. To the east expansion is constrained by the confluence of the Rivers Gwash and Welland and to the west by the A1 trunk road. To the north, after considerable expansion in that direction up to the crest of the valley side, further development is constrained by poor access, severe foul and surface water drainage difficulties and environmental considerations. The break in slope is considered the natural limit to development in this direction and the consequence of extending the built-up areas beyond this point would cause demonstrable harm to the attractive, undulating landscape. To the south east is the Burghley Park Estate and, to the west, the A1 forms a physical boundary to the town.

2.43. In accordance with the Structure Plan Alteration No. 1 the District Council considers that a policy of restraint on the expansion of new housing
development at the urban edge is necessary to protect the unique character of the town and prevent irreversible damage to its landscape setting. This intention is reflected in the housing proposals of the Local Plan which include only three sites for residential estate development within the existing built-up area in addition to those which have already obtained planning permission. The District Council has approved applications for the development of part of the site at Belvoir Close and, previously, at the Station Yard. In effect, therefore, only one new site at the Cattle Market is proposed.

Bourne

POLICY H3:


NEW HOUSING ESTATE DEVELOPMENT, INCLUDING THAT WITH PLANNING PERMISION*, WILL BE LOCATED ON SITES SHOWN ON THE PROPOSALS MAP INSET NO. 3 AND COMPRISING:

1  *LAND TO THE NORTH OF MILL DROVE AND EAST OF STEPHENSON WAY (120 DWELLINGS).
2  *LAND TO THE SOUTH OF MILL DROVE AND EAST OF KINGSWAY (120 DWELLINGS).
3  *LAND TO THE WEST OF THE A15 NORTH ROAD AND NORTH OF BROADLANDS AVENUE (175 DWELLINGS).
4  *LAND TO THE NORTH OF BEECH AVENUE (146 DWELLINGS).
5  *LAND AT WOODVIEW (33 DWELLINGS).
6  *LAND AT WOODLAND NURSERIES (100 DWELLINGS).
7  *LAND AT THE JUNCTION OF EXETER STREET AND BURGHLEY STREET (22 DWELLINGS).
8  *LAND TO THE NORTH OF WEST ROAD BETWEEN MANOR COURT AND GODOIVA CRESCENT (61 DWELLINGS).
9  *LAND TO THE NORTH OF WEST ROAD AND EAST OF WESTFIELD COUNTY PRIMARY SCHOOL (21 DWELLINGS).
10 *LAND AT THE JUNCTION OF MANOR LANE AND CHURCHILL AVENUE (31 DWELLINGS).
11 *LAND TO THE WEST OF THE A15 SOUTH ROAD AND NORTH OF BOURNE GRAMMAR SCHOOL (60 DWELLINGS).
12 *LAND TO THE WEST OF THE A15 SOUTH ROAD AND SOUTH OF THE CEMETERY (80 DWELLINGS).
13  *LAND BETWEEN COGGLES CAUSEWAY AND THE AUSTERBY (10 DWELLINGS).

14  *LAND TO THE EAST OF CHERRY HOLT ROAD AND NORTH OF BOURNEEAU (24 DWELLINGS).

15  LAND BETWEEN THE A151 WEST ROAD AND THE A15 SOUTH ROAD (1,000 DWELLINGS).

2.44. The town of Bourne is situated astride the A15 Lincoln to Peterborough Road in the eastern part of the District between the flat rich fenlands and the wooded slopes of the limestone hills.

2.45. Just over 8,720 people, or 8 per cent of the total population of the District, live at Bourne. Although the smallest of the Districts four towns, it has grown by almost two thirds since 1961; a proportionate increase second only to The Deepings, some six miles to the south. However, almost 85 per cent of this growth occurred during the 1960's and 1970's when the population of the town increased at an average 144 per annum. Since then the rate of growth has been halved to 70 per annum. During the five years to 1986 it fell to an average 25 per annum; less than 4 per cent of that which occurred in the District as a whole. However since then it has increased seven fold to an average 183 per annum.

2.46. The effect of the recession on house building in Bourne during the early 1980's was more dramatic than in any other of the District's three towns. Over the two five year periods mid 1976-81 and mid 1981-86, the number of new houses erected in the town was halved from an average 64 to 34 per annum. Indeed, an annual average of only 17 were built by the private sector during the six years to 1986 despite the fact that land with planning permission existed for the development of almost 400 at the start of that period. However, over the three years 1987-89 the recovery of the market has been no less dramatic with 399 new homes having been built in the town; 363 of them by the private sector. This is almost as many as the total number built over the previous eight years.

2.47. In 1988 and 1989 a total 292 dwellings were built at Bourne and in 1990 planning permission existed for the development of a further 1,042.

2.48. Whilst the District Council is intent on encouraging the provision and improvement of local jobs and community facilities at The Deepings, it considers that this settlement has, for the time being, had its fair share of major new housing development. Accordingly the Council does not wish to promote any further large scale schemes other than those for which planning permission has already been given. Rather it intends that the majority of the demand for new housing in this part of the District be encouraged to be located at Bourne. The consolidation of development in that town will strengthen and improve upon its traditionally important function as a shopping, business and employment focus for its own resident population and that of a wide surrounding rural area.

2.49. Most of the modern housing estate development at Bourne has taken place on the western side of the town. The limits to expansion in this direction has been, to a large extent, determined by Bourne Wood and the line of the A15 bypass which was laid down by the former Kesteven County Council and subsequently
safeguarded from development by the planning powers of that authority and its successors. More recently Lincolnshire County Council has rescinded the line.

2.50. Housing development in this part of the town has become increasingly remote from the major provision of shopping and community facilities in the central area, and from local jobs and industry to the south-east in the Tunnel Bank area. The effect has been to generate increasingly large amounts of local traffic from within this large housing area through the town centre. Further development within the area would add to the traffic congestion and should be avoided.

2.51. It is considered that the only alternatives for major residential expansion lie to the north-east of the town between the A15 North Road, Mill Drove and Meadow Drove; and to the south-west between the A151 West Road and the A15 South Road.

2.52. The District Council considers that the overall balance of advantage lies with the development of the area to the south-west of the town between the A151 West Road and the A15 South Road.

2.53. The proposed development would not take up the best quality agricultural land and would provide a more balanced shape to the town. Large parts of the development would be within a reasonable walking distance of town centre shops, offices and other facilities and close to existing and proposed industry in the Cherry Holt Road area.

2.54. The development would be comprehensively planned and provide for a range of housing needs, local shops and community facilities.

2.55. The layout would be required to avoid the overhead electricity lines that traverse the site. Other than influencing the extent and form of development, these overhead lines, some of which may be capable of diversion and undergrounding, are not seen as a constraint. Indeed the routes of these lines could form the basis of substantial areas of open space that will be required to be provided within the development and which could help to define and separate existing and proposed housing areas and offer the opportunity for the provision of a network of footpath links focusing on the existing Well Head Fields to the north.

2.56. A new distributor road connecting the A151 West Road with the A15 South Road around the outer edge of the proposed development would be required. Although the road would be essential for the efficient distribution of traffic generated by the development, and should therefore be funded by the developer, it could also form part of an alternative east-west route for through traffic. This road would also provide a defensible barrier to further expansion of development in this part of the town into the open countryside.

2.57. These considerations will be incorporated into a Development Brief for the area to be prepared by the District Council.

2.58. Development of the total site area, which could accommodate about 1,500 dwellings will be phased to extend beyond the Plan period.
The Deepings

POLICY H4:


NEW HOUSING ESTATE DEVELOPMENT, INCLUDING THAT WITH PLANNING PERMISSION*, WILL BE LOCATED ON SITES SHOWN ON THE PROPOSALS MAP INSET NO. 4 AND COMPRISING:

2. *LAND AT HALL FARM ON CHURCH STREET (27 DWELLINGS).
3. *LAND TO THE NORTH OF TOWNGATE EAST ON LANCASTER WAY (73 DWELLINGS).
4. *LAND TO THE WEST OF LINCHFIELD ROAD (319 DWELLINGS).

2.59. The Deepings is the collective name given to the two settlements of Market Deeping and Deeping St James which lie some 7 miles north of the City of Peterborough on the main A15 Lincoln Road, along the north bank of the River Welland which separates the Counties of Lincolnshire and Cambridgeshire.

2.60. Since 1961 the population of The Deepings has almost trebled from 3,746 to 10,863 and its share of the District's population has gone up from 5 to 10 per cent. At an average 240 persons per annum the rate of growth in the ten years to 1971 exceeded that of all towns in Lincolnshire, except Lincoln City and nearby Stamford. In the following ten years to 1981 the rate increased to an average 305 persons per annum. Only Grantham experienced a higher rate of growth. Although it would seem that the rate of increase has fallen to an average of 234 persons since 1981, this is still the highest rate amongst the County's towns, bar Lincoln City, and exceeds by 10 per cent the combined growth rates of the neighbouring towns of Stamford and Bourne.

2.61. Just over 1,660 new dwellings have been built in the town since mid 1976, some 77 per cent more than at Bourne, and 20 per cent more than at Stamford. At an average 123 dwellings per annum the rate of completions represented over one quarter of the annual average building rate required by the 1981 Structure Plan for the Districts' four towns to the year 1991. In common with the other three towns the rate of house building at The Deepings fell between the two five
year periods 1976-81 and 1981-86, from an average 152 to 88 dwellings per annum; a drop of almost 42 per cent. However, since 1986 housing completions have recovered to 131 per annum.

2.62. The vast majority of this growth has been fostered by the major expansion of industry and jobs across the County/District boundary in nearby Peterborough. The high level of inward migration during the last twenty years has resulted in a much younger than average age structure, and thus an inbuilt momentum for further growth through natural increase irrespective of any future demand from elsewhere.

2.63. In 1973 the former Kesteven County Council prepared and approved the "Deepings Policy Plan" which was adopted by South Kesteven District Council in 1974 as a basis for development control. This Plan identified sufficient new housing land in the town which, if developed, would result in an estimated total population of 10,500. Within a very short time of its approval, all the housing land shown on the Policy Plan had been granted planning permission by the County Council, and, at 10,860 persons, the population now exceeds the figure of 10,500 quoted in the Plan.

2.64. Major housing development has taken place in accordance with and, in some instances, beyond the generous provisions of the 1973 Policy Plan in the area between Godsey's Lane and Linchfield Road, and more recently along Millfield Road. At present land with planning permission exists for the development of over 800 new homes in the town, generally within these same areas.

2.65. Although the population of The Deepings exceeds that of the neighbouring town of Bourne by 2,140 or 25 per cent, it lacks the kind of town centre with the wide range of commercial and retail activity that is characteristic of Bourne and similar small towns. Whereas the rapid growth has generated a need for heavy public investment in essential public services and community facilities, the failure in the past of some of these facilities, especially primary school provision, to keep pace with the rapid rate of population growth has been the cause of considerable disquiet amongst the local community. Considerable resources are still needed to overcome current shortages in service provision. The character of the town has also, to a large extent, been overshadowed by large-scale modern suburban housing and there are growing problems of traffic congestion, frustrated by the constricted river crossing.

2.66. The District Council believes that there is now a need to allow the community to settle down and come to terms with the recent very rapid growth in its size and population. Thus, whilst the Council recognises the need to encourage and make provision for an increase in local employment opportunities to meet the needs of the existing population and that likely to be generated by committed housing schemes, it intends to exercise a policy of restraint on the expansion of additional new housing estate development in the town. This intention is reflected in the major housing proposals for the town in the Local Plan, which includes only those sites for which planning permission has already been obtained.
The Rural Area

2.67. An estimated 32,930 people, which is equivalent to 31 per cent of the total population of the District, live outside the four towns. The average population of the parishes is 422 and only twenty three of the seventy eight are larger. However, the range of size is considerable, varying from about 50 persons at Braceby and Sapperton to just over 2,100 at Barrowby.

2.68. In general terms the settlement pattern is typified by a large number of villages, hamlets, country mansions, farms, cottages and other dwellings located in sporadic groups along country roads. This pattern of distribution originated in a period of restricted mobility and its main purpose was to house those who owned and worked on the land. Each settlement had its own local crafts and supporting services, and shared the visual and social characteristics of a slow rate of change, closely linked to agricultural prosperity.

2.69. Since the turn of the century, but noticeably during the past two or three decades, considerable changes have taken place in the nature and distribution of population throughout the area, and in the character and function of villages. Improvements in agricultural techniques have resulted in progressively fewer permanent jobs and the country dweller who cannot find suitable work locally must either commute or move to the towns in search of wider opportunities.

2.70. Whereas considerable improvements have been made in the servicing of villages with modern utilities, many have experienced a reduction or loss of local community facilities such as schools, shops, post offices, health and public transport services which not so long ago were virtually taken for granted. Such events are largely the result of the growing differences between the costs of maintaining these facilities against diminishing levels of support and peoples changing needs and expectations.

2.71. Generally speaking the inhabitants of rural areas are demanding a near urban standard of living. In addition to employment they look increasingly toward the nearby towns where the majority of social, shopping, commercial and leisure facilities, some of which are highly specialised, tend to be concentrated. Access to these facilities is made easier due to the influence of the motor car which has given freedom of movement on an unprecedented scale.

2.72. Faced with stiff competition from the towns and low levels of public support, many conventional facilities, particularly in the smaller villages, have become increasingly expensive and uneconomic to maintain, often resulting in their ultimate withdrawal. Clearly this can cause considerable personal hardship for those members of the community who are less mobile and more reliant on local services such as the village shop, post office and bus. However, in some villages, self-help initiatives have been successfully undertaken by the local community which have resulted in the provision or improvement of certain facilities, notably village halls and playing fields. Such action may form the nucleus of further rural regeneration.

2.73. Over the past few years the District Council has prepared and approved informal policy plans for 44 rural settlements not identified for significant development under the 1981 Structure Plan. These plans, which were the subject of consultation and agreement with the relevant Parish Councils, defined
the outer edge or "curtilage" of each village beyond which development would not normally be allowed to take place except in very special circumstances.

2.74. In each case, the boundary was drawn very tightly around the existing built-up area. Any opportunities that existed for new development would therefore need to take the form of replacements or judicious "infilling", i.e. in the sense of filling appropriate spaces between existing buildings.

2.75. There was mounting criticism that many of these "curtilage plans" interpreted existing Structure Plan policies and local conditions in too restrictive a manner. Certainly the circumstances under which they were prepared have changed dramatically. The rural housing market has become increasingly open to the demands from commuters and retired people from the nearby towns, London and further afield. The few infill sites that exist within the prescribed development boundaries of many of these villages in highly marketable areas are much sought after and, in many cases, have all but dried up. The cost of acquiring such sites as do remain is high and tends to produce higher priced homes. Their scarcity pushes the price up even further and inhibits choice within the market to both local people and newcomers.

2.76. The strict adherence to these plans would mean that very little or, in some cases, no more development would take place in the great majority of villages. Population would fall, young people would be driven away, and services would decline.

2.77. The District Council does not wish to see rural settlements and their communities decline as a result of over-restrictive planning policies and considers that many villages are capable of accommodating more housing development than previously provided for in order to meet anticipated demand.

2.78. In order to meet the total housing requirement for the District as proposed in the Structure Plan Alteration No. 1, and allowing for that allocated to the four Towns, about 3,800 dwellings need to be provided in the rural area over the period 1988-2001.

2.79. Allowing for those built in 1988-89, provision needs to be made for the development of about 3,375 dwellings in the area between 1990 and the year 2001. However, in 1990, planning permission already existed for the development of about 2,690 dwellings in the rural area. Therefore, in order to meet the Structure Plan allocation to the year 2001, provision needs to be made for an additional 686 dwellings. Since the District Council has already resolved to grant planning permission on sites for about 275, then additional land needs to be found for about 410 dwellings.

POLICY H5:

NEW HOUSING ESTATE DEVELOPMENT, INCLUDING THAT WITH PLANNING PERMISSION*, WILL BE LOCATED AT THE FOLLOWING VILLAGES ON SITES SHOWN ON THE PROPOSALS MAP INSET NOS. 1 AND 5 TO 22 AND COMPRISING:

**Ancaster** (Inset Map No. 5)

1 *LAND TO THE WEST OF ERMINE STREET BETWEEN BROOKSIDE AND WATER LANE (28 DWELLINGS).

2 *LAND TO THE NORTH OF HILLSIDE AND EAST OF MERCIA DRIVE (72 DWELLINGS).

3 *LAND BETWEEN ERMINE STREET AND ROMAN WAY (10 DWELLINGS).

**Baston** (Inset Map No. 6)

4 *LAND TO THE NORTH OF MAIN STREET AND EAST OF THETFORD AVENUE (68 DWELLINGS).

5 *LAND TO THE NORTH OF MAIN STREET BETWEEN THETFORD AVENUE AND ST JOHNS CLOSE (40 DWELLINGS).

6 *LAND TO THE SOUTH OF MAIN STREET AND CHURCH STREET (118 DWELLINGS).

7 LAND TO THE NORTH OF MAIN STREET BETWEEN ST JOHNS CLOSE AND THE VICARAGE (25 DWELLINGS).

8 LAND TO THE WEST OF THE A15 AND SOUTH OF GREATFORD ROAD (78 DWELLINGS).

**Billingborough** (Inset Map No. 7)

9 *LAND BETWEEN STATION ROAD AND THE RIVER TO THE WEST OF THE COUNTY PRIMARY SCHOOL (40 DWELLINGS).

10 *LAND BETWEEN VINE STREET AND THE RIVER (11 DWELLINGS).

11 *LAND AT BUCKMINSTER HOUSE (36 DWELLINGS).

12 LAND BETWEEN STATION ROAD AND BIRTHORPE ROAD (60 DWELLINGS).

**Carlby** (Inset Map No. 8)

13 *LAND NORTH-EAST OF HIGH STREET AT THE REAR OF HOME FARM (11 DWELLINGS).

14 LAND TO THE EAST OF HIGH STREET, INCLUDING THE TRANSPORT DEPOT (45 DWELLINGS).
15 **LAND TO THE WEST OF CHURCH STREET (25 DWELLINGS).**

**Castle Bytham (Inset Map No. 9)**

16 **LAND AT THE JUNCTION OF GLEN ROAD AND COUNTHORPE LANE (11 DWELLINGS).**

17 **LAND TO THE EAST OF CUMBERLAND GARDENS (13 DWELLINGS).**

18 **LAND TO THE SOUTH OF CLIPSHAM ROAD ADJOINING REGAL GARDENS (27 DWELLINGS).**

**Caythorpe (Inset Map No. 10)**

19 **LAND TO THE NORTH OF WATERLOO ROAD (19 DWELLINGS).**

20 **LAND TO THE WEST OF GORSE HILL LANE BETWEEN KINGS HILL FARM AND TEMPLEWAY CLOSE (62 DWELLINGS).**

21 **LAND OFF HIGH STREET (22 DWELLINGS).**

**Claypole (Inset Map No. 11)**

22 **LAND BETWEEN SCHOOL LANE AND BARNBY LANE (71 DWELLINGS).**

23 **LAND TO THE NORTH AND EAST OF DODDINGTON LANE (46 DWELLINGS).**

24 **LAND BETWEEN DODDINGTON LANE AND GORDON HOUSE FARM (51 DWELLINGS).**

**Corby Glen (Inset Map No. 13)**

25 **LAND TO THE NORTH OF THE A151 BOURNE ROAD AND EAST OF MORELEYS LANE (50 DWELLINGS).**

**Folkingham (Inset Map No. 14)**

26 **LAND TO THE EAST OF WALCOT ROAD AND NORTH OF WEST STREET (64 DWELLINGS).**

27 **LAND TO THE EAST OF WALCOT ROAD AND NORTH OF WEST STREET (70 DWELLINGS).**

**Great Gonerby (Inset Map No. 1)**

28 **LAND AT COVILL CLOSE (38 DWELLINGS).**

29 **LAND TO THE SOUTH OF LONG STREET AT MANOR FARM (20 DWELLINGS).**
Langtoft (Inset Map No. 15)

30  *LAND BETWEEN THE A15 PETERBOROUGH ROAD AND HYDE
    GARDENS (46 DWELLINGS).

31  *LAND TO THE NORTH WEST OF STOWE ROAD AND SOUTH
    WEST OF MOSSOP DRIVE (74 DWELLINGS).

32  LAND TO THE NORTH WEST OF STOWE ROAD (153
    DWELLINGS).

33  LAND TO THE SOUTH EAST OF STOWE ROAD (10
    DWELLINGS).

Long Bennington (Inset Map No. 16)

34  *LAND TO THE NORTH OF WESTBOROUGH LANE BETWEEN
    WATER LANE AND THE RIVER WITHAM (49 DWELLINGS).

35  *LAND AT THE MANOR HOTEL BETWEEN COSTA ROW AND
    MAIN ROAD (14 DWELLINGS).

36  *LAND TO THE EAST OF COSTA ROW AND SOUTH OF THE
    MANOR HOTEL (40 DWELLINGS).

37  *LAND TO THE WEST OF THE PRIMARY SCHOOL BETWEEN
    VICARAGE LANE AND THE PASTURES (30 DWELLINGS).

Morton (Inset Map No. 17)

38  *LAND TO THE SOUTH OF STATION ROAD (103 DWELLINGS).

39  *LAND TO THE NORTH OF STATION ROAD (206 DWELLINGS).

40  *LAND AT THE OLD STATION YARD (15 DWELLINGS).

Northorpe and Thurlby (Inset Map No. 18)

41  *LAND TO THE EAST OF LAWRENCE WAY BETWEEN
    NORTHRORPE AND LAWRENCE PARK (122 DWELLINGS).

42  *LAND TO THE SOUTH OF SWALLOW HILL (30 DWELLINGS).

43  LAND BETWEEN SITE 41 ABOVE AND NORTHRORPE (67
    DWELLINGS).

Rippingale (Inset Map No 19)

44  *LAND TO THE EAST OF MIDDLE STREET (22 DWELLINGS).

45  *LAND TO THE WEST OF DOVECOTE (40 DWELLINGS).
South Witham (Inset Map No. 20)

46  *LAND TO THE WEST OF NORTH WITHAM ROAD BETWEEN GREAT CLOSE/TEMPLARS WAY AND THE RIVER WITHAM (80 DWELLINGS).

Tallington (Inset Map No. 21)

47  LAND TO THE NORTH OF THE A16 TRUNK ROAD BETWEEN CASEWICK LANE AND WEST ROAD (50 DWELLINGS).

Uffington (Inset Map No.22)

48  *LAND TO THE NORTH OF GREATFORD ROAD (40 DWELLINGS)

49  *LAND TO THE WEST OF GREATFORD ROAD AND NORTH OF HOME FARM (14 DWELLINGS).

2.80. Land with planning permission for residential development of a significant scale (estate-type development) and/or upon which the District Council has resolved to grant planning permission exists at each of the villages of ANCaster, Castle Bytham, Caythorpe, Claypole, Corby Glen, Folkingham, Great Gonerby, Long Bennington, Morton, RipponGale, South Witham and UFFington. The District Council considers that these villages are not capable of accommodating additional housing estate development without causing unacceptable damage to their form, character and the surrounding countryside. Accordingly the sites identified for development in the Local Plan include only those for which planning permission has been obtained and/or for which the District Council has resolved to grant planning permission.

2.81. Planning permission for new housing estate development also exists at each of the villages of Baston, Billingborough, Langtoft and Northorpe and Thurlby. The District Council considers that these villages, which lie along the main A15 Lincoln to Peterborough Road and possess a good range of services and facilities, are capable of accommodating additional estate-type development of a locally appropriate scale without causing demonstrable harm to their character and setting.

2.82. At Baston two new sites are allocated for housing estate development, in addition to those with planning consent, between St Johns Close and The Vicarage and south of Greatford Road at Urn Farm.

2.83. At Billingborough two new sites are allocated: one at Buckminster House and the other on the western side of the village and contained on three sides by existing development at West Road, Station Road and Bir thorpe Road.
2.84. At LANGTOFT two new sites are allocated at the western end of the village; one to the north-west of Stowe Road adjoining existing residential estate development and the other, in the form of infill development between existing properties fronting onto the south eastern side of Stowe Road.

2.85. At NORTHORPE and THURLBY a new site is allocated to the north of Lawrence Park and contained on all sides by existing and approved development.

2.86. The villages of CARLBY and TALLINGTON are situated within easy reach of Stamford on the B6121 Bourne Road and the A16 Deepings Road. The District Council considers that both villages are capable of accommodating an appropriate scale of new residential estate development without harm to their character or setting, and which would extend the choice of housing close to the town. Accordingly a site is allocated at TALLINGTON adjoining the village between Casewick Lane and West Road and, at CARLBY, two sites to the east of High Street (including the transport depot) and west of Church Street.

POLICY H6:

OTHER THAN ON THOSE SITES IDENTIFIED FOR NEW RESIDENTIAL DEVELOPMENT AT THE TOWNS AND VILLAGES LISTED IN POLICIES H1, H2, H3 H4 AND H5, PLANNING PERMISSION WILL NORMALLY BE GIVEN FOR THE FOLLOWING CATEGORIES OF RESIDENTIAL DEVELOPMENT WHERE SUITABLE SITES EXIST WITHIN OR IMMEDIATELY ADJOINING THE EXISTING BUILT-UP AREA:

a) SMALL GROUPS OF DWELLINGS;

b) INDIVIDUAL DWELLINGS;

c) REDEVELOPMENT OR CHANGE OF USE OF EXISTING BUILDINGS; AND

d) IMPROVEMENT AND EXTENSION OF EXISTING DWELLINGS.

IN DETERMINING PROPOSALS FOR SUCH DEVELOPMENT, CONSIDERATION WILL BE GIVEN TO:

i) THE IMPACT OF THE PROPOSAL ON THE FORM, CHARACTER AND SETTING OF THE SETTLEMENT AND ON THE COMMUNITY AND ITS LOCAL ENVIRONMENT;

ii) THE AVAILABILITY OF UTILITY SERVICES;

iii) THE PROVISION OF SATISFACTORY ACCESS;

iv) THE NEED TO PROTECT OPEN SPACES DEFINED ON THE PROPOSALS MAP AS SERVING AN IMPORTANT VISUAL OR AMENITY FUNCTION; AND

v) THE NEED TO AVOID THE EXTENSION OF ISOLATED GROUPS OF HOUSES AND THE CONSOLIDATION OR EXTENSION OF SPORADIC AND LINEAR DEVELOPMENT.
2.87. In addition to the sites shown on the Proposals Map, there may be some locations within or immediately adjoining the built-up area of the towns and villages identified in Policies H1 to H5 where small sites are capable of development or existing premises are capable of adaptation or extension for residential purposes without detriment to the locality.

2.88. Whereas sympathetic infill may be an appropriate form of development, it should not be assumed that planning consent will be granted since some open areas, including established gardens, orchards, paddocks or even breaks between buildings, make an important contribution to the character and appearance of a particular area, and should remain undeveloped.

2.89. There may also be circumstances where development in close association with the framework of the built-up area but within the wider physical confines of the settlement formed, for example, by a natural or man-made feature, may be acceptable provided that it is in keeping with the scale, form and character of the settlement and does not result in the consolidation or extension of sporadic and linear development.

2.90. A small group of dwellings is defined as up to 10 dwellings. Exceptions may be made for the redevelopment of a site which is not identified on the Proposals Map for more than 10 dwellings where the proposed development complies with specified criteria i) to v) of the Policy.

**POLICY H7:**

IN ALL OTHER SETTLEMENTS OTHER THAN THOSE LISTED IN POLICIES H1, H2, H3, H4 AND H5 AND AT BELTON, PLANNING PERMISSION WILL NORMALLY BE GIVEN FOR THE FOLLOWING CATEGORIES OF RESIDENTIAL DEVELOPMENT WHERE SUITABLE SITES EXIST WITHIN OR IMMEDIATELY ADJOINING THE EXISTING BUILT-UP AREA:

a) SMALL GROUPS OF DWELLINGS;

b) INDIVIDUAL DWELLINGS;

c) REDEVELOPMENT OR CHANGE OF USE OF EXISTING BUILDINGS; AND

d) IMPROVEMENT AND EXTENSION OF EXISTING DWELLINGS.

IN DETERMINING PROPOSALS FOR SUCH DEVELOPMENT, CONSIDERATION WILL BE GIVEN TO:

i) THE IMPACT OF THE PROPOSAL ON THE FORM, CHARACTER AND SETTING OF THE SETTLEMENT AND ON THE COMMUNITY AND ITS LOCAL ENVIRONMENT;

ii) THE AVAILABILITY OF UTILITY SERVICES;

iii) THE PROVISION OF SATISFACTORY ACCESS;
iv) THE NEED TO PROTECT OPEN SPACES DEFINED ON THE PROPOSALS MAP AS SERVING AN IMPORTANT VISUAL OR AMENITY FUNCTION; AND

v) THE NEED TO AVOID THE EXTENSION OF ISOLATED GROUPS OF HOUSES AND THE CONSOLIDATION OR EXTENSION OF SPORADIC AND LINEAR DEVELOPMENT.

AT BELTON PLANNING PERMISSION WILL NOT NORMALLY BE GIVEN FOR NEW RESIDENTIAL DEVELOPMENT. EXCEPTIONS MAY INCLUDE PROPOSALS FOR THE RE-USE OF SUITABLE BUILDINGS WHERE THEY WOULD BE OF BENEFIT TO THE VILLAGE ENVIRONMENT.

2.91. The remaining rural settlements are not considered appropriate for additional development of a significant scale (estate-type development) by reason of their size, form, character, setting and/or rate of past development. Some, which have experienced significant residential development over many years, are now considered to be at or approaching their limit of natural growth and not thought suitable to accommodate significant growth without unacceptable damage to the physical environment.

2.92. Therefore only small scale new residential development as defined within the Policy will normally be allowed where suitable sites exists within or immediately adjoining the built-up area of these settlements and which do not adversely effect their character and appearance or result in the consolidation or extension of sporadic and linear development.

2.93. A small group of dwellings is defined as up to 10 dwellings. Exceptions may be made for the redevelopment of a site which is not identified on the Proposals Map for more than 10 dwellings where the proposed development complies with specified criteria i) to v) of the Policy.

2.94. The District Council is firmly of the opinion that new residential development at Belton should be strictly limited in order to protect the unique architectural style, form and character of this attractive historic estate village.

Affordable Housing

POLICY H8:

EXCEPTIONALLY, AND IN ADDITION TO THE HOUSING LAND PROVISIONS MADE IN THE LOCAL PLAN UNDER POLICIES H1 TO H7, THE DISTRICT COUNCIL MAY BE PREPARED TO GRANT PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT ON SMALL SITES WITHIN OR ADJOINING EXISTING SETTLEMENTS WHICH WOULD NOT NORMALLY BE RELEASED FOR GENERAL HOUSING DEMAND AND WHICH PROVIDE AFFORDABLE HOUSING TO MEET A PROVEN LOCAL NEED.

TO BE CONSIDERED FAVOURABLY, THE DISTRICT COUNCIL WILL NEED TO BE SATISFIED THAT THE NEED FOR SUCH HOUSING CANNOT BE ACCOMMODATED IN ANY OTHER WAY AND THAT THE BENEFITS PASS NOT ONLY TO THE INITIAL OCCUPANTS BUT ALSO
TO SUBSEQUENT OCCUPANTS BY SECURE ARRANGEMENTS MADE BY, FOR EXAMPLE, THE INVOLVEMENT OF A VILLAGE TRUST OR HOUSING ASSOCIATION, LANDOWNER COVENANTS, OR AGREEMENTS BETWEEN THE DISTRICT COUNCIL AND DEVELOPERS UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990.

SITES MUST BE WELL RELATED TO THE EXISTING FORM OF THE SETTLEMENT IN LOCATIONS WHICH WOULD NOT SPOIL ITS CHARACTER OR LANDSCAPE SETTING AND WHERE PUBLIC SERVICES AND SATISFACTORY ACCESS CAN BE MADE AVAILABLE.

2.95. The combined effects of high house prices, a limited supply of council housing and the decline of the rural rented sector have all helped to deny low paid local people the chance of living and working in the area. Affordable housing can only be produced on cheap land. Land zoned for development, or on which there is every hope that it might soon be zoned for development, is not cheap. But land on which there is no reason to hope for permission to build speculative housing can be. Since planning conditions cannot normally be used to impose restrictions on tenure or occupancy, the District Council will need to be satisfied, before granting planning permission for low cost housing for local needs on such land, that other secure arrangements to that effect are to be made.

2.96. Affordable housing means housing for those people whose income does not allow them to compete in the open market for house purchase and for whom private sector economic rents are too high. It can cover low cost housing for purchase, perhaps on the basis of shared equity arrangements, rented housing and specialist accommodation matched to the needs of the local community.

2.97. The District Council will need to be satisfied that the housing proposed meets an identified local need which cannot be met on the open market; that the eventual cost to the occupiers will enable that need to be met; that the overall scheme is economically viable; and that adequate arrangements are made to reserve the housing in question for local needs, both initially and on subsequent changes of occupant.

2.98. The onus will be on the applicant to prove the local need that the development is intended to serve. It is likely that the applicant will have to carry out a detailed survey of the locality in order to discover how many local people are in housing need; what their needs are, and what they can afford.

2.99. 'Local Need' is defined as covering:

(i) Existing residents needing separate accommodation in the area (e.g. newly married couples, people leaving tied accommodation on retirement) and those living in sub-standard accommodation or requiring accommodation more suited to their particular requirements;

(ii) People who are employed within the locality and need to be close to their work;

(iii) People with the offer of a job in the locality, who cannot take up the offer because of the lack of affordable housing; and
(iv) People who are not necessarily resident locally but have long-standing links with the locality (e.g. elderly people who need to move back to the area to be near relatives).

2.100. The area within which needs will be considered 'local' will normally be confined to the particular settlements at which the development is proposed to take place. However, the District Council may be prepared to consider identifiable needs in immediately neighbouring settlements and, exceptionally, within the Local Plan area as a whole.

2.101. It is anticipated that most proposals put forward under this policy will be relatively small scale. Each proposal will be treated on its individual merits and assessed on the basis of its impact on the surrounding area, in terms of visual intrusion, safe access and availability of services.

POLICY H9:

IN CONSIDERING PROPOSALS FOR NEW HOUSING DEVELOPMENT ON A SUBSTANTIAL SCALE, THE DISTRICT COUNCIL WILL HAVE REGARD TO THE EXTENT TO WHICH THE PROPOSALS INCORPORATE A REASONABLE MIX AND BALANCE OF HOUSE TYPES AND SIZES TO CATER FOR A RANGE OF HOUSING NEEDS.

WHERE THERE IS A DEMONSTRABLE LACK OF AFFORDABLE HOUSING TO MEET LOCAL NEEDS, THE DISTRICT COUNCIL WILL SEEK TO NEGOTIATE WITH DEVELOPERS FOR THE INCLUSION OF A ELEMENT OF AFFORDABLE HOUSING ON SITES ALLOCATED FOR HOUSING IN THE LOCAL PLAN AND ON OTHER SITES AS MAY BE CONSIDERED SUITABLE FOR SUCH PURPOSES.

2.102. When developing large sites it may be desirable to incorporate a variety of housing to maximise choice and reflect differing needs. Planning applications will need to take into account the character of the site and its relationship with the surrounding area. Where the District Council is satisfied that there is a demonstrable lack of affordable housing, the Council will seek to negotiate with developers to achieve an element of such housing as part of residential schemes.

Residential Development in the Open Countryside

POLICY H10:

NEW RESIDENTIAL DEVELOPMENT IN THE OPEN COUNTRYSIDE, AWAY FROM ESTABLISHED SETTLEMENTS, WILL NOT NORMALLY BE PERMITTED UNLESS THE DISTRICT COUNCIL IS SATISFIED THAT THERE IS AN ESSENTIAL NEED TO PROVIDE SUCH DEVELOPMENT TO ENABLE A PERSON EMPLOYED IN AGRICULTURE OR FORESTRY TO LIVE AT OR VERY CLOSE TO HIS PLACE OF WORK, AND FOR WHICH THERE IS NO EXISTING SUITABLE OR AVAILABLE MEANS OF ACCOMMODATION.
THE DWELLING SHALL BE SITED AND DESIGNED SO AS TO MINIMISE ITS IMPACT ON THE LANDSCAPE AND, WHEREVER POSSIBLE, FORM PART OF A GROUP OF BUILDINGS TO WHICH IT RELATES AND SHARE THE SAME MEANS OF ACCESS ONTO A PUBLIC HIGHWAY.

WHERE THE NEED FOR SUCH DEVELOPMENT HAS BEEN ACCEPTED, AND PROVIDED THAT THE SITING AND ACCESS REQUIREMENTS ARE SATISFACTORY, PLANNING PERMISSION WILL NORMAL BE MADE SUBJECT TO A CONDITION OR LEGAL AGREEMENT LIMITING THE OCCUPANCY OF THE DWELLING TO A PERSON SOLELY OR MAINLY WORKING, OR LAST WORKING, IN THE LOCALITY IN THE ENTERPRISE, OR A WIDOW OR WIDOWER OF SUCH A PERSON AND TO ANY RESIDENTIAL DEPENDANTS.

2.103. In accordance with long standing Government policy new housebuilding in the open countryside away from established settlements will be strictly controlled.

2.104. One of the few circumstances in which isolated residential development in the countryside may be justified is when accommodation is required to enable those employed in farming or forestry to live at or in the immediate vicinity of their place of work.

2.105. Where the need to provide accommodation has been accepted as justifying isolated residential development in the countryside, planning permission will normally be made subject to an occupancy condition or legal agreement entered into with the District Council.

Sub-Division of Houses into Flats

POLICY H11:

PLANNING PERMISSION WILL NORMAL BE GRANTED FOR THE SUB-DIVISION OF EXISTING HOUSES INTO FLATS WHERE IT CAN BE DEMONSTRATED THAT:

1. ALL DWELLINGS ARE SELF-CONTAINED WITH INDEPENDENT ACCESS ARRANGEMENTS;

2. THE PROPOSAL DOES NOT HAVE AN ADVERSE EFFECT ON THE CHARACTER OF THE LOCALITY AND IS NOT DETRIMENTAL TO THE AMENITY OF ADJOINING OR NEARBY DWELLINGS;

3. SATISFACTORY ACCESS AND PARKING FACILITIES CAN BE PROVIDED; AND

4. APPROPRIATE PROVISION IS MADE FOR PRIVATE OUTSIDE AMENITY SPACE.

2.106. There is a continuing trend towards lower household sizes reflected in the need for small units of accommodation. Sub-division of houses into flats can provide useful living accommodation, particularly for single persons and the elderly. In dealing with applications for this type of development the prime considerations
will be the suitability of the property for conversion, the effect on the character of the locality and on adjoining dwellings and the acceptability of the resulting accommodation.

2.107. In dealing with applications arising from this trend the District Council must take account of the cumulative effect such conversions could have on the character of a locality, particularly in terms of additional traffic generation.

2.108. The most appropriate form of property for conversion to flats would be detached houses, although in some cases large pairs of semi-detached or terraced houses may also be suitable for conversion. However, in such cases particular care will need to be given to internal design (a living room adjoining a neighbour's bedroom may cause problems) and the question of sound proofing.

2.109. In order to protect the amenity of future residents of such dwellings, each unit must be self-contained. Car parking should also be provided to the Highway Authority's standards, and should not be detrimental to the amenity of adjoining or nearby dwellings.

Restriction on Change of Use of Residential Properties at Grantham and Stamford

POLICY H12:

PLANNING PERMISSION WILL NOT NORMALLY BE GIVEN AT GRANTHAM AND STAMFORD FOR THE CHANGE OF USE OF RESIDENTIAL PROPERTIES WITHIN THE AREAS DEFINED IN THE PROPOSALS MAP.

2.110. The District Council is aware that many people have a preference or particular need to live in or close to town centres and would wish to ensure the availability of adequate accommodation to meet their needs. The Council also wishes to safeguard the amenities of existing and future residents in these areas and maintain the character and appearance of the buildings.

Residential Caravans and Mobile Homes

POLICY H13:

PROPOSALS FOR RESIDENTIAL CARAVANS AND MOBILE HOMES SHALL NORMALLY CONFORM WITH POLICIES FOR THE LOCATION OF PERMANENT RESIDENTIAL DEVELOPMENT.

2.111. Residential caravans and mobile homes can provide an acceptable low cost form of home ownership. They are particularly suitable for small one and two person households, but the larger models can also be suitable for small families.

2.112. Residential caravans and mobile homes occupied as permanent dwellings can have a significant effect on the environment and amenity of an area and their location will generally be treated in the same way as permanent dwellings.
2.113. In certain circumstances, particularly on agricultural holdings, it may be desirable to allow the temporary location of a residential caravan in order to test the need for a permanent dwelling.
3. EMPLOYMENT
3. **EMPLOYMENT**

**Introduction**

3.1. The economy of the District is largely based upon engineering, farming and agricultural related industries, which provide the major source of male employment, and retailing and other service trades which offer a predominance of female jobs. The bulk of local employment-generating development is located in the four towns of Grantham, Stamford, Bourne and The Deepings, though many people commute to work outside the District in Peterborough, Nottingham or further afield.

3.2. The District Council and its predecessors have long been concerned over the decline of employment in agriculture and other rural based activities and the heavy reliance of the towns' manufacturing workforce on a small number of large firms. During the recession of the mid 1980's, substantial job losses occurred in some of these firms, especially those involved in mechanical engineering.

3.3. In order to tackle the problems of unemployment, over-concentration on particular industries, and the dependence of certain parts of the District on external sources of employment, the Council has adopted a positive policy of fostering and stimulating the growth and regeneration of the local economy by seeking to ensure that development is not restrained by a shortage of suitable land and buildings which are capable of accommodating a variety of industrial and business activities.

3.4. In recent years there has been an unprecedented demand for industrial land and buildings of various sizes throughout South Kesteven from existing firms and potential newcomers who recognise the District's locational advantages.

**Structure Plan Policies**

3.5. The objectives of the approved 1981 Lincolnshire Structure Plan are to reduce the vulnerability of local economies to change; increase the choice of jobs and achieve a satisfactory relationship between supply of labour and availability of jobs.

3.6. In pursuit of these objectives, the employment policies of the Structure Plan require provision to be made for industrial development in the towns of GRANTHAM, STAMFORD, BOURNE and THE DEEPINGS on a scale which has regard to their size, population, character and importance as employment centres for the surrounding area; accessibility to road and rail communications, and the availability of necessary services. Planning applications for industrial development will be considered having regard to the suitability of the location proposed and the likely impact on traffic movement, neighbouring uses and general amenity, and the need to conserve high quality agricultural land.

3.7. Outside the towns planning permission will normally be forthcoming for manufacturing and service industry on a locally appropriate scale in the main villages of ANCASTER, BILLINGBOROUGH, CAYTHORPE, CORBY GLEN and SOUTH WITHAM.
3.8. In other settlements planning permission will normally be restricted to craft workshops and other small-scale industrial undertakings and industrial development shown to be essential in that location, providing that there are no infrastructure or environmental constraints. Where permitted, such developments may be subject to conditions to control their size and the nature of their activities.

3.9. Elsewhere, in the open countryside, there will be a general presumption against new industrial development except where it can be shown that the proposed development is essential in that location, and would be acceptable in terms of the impact on the environment and the level of traffic movement.

3.10. Other Structure Plan employment policies require provision to be made for small firms and businesses to expand or set up in towns and villages, but guard against the creation or expansion of industries which are likely to cause or are already creating, significant environmental problems. Where appropriate and practicable, the local planning authorities will make provision for their relocation on more suitable sites.

3.11. Following consultation with the public and interested organisations, the County Council has adopted a proposed Alteration No. 2 to the approved Structure Plan, setting out the broad strategic planning framework for employment and shopping development in the County through to the year 2001.

3.12. The strategy embodied in the employment policies of the Structure Plan Alteration No. 2 is essentially promotional, consistent with the need to protect the environment.

3.13. Central to the strategy is the need for a continuing, adequate range of sites to be provided in Local Plans for industrial, warehousing and office uses of an appropriate size, quality and location, and the need to ensure that both existing land and that allocated in Local Plans for such development is retained for such use unless specified criteria are met.

3.14. Within this basic requirement the Alteration No. 2 requires provision to be made for large scale industrial, warehousing and office development at Bourne and Grantham, and for other development in or immediately adjacent to all urban areas and, where appropriate, other existing settlements relative to its scale and impact on the surroundings. Exceptionally, where a large scale development proposal creating a significant employment and economic benefit cannot be satisfactorily accommodated on land already provided, planning permission may be forthcoming for the use of additional suitable land.

3.15. Elsewhere, in the open countryside, the re-use for industrial, warehousing and office development of appropriate rural buildings will normally be permitted.

The Scale of Provision for Employment

3.16. Forecasting the needs of industry to the end of this century is difficult since the property and land requirements of both existing and new businesses are increasingly diverse. As industry modernises and re-equipps, as it must to compete internationally, more factory space per worker is required. The accelerated introduction of automation reinforces this trend as such systems require substantial amounts of space.
3.17. Many modern manufacturing, warehousing and service industries are land-hungry and have been growing at a faster rate than was foreseen. The major part of demand is for well designed estates and buildings with plenty of space, good parking, attractive environments, preferably near the main centres of population and labour supply. Some of the best locations are on green field sites on the edge of, or close to, urban areas with good access to primary roads. At the same time many small firms and businesses, which feature highly in the growth of the national and local economy, seek modest, low cost accommodation within the built-up areas of towns and in villages.

3.18. It is clear that only a range of readily available sites and buildings of varying size, location, tenure and price can meet the diverse and sometimes very particular requirements of individual firms. The Local Plan does not therefore set out to prescribe how much land should be provided for industrial and business use to the year 2001 but seeks to identify specific sites and other locations sufficiently varied to meet the different requirements of existing and new businesses within the overall growth strategy of the Structure Plan.

Policy Objectives

3.19. The employment objectives of this Local Plan are to:

i) Identify an adequate range of sites, in terms of size and quality, for industrial and business development at suitable locations within and adjoining the towns and selected rural villages;

ii) Encourage the establishment or expansion of appropriate industrial and business development in the District's towns and villages of a scale and nature compatible with the local environment;

iii) Carefully control industrial and business development in the open countryside;

iv) Encourage the redevelopment and/or expansion of existing industrial and businesses uses where compatible with the local environment;

v) Resist expansion of existing industrial and business uses which are causing unacceptable environmental problems and encourage their relocation to more suitable sites; and

vi) Safeguard existing and allocated industrial and business sites from other development so that they continue to provide for employment needs.

Policies and Proposals

The Towns

3.20. The main strategy of the Structure Plan is to concentrate most economic development activity in or adjacent to the District's four towns since they have the most pressing needs and the greater potential in terms of available labour and support services.
3.21. In accordance with this strategy and Government advice, the District Council has sought to make full use of appropriate derelict and unused land in its ownership within the existing built-up areas of the towns for industrial and commercial development, and encouraged other public and private owners to do likewise. This approach has not only helped to reduce unnecessary expansion of development into the surrounding countryside, but has also contributed to the improvement of the urban environment. However, not all land needs can necessarily be met from within existing built-up areas and, where necessary, the orderly release of new land on green field sites in appropriate locations close to towns is considered essential to the continued attraction of modern industry and the creation of jobs.

Grantham

3.22. In common with many other parts of the country several of Grantham's major manufacturing firms, notably in the field of mechanical engineering, suffered significant job losses during the recession of the mid 1980's. However, these events have largely been offset by the expansion of other local businesses and the establishment of several new firms, both large and small, in the town.

3.23. The existing non-statutory Grantham Local Plan, prepared and adopted by the District Council in 1985, allocated about 45 hectares of land for new industrial development at eleven locations on sites varying in size from 1 to 15 hectares. All but the largest site at Spitalgate Level, beyond the ridge to the south of the town, are situated within or adjoining the existing built-up area.

3.24. Since the preparation of the Grantham Local Plan, there has been a considerable demand for industrial land and buildings in the Grantham area. Of the 45 hectares allocated for development, some 16 hectares have already been built upon and 6 hectares are currently under construction. This leaves 23 hectares identified as being suitable for further development.

3.25. The demand for sites and buildings from established firms and prospective newcomers remains high, with over seventy individual inquiries registered with the Council. Whilst it would seem there is still a reasonable amount and choice of sites to help meet this demand, in reality the situation is somewhat different. All sites owned by the District Council and totally 6 hectares, have been sold to industrialists or developers. A further 9 hectares at Spitalgate Level is presently being used for limestone extraction and is not therefore immediately available for development. This leaves just 8 hectares on six sites of between 1 and 7 hectares.

3.26. Despite heavy demand, many of these sites remain dormant. It must therefore be assumed that they are not sufficiently attractive to industry because of ownership, size, location, access or other difficulties.

3.27. Undeniably Grantham enjoys a better geographical position than most small towns in this part of the East Midlands, being situated alongside the A1, which is an important part of the north-south link in the national road network, and at its junction with the A52 and A607 which provide links between the major industrial conurbations in the western part of the region and the costal ports of Lincolnshire and East Anglia; a factor which could prove increasingly important as trade with the rest of Europe continues to develop.
3.28. Notwithstanding the town's locational advantages there are several features of the existing road network which act as constraints to movement. In particular, the East Coast Railway and the River Witham, which run north-south through the town on either side of the central area, form a partial physical barrier to predominantly east-west journeys.

3.29. Access by industrial traffic between the A1 and factories east of the railway and in the southern part of the town is poor. The design of the junction of the B1174 Spitalgate level with the A1 at Little Ponton only permits southbound traffic to join the trunk road at this point.

3.30. Since the vast majority of industry relies heavily on road transport for the haulage of freight, an examination of the town's road system suggests that there are advantages to be gained by locating new industry, especially that which is likely to generate relatively large flows of heavy vehicles, on sites to the west of the East Coast Railway where traffic may join the A1 north and south and the A52 and A607 to the Midlands without having to encounter the low railway bridges or pass through the town centre.

POLICY E1:

NEW INDUSTRIAL AND BUSINESS DEVELOPMENT, INCLUDING THAT WITH PLANNING PERMISSION* WILL BE LOCATED AT GRANTHAM ON SITES SHOWN ON THE PROPOSALS MAP INSET NO. 1 AND COMPRISING:


2 *LAND AT THE EARLESFIELD ALONG VENTURE WAY.

3 *LAND AT THE EARLESFIELD ALONG SWINGBRIDGE ROAD.

4 *LAND OFF SPRINGFIELD ROAD BETWEEN THE RAILWAY AND HUNTINGTOWER ROAD.

5 *LAND AT SPITALGATE LEVEL TO THE SOUTH OF GORSE LANE BETWEEN THE A1 AND THE B1174 OLD GREAT NORTH ROAD.

6 *LAND AT ALMA PARK OFF ISAAC NEWTON WAY.

7 *LAND TO THE WEST OF AND ADJOINING THE A1 AT THE JUNCTION WITH THE A607 HArLAXTON ROAD.

8 LAND AT GONERBY HILL FOOT BETWEEN THE B1174 GONERBY ROAD AND THE RAILWAY.

9 LAND AT THE JUNCTION OF DYSART ROAD AND KEMPTON WAY.

10 LAND AT THE GAS HOLDER STATION OFF GAS WORKS LANE.
11 LAND AT THE JUNCTION OF TRENT ROAD AND THE A607 HARLAXTON ROAD.

12 LAND TO THE EAST OF THE A1 AND NORTH OF THE A52 BARROWBY ROAD FOR A BUSINESS PARK.

3.31. Seven of the twelve sites identified for industrial development at Grantham in Policy E1 already have planning permission and three of the remaining sites at Gonerby Hill Foot, the junction of Dysart Road and the junction of Trent Road and Harlaxton Road, were allocated for industry on the 1985 Grantham Local Plan.

3.32. Two new sites are therefore allocated for industrial and business purposes; one at the Gas Holder Station off Gas Works Lane, and the other to the east of the A1 and north of the A52 Barrowby Road. The latter occupies a strategic position close to the intersection of the A1 with the A52, both of which are to be the subject of significant investment and improvement in the near future, and where commercial traffic may journey North and South and to the Midlands without having to pass through the centre of the town. The proposed development is also within a very short distance of major existing and proposed housing areas which may help to minimise car-borne commuting across the town. The District Council believes that the site provides an opportunity for prestige employment uses and intends that development be limited to high quality industry, research or office uses falling within Class B1 of the Town and Country Planning (Use Classes) Order 1987.

Stamford

3.33. In accordance with the strategy of the Structure Plan Alteration No. 1, the development proposals of the Local Plan seek to restrain the growth of housing and population at Stamford in order to protect the unique character of the town and prevent serious damage to its setting within the landscape. However, the District Council recognises the need to encourage the expansion of local employment opportunities to help meet the demand for jobs arising from within the existing population and committed housing schemes.

3.34. Some existing and highly successful firms in Stamford are experiencing problems of expanding in situ and their search for better or larger sites and premises in the town within which to relocate their business is being frustrated by the acute lack of suitable land and buildings in acceptable locations. Clearly the loss of these firms would be to the detriment of the town, as would the lack of any prospect of attracting new businesses.

POLICY E2:

NEW INDUSTRIAL AND BUSINESS DEVELOPMENT, INCLUDING THAT WITH PLANNING PERMISSION* WILL BE LOCATED AT STAMFORD ON SITES SHOWN ON THE PROPOSALS MAP INSET NO. 2 AND COMPRISING:

1 *LAND AT THE FORMER SEWAGE WORKS BETWEEN UFFINGTON ROAD AND THE RIVER WELLAND.
2 *LAND TO THE EAST OF CHERRYHOLT ROAD ALONGSIDE THE RIVER WELLAND.

3 LAND TO THE EAST OF RYHALL ROAD AND THE DISMANTLED RAILWAY ON BOTH SIDES OF THE RIVER GWASH.

4 LAND TO THE SOUTH OF RYHALL ROAD AT MIRRLEES BLACKSTONE LTD. CAR PARK.

5 LAND TO THE EAST OF NEWAGE ENGINEERING BETWEEN BARNACK ROAD AND THE RAILWAY.

3.35. The Council is of the opinion that the sites identified in Policy E2, which adjoin existing industry on either derelict land or land of poor agricultural quality, will not have a serious effect upon the form, character and setting of the town.

3.36. Whilst access to site E2.3 can be achieved through adjoining land to the south of Uffington Road, there remains the prospect of the area being served from a new through route to Ryhall Road along the line, or in the vicinity, of the old railway.

3.37. In order to reduce the impact of the development upon the landscape and protect the environs of the River Gwash, it is intended that building will not take place within the southern area of site E2.3 alongside the river where it passes through the site, nor on the higher ground within the eastern area approaching the site boundary. These areas will be subject to appropriate schemes of landscaping and tree planting.

3.38. The District Council intends that the size and type of the development on site E2.5 will be such so as not to give rise to unacceptable traffic conditions at the junction of Barnack Road and High Street St Martins.

Bourne

POLICY E3:

NEW INDUSTRIAL AND BUSINESS DEVELOPMENT, INCLUDING THAT WITH PLANNING PERMISSION* WILL BE LOCATED AT BOURNE ON SITES SHOWN ON THE PROPOSALS MAP INSET NO. 3 AND COMPRESING:

1 *LAND TO THE NORTH OF MANNING ROAD BETWEEN THE CAR DYKE (ROMAN CANAL) AND THE PINFOLD ROAD INDUSTRIAL ESTATE.

2 *LAND AT THE NORTHERN END OF THE PINFOLD ROAD INDUSTRIAL ESTATE.

3 *LAND TO THE WEST OF MEADOW DROVE ADJOINING THE PINFOLD ROAD INDUSTRIAL ESTATE.

4 *LAND TO THE SOUTH OF THE A151 SPALDING ROAD.
*LAND TO THE WEST OF CHERRY HOLT ROAD AND SOUTH OF BOURNE EAU.

*LAND TO THE WEST OF CHERRY HOLT ROAD AND SOUTH OF WILSONS ROAD.

*LAND TO THE SOUTH OF LONG DROVE.

*LAND BETWEEN LONG DROVE AND TUNNEL BANK.

*LAND TO THE EAST OF THE A15 PETERBOROUGH ROAD TO THE NORTH AND EAST OF BOURNE HOSPITAL.

LAND TO THE NORTH OF THE A151 SPALDING ROAD.

LAND TO THE NORTH OF BOURNE EAU BETWEEN THE CAR DYKE AND THE SEWAGE WORKS.

LAND TO THE EAST OF CHERRY HOLT ROAD AND SOUTH OF BOURNE EAU.

LAND TO THE EAST OF CHERRY HOLT ROAD BETWEEN BOURNE EAU AND LONG DROVE.

LAND TO THE NORTH OF CHERRY HOLT ROAD AND EAST OF ROMAN BANK.

LAND TO THE EAST OF CHERRY HOLT ROAD AND NORTH OF TUNNEL BANK.

3.39. The sites allocated for major employment development at Bourne in Policy E3 consolidate and extend the existing well-established industrial areas on the eastern and south-eastern sides of the town between the A151 Spalding Road and the A15 Peterborough Road. Nine of the sites identified for development already have planning permission.

The Deepings

3.40. Whilst the Local Plan's proposals aim to restrict major new housing development at The Deepings to that for which planning permission has already been obtained, the District Council is intent on encouraging the provision and improvement of employment opportunities in the town in order to generate a greater degree of local self-sufficiency and a consequential reduction in the dependence on jobs outside the District, especially at Peterborough.

POLICY E4:

NEW INDUSTRIAL AND BUSINESS DEVELOPMENT WILL BE LOCATED AT THE DEEPINGS ON SITES SHOWN ON THE PROPOSALS MAP INSET NO. 4 AND COMPRISING:

1 LAND TO THE EAST OF THE NORTHFIELDS INDUSTRIAL ESTATE.
3.41. The Northfields Industrial Estate has been highly successful in attracting new employment to The Deepings and the allocation of adjoining land for further industrial development will enable this success to be built upon without causing harm to the local environment.

Small Businesses

POLICY E5:

PLANNING PERMISSION WILL NORMALLY BE GRANTED FOR THE DEVELOPMENT OF SMALL BUSINESSES OR FIRMS ELSEWHERE WITHIN THE TOWNS LISTED IN POLICIES H1, H2, H3 AND H4 PROVIDED THAT:

1. THE SCALE AND NATURE OF THE PROPOSED DEVELOPMENT IS COMPATIBLE WITH EXISTING NEIGHBOURING LAND USES.

2. SATISFACTORY ACCESS, SERVICING AND PARKING FACILITIES CAN BE PROVIDED.

3. THE PROPOSAL DOES NOT CONFLICT WITH OTHER POLICIES OF THE LOCAL PLAN.

3.42. Government advice encourages new development opportunities for small businesses. The benefits of allowing commercial development in, for example, residential areas include the provision of local employment in low cost premises. However, such developments may also bring significant disadvantages in terms of noise, traffic and other causes of disturbance to existing properties in the area. Despite this, scope does exist for some small businesses, especially those making full use of modern information technology, to be integrated into non-industrial areas if disturbance can be kept to an acceptable level. The control imposed by planning conditions on the grant of planning permission will be important in such cases, particularly in residential areas where hours of operation may need to be regularly controlled.

3.43. Consideration also needs to be given to employment development in a wider sense than industrial uses in the traditional sense of manufacturing industry. Business uses include certain types of office, research and development and light industry. Small modern businesses often include a mixture of these uses along with storage facilities. In some cases an element of showroom use is also required. These generally "commercial" uses need to be allowed for in the Local Plan.

3.44. Policy E5 summarises the general principles which will be applied to proposals for small business development on sites outside the established or allocated industrial areas.

The Rural Area

3.45. Over the past thirty years or so there has been a significant increase in the population resident in the rural area. At the same time the number of jobs provided by farming and related activities, which have long been the traditional
major source of employment has fallen dramatically. The majority of those who live in the rural area are therefore engaged elsewhere in other types of employment. Many, either by choice or necessity commute to work in the towns. Others, especially the young, often move out of the area to live in the towns. These events have brought about changes in the social and economic characteristics of many villages. Some have become 'dormitory' settlements whilst others have experienced a decline in the population with the emergence of an increasingly older population.

3.46. The District Council wishes to maintain and encourage balanced and viable rural communities and recognises the important role that new business enterprise and initiatives can play in helping to achieve this. The range of manufacturing, business and service uses that can be successfully located in rural areas without damaging the local environment is expanding rapidly. There are attractions to the firms themselves in a clean and healthy environment as well as their obvious benefits to the rural economy. Not only do these firms create new local employment opportunities, but they can also help to bring new life and activity to rural communities.

3.47. For these reasons the District Council would generally welcome suitable small-scale industrial and business developments on appropriate sites within and, in some cases, on the edge of villages, providing they do not have a detrimental effect on amenity.

Employment in the Rural Areas

POLICY E6:

PLANNING PERMISSION WILL NORMALLY BE GRANTED FOR SMALL-SCALE INDUSTRIAL AND BUSINESS DEVELOPMENT, INCLUDING IMPROVEMENTS AND EXTENSIONS TO EXISTING FIRMS AND THE CHANGE OF USE OR ADAPTATION OF SUITABLE EXISTING BUILDINGS TO INDUSTRY OR COMMERCE, WHERE APPROPRIATE SITES EXIST WITHIN OR ADJOINING THE BUILT-UP AREAS OF VILLAGES IN THE PLAN AREA, PROVIDED THAT:

i) THE SCALE AND NATURE OF THE PROPOSED DEVELOPMENT WILL NOT HAVE AN ADVERSE IMPACT ON THE FORM, CHARACTER AND SETTING OF THE VILLAGE; OR

ii) THE DEVELOPMENT WOULD NOT CAUSE SERIOUS VISUAL INTRUSION OR GENERATE UNACCEPTABLE TRAFFIC, EXCESSIVE DUST, NOISE, SMELL OR OTHER DISTURBANCE TO THE OCCUPIERS OF ADJOINING AND NEARBY PROPERTIES; AND

iii) WHERE THE PROPOSED DEVELOPMENT RELATES TO A BUILDING LISTED OF ARCHITECTURAL OR HISTORIC INTEREST, ANY ALTERATIONS WILL NOT DESTROY THE ESSENTIAL FEATURES OF THE BUILDING OR ITS SETTING; AND

iv) THE PROPOSAL DOES NOT CONFLICT WITH OTHER POLICIES OF THE LOCAL PLAN.
3.48. In accordance with the economic development strategy of the County Structure Plan and the District Council’s aim of promoting the diversification of employment opportunities in the rural areas, Policy E6 allows for the development and expansion of industrial and commercial enterprises within or adjoining villages of all sizes provided that essential environmental safeguards are maintained. However, most village development will of necessity be small-scale in order to conserve their form, character and setting within the landscape.

3.49. The change of use or adaptation of existing redundant farm buildings for industrial or commercial purposes can often be carried out with comparatively little impact on their character, both externally in their relationship to their surroundings and, particularly in the use of listed buildings, secure the retention of essential features, especially of the original fabric.

POLICY E7:

NEW INDUSTRIAL AND BUSINESS DEVELOPMENT, INCLUDING THAT WITH PLANNING PERMISSION*, WILL BE LOCATED AT THE FOLLOWING VILLAGES ON SITES SHOWN ON THE PROPOSALS MAP INSET NOS. 7, 9, 12, 12A, 12B, 16 AND 20 AND COMPRISING:

Billingborough (Inset Map No. 7)

1  *LAND TO THE EAST OF WHITE LEATHER SQUARE BETWEEN COWGATE DRAIN AND THE EXISTING INDUSTRIAL ESTATE.

2  *LAND TO THE SOUTH OF GROSVENOR ROAD.

3  LAND ADJOINING THE EXISTING INDUSTRIAL ESTATE BETWEEN COWGATE DRAIN AND HOME FARM.

Colsterworth (Inset Map Nos. 12, 12A and 12B)

4  *LAND AT THE FORMER BRITISH STEEL CORPORATION WORKSHOPS.

5  *LAND TO THE EAST OF THE A1 TRUNK ROAD AND SOUTH OF THE A151 BOURNE ROAD.

6  *LAND TO THE EAST OF THE A1 TRUNK ROAD AND NORTH OF HONEYPOT LANE.

Long Bennington (Inset Map No. 16)


South Witham (Inset Map No. 20)

8  *LAND TO THE SOUTH OF THE OLD RAILWAY.
Castle Bytham (Inset Map No. 9)

9  *LAND AT THE OLD QUARRY.*

3.50. Land with planning permission for small-scale industrial estate development already exists at the villages of BILLINGBOROUGH, CASTLE BYTHAM, COLSTERWORTH, LONG BENNINGTON and SOUTH WITHAM and it is intended that these sites will continue to be allocated for such purposes in the Local Plan. A small extension is proposed to the successful White Leather Square industrial estate at BILLINGBOROUGH on land between Cowgate Drain and Home Farm.

New Employment in the Open Countryside

POLICY E8:

PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR INDUSTRIAL AND BUSINESS DEVELOPMENT IN THE COUNTRYSIDE, OUTSIDE EXISTING TOWNS AND VILLAGES AND SITES SHOWN ON THE PROPOSALS MAP, EXCEPT WHERE IT IS DIRECTLY RELATED TO:

1  AGRICULTURE, HORTICULTURE OR FORESTRY;

2  THE EXTRACTION OF MINERALS;

3  THE EXPANSION OF AN EXISTING BUSINESS; OR

4  THE REUSE OR ADAPTATION OF EXISTING AGRICULTURAL AND OTHER RURAL BUILDINGS WHERE THEIR FORM, BULK AND GENERAL DESIGN ARE IN KEEPING WITH THEIR SURROUNDINGS;

AND PROVIDED THAT:

i)  THE DEVELOPMENT WILL NOT CAUSE SERIOUS VISUAL INTRUSION OR GENERATE UNACCEPTABLE TRAFFIC, EXCESSIVE NOISE OR OTHER DISTURBANCE TO NEARBY PROPERTIES; AND

ii)  SATISFACTORY ACCESS, SERVICING AND PARKING FACILITIES CAN BE PROVIDED.

3.51. Industrial development in rural areas isolated from settlements should usually be resisted unless it is for agriculture or it is related to mineral extraction or it involves the reasonable expansion of an existing business without affecting the rural environment. This is to avoid sporadic building in the countryside which could be visually intrusive and lead to uneconomic demands for public services.

3.52. There are often opportunities for reusing or adapting existing rural buildings for new industrial and business purposes. Such reuse or adaptation can help to reduce demands for new building in the countryside, can encourage new enterprises and can provide jobs needed in rural areas. There should generally be no reason for preventing the reuse or adaptation of agricultural and other
rural buildings for new users, provided their form, bulk and general design are in keeping with their surroundings. Such proposals will be subject to Policy AG3 of the Local Plan.

Redevelopment and Expansion of Existing Industry

POLICY E9:

WHERE THE DISTRICT COUNCIL IS SATISFIED THAT AN EXISTING EMPLOYMENT SITE IS SUITABLE FOR SUCH USE, PLANNING PERMISSION WILL NORMALLY BE GRANTED FOR REDEVELOPMENT AND/OR EXPANSION WITHIN OR ON LAND ADJOINING THE SITE PROVIDED THAT THE PROPOSAL IS UNLIKELY TO CAUSE UNACCEPTABLE ENVIRONMENTAL OR TRAFFIC AND PARKING PROBLEMS.

3.53. The District Council recognises and values the immense contribution made by existing firms to the local economy and is keen to offer them maximum support and encouragement wherever possible. In order to assist existing industries to meet new economic circumstances and to safeguard and support their redevelopment or expansion opportunities, proposals for the redevelopment or expansion of firms in situ or on adjoining land will be treated favourably except where they would create or exacerbate local environmental or traffic and parking problems.

Problem Sites

POLICY E10:

THE FURTHER DEVELOPMENT OF INDUSTRIES WHICH ARE ALREADY CAUSING UNACCEPTABLE ENVIRONMENTAL OR TRAFFIC AND PARKING PROBLEMS WILL NOT NORMALLY BE PERMITTED ON EXISTING SITES.

The District Council will encourage the relocation of such uses to other more suitable sites within the district and ensure that any subsequent use of the site, or buildings, is compatible with the surrounding area.

3.54. Some industries may be compatible with housing and may often serve a useful function in providing jobs close to homes. However, where their location causes nuisance or traffic problems, further development will be resisted and voluntary moves will be encouraged to suitable alternative locations. Provision will also be made for relocating larger industries or businesses where they are operating on seriously inadequate sites or in outworn buildings.

3.55. The District Council will seek to ensure that the use of the vacated site or building is compatible with the surrounding area.
Safeguarding of Industrial Sites

POLICY E11:

PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR THE USE FOR OTHER PURPOSES OF EXISTING OR ALLOCATED INDUSTRIAL, WAREHOUSING OR OFFICE SITES AND BUILDINGS UNLESS THE LOCAL PLANNING AUTHORITY IS SATISFIED THAT:

1 THERE ARE AMPLE SUITABLE SITES OR BUILDINGS AVAILABLE ELSEWHERE IN THE LOCALITY, OR

2 THE EXISTING ONE PRODUCES UNACCEPTABLE TRAFFIC OR ENVIRONMENTAL PROBLEMS THAT WOULD BE SIGNIFICANTLY ALLEVIATED BY A CHANGE OF USE, OR

3 THERE IS NO DEMAND FOR THE EXISTING USE.

The District Council wishes to ensure that the promotion of local employment is not frustrated by the loss of suitably located industrial land and buildings throughout the District, and especially in those towns and villages where there is an acknowledged shortage in relation to demand.

New Firms in Non-Industrial Areas

POLICY E12:

PLANNING PERMISSION WILL NORMALLY BE GRANTED FOR THE INTRODUCTION OF SMALL BUSINESSES OR FIRMS INTO NON-INDUSTRIAL AREAS PROVIDED THAT:

1 THE PROPOSAL DOES NOT CONFLICT WITH OTHER LOCAL PLAN POLICIES.

2 THE DISTRICT COUNCIL IS SATISFIED THAT THE PROPOSAL IS UNLIKELY TO CAUSE UNACCEPTABLE ENVIRONMENTAL PROBLEMS.

It is now generally recognised that there are many small-scale modern businesses and firms, especially those making full use of information technology, which can be carried on within non-industrial locations, including areas which are primarily residential, without causing unacceptable levels of disturbance to existing properties by way of noise, smell, safety, health or excessive traffic generation.

Where necessary, the District Council will seek to safeguard the local environment by attaching specific conditions to the grant of permission rather than refusing permission.
Development in Residential Areas

POLICY E13:

SMALL-SCALE INDUSTRIAL DEVELOPMENT WITHIN RESIDENTIAL AREAS WILL ONLY BE PERMITTED IF THE PROPOSAL IS ACCEPTABLE ENVIRONMENTALLY AND IN TERMS OF TRAFFIC GENERATION, AND THE DISTRICT COUNCIL IS SATISFIED THAT FUTURE CHANGES OF USE TO ACTIVITIES INCOMPATIBLE WITH A RESIDENTIAL ENVIRONMENT CAN BE PREVENTED.

3.59. In the past many planning authorities have tended to resist employment-generating development in residential areas. This is normally justified on grounds of environment, nuisance and traffic generation. However, such uses vary enormously in their impact on residential areas. Whilst some would be wholly unacceptable, others may be compatible. If proposals are acceptable environmentally and in terms of traffic generation, they will be favourably considered, providing the Council is satisfied that the planning permission given prevents future changes of use to activities incompatible with a residential area. This is an important proviso, because the long-term environmental interests of residential areas must be protected.
4. SHOPPING
4. SHOPPING

Introduction

4.1. Shopping facilities in the District are generally located in a number of long-established urban and rural centres which provide different levels of service, each with a catchment area which is overlapped or totally contained by that of a higher level of centre.

4.2. The greatest amount and variety of shops are to be found in the towns of Grantham, Stamford and Bourne. These towns provide most occasional shopping in the District and in addition supply the daily and weekly requirements of their own resident population and that of the surrounding rural area. Although the population of The Deepings is larger than that of Bourne, shopping provision is small and mainly limited to supplying the daily and weekly requirements of its own residents.

4.3. The catchment areas of the nearby regional and sub-regional shopping centres of Nottingham and Peterborough embrace the District's towns and much of their rural hinterland, especially for occasional comparison shopping and some weekly purchases.

4.4. Shopping provision in the towns has evolved primarily as a central area function. The vast majority of shops are situated within the town centres which, along with their weekly street markets, have remained throughout the centuries the nuclei of their commercial activity and the forms of communication routes by public and private transport from the rest of the town and a wide surrounding rural area.

4.5. Outside the central areas of the towns, shopping facilities generally take the form of single units and small groups or parades serving the day-to-day needs of residential areas. However, in recent years a number of large freestanding stores, especially non-food retail warehouses, have been built on sites away from established shopping centres.

4.6. Distribution and retailing are constantly adapting to changing economic and social conditions and these, with changes in shopping habits, are bringing about changes in shops and shopping areas.

4.7. There is a marked trend in some types of retailing towards larger shops in order to achieve economies of scale, increase efficiency and the range of goods available. The benefits can be passed on to the consumer in better value for money. Such shops need a large floor area, ready access for trade vehicles and sufficient car parking close at hand. Consequently, retailers that sell food and other 'convenience' goods are tending to look for larger sites both within urban areas and elsewhere. Retailers of some 'comparison' goods such as carpets, furniture, electrical appliances and DIY products are also finding it advantageous to move to off-centre sites. Such developments can include what are known as 'retail warehouses', sometimes grouped together in retail warehouse parks.
4.8. Despite these trends towards larger stores, there continues to be a strong demand for the services provided by smaller shops which cater for the daily casual needs that are not so conveniently met by the larger stores, or which provide more specialised goods and services.

**Structure Plan Policies**

4.9. The approved 1981 Lincolnshire Structure Plan recognises that town centres tend to be the most accessible by public and private transport from the rest of the towns as well as from surrounding rural villages, and are the locations of most of the existing retail, service and office developments which benefit mutually from being grouped in one place. Therefore, in order that town centres continue to benefit the population as a whole and remain economically viable, the Structure Plan stipulates that major new retailing development will normally only be permitted in town centre locations.

4.10. The Structure Plan also recognises that communities will continue to have needs for services and facilities which can and should be satisfied locally and therefore supports the provision of retail and service trades elsewhere within towns and villages of a scale appropriate to the needs of the locality and the local environment.

4.11. In acknowledgement of the changes that have taken place over the past 10-15 years in the pattern of retailing and consumer demands, the County Council has recently embodied a review of the shopping policies of the Structure Plan, in the adopted Structure Plan Alteration No. 2.

4.12. As part of the overall strategy for growth, the aim of the Alteration No. 2 is to encourage the provision of a wide range and choice of shopping facilities in suitable locations throughout the County of a scale that generally reflects the size and importance of existing settlements.

4.13. Within this aim, the Alteration No. 2 intends that proposals for new shopping development will normally continue to be permitted within the centres of the urban areas (which in the case of South Kesteven are Bourne, Grantham, Stamford and The Deepings), provided that proposals are appropriate in scale and location and in keeping with the townscape and character of the centre, and the additional traffic likely to be generated can be satisfactorily accommodated on the surrounding road network, improved as may be.

4.14. Major new shopping development within or adjacent to the urban areas, but outside their centres, will also normally be permitted where the development would not seriously affect the vitality and viability of any nearby town centre as a whole.

4.15. The Alteration No. 2 also seeks to encourage the retention and further development of local small scale shopping facilities to meet the needs of local communities in both urban residential areas and rural villages.

**Policy Objectives**

4.16. The shopping objectives of this Local Plan are to:
i) Maintain and enhance the existing town centre shopping areas of Grantham, Stamford, Bourne and The Deepings;

ii) Promote new shopping development within or immediately adjacent to existing town centre shopping areas;

iii) Control the development of non-retail uses at ground floor level in the primary shopping streets of town centres;

iv) Make provision for those retail developments which, by reason of their particular type and scale of operation, cannot be satisfactorily located within or adjacent to existing town centre shopping areas;

v) Avoid major retail development which would seriously affect the vitality and viability of existing town centre shopping areas as a whole;

vi) Encourage the development of suitable local small-scale shopping developments in towns and villages in areas of deficiency and in new residential areas which would otherwise be inadequately served; and

vii) Carefully control shopping development in the open countryside.

POLICIES AND PROPOSALS

Existing Town Centre Shopping Areas

POLICY S1:

RETAIL DEVELOPMENT WILL NORMALLY BE CONCENTRATED WITHIN OR ADJOINING THE TOWN CENTRE SHOPPING AREAS OF GRANTHAM, STAMFORD, BOURNE AND THE DEEPINGS AS DEFINED ON THE PROPOSALS MAP.

Where practicable, the district council will pursue opportunities to maintain and enhance the retail and commercial role of these centres by improving their accessibility by public and private transport; off-street parking provision; rear servicing facilities; and the general environment, particularly for pedestrians.

4.17. The District Council considers it important to ensure that as many people as possible have convenient access to a wide choice of different types of goods. Particular importance is given to ensuring that a choice of shopping facilities is accessible to the less mobile sectors of the community.

4.18. The town centres are located at the focus of roads and public transport networks. Therefore, as well as being accessible by car, they are accessible to the many households which do not have a car and those where the person responsible for a household’s shopping does not have access to a car.

4.19. Whereas shopping is a primary function of the town centres, their role also extends to many other business, social, cultural, civic and recreational services and facilities. Shopping trips to town centres can therefore be conveniently combined with visits to other services and facilities which are supported by considerable existing and planned public and private investment in buildings, car parks, roads and public transport services.
4.20. The District Council recognises the importance of the town centres in the economic and social life of the community. Therefore, in order to ensure that they continue to fulfil their role the District Council will concentrate major new shopping development on appropriate sites within or adjoining the town centres.

New Shopping Development In and Around Town Centres

POLICY S2:

PROPOSALS FOR NEW SHOPPING DEVELOPMENT WITHIN THE TOWN CENTRE SHOPPING AREAS WILL NORMALLY BE PERMITTED PROVIDED THAT THE DEVELOPMENT:

i) DOES NOT ADVERSELY AFFECT THE HISTORICAL AND ARCHITECTURAL CHARACTER OF THE CENTRE AND ITS ENVIRONS; AND

ii) DOES NOT GIVE RISE TO UNACCEPTABLE VEHICULAR AND/OR PEDESTRIAN TRAFFIC CONDITIONS.

4.21. In accordance with the aims of Policy S1 the District Council will support proposals for new shopping development, including the improvements and extensions to existing shops and the change of use of existing buildings to shopping.

4.22. Shopping redevelopment schemes, and in particular those schemes of redevelopment and improvement which extend the range and quality of shopping and combine the advantages of providing further off-street parking, rear servicing and pedestrian priority areas will be encouraged, provided that they do not adversely affect the historical and architectural character of the centre and its environs.

Non-Retail Uses in Primary Town Centre Shopping Streets

POLICY S3:

PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR NON-RETAIL USES AT GROUND FLOOR LEVEL IN THE PRIMARY SHOPPING STREETS OF THE TOWN CENTRES OF GRANTHAM, STAMFORD AND Bourne AS SHOWN ON THE PROPOSALS MAP UNLESS:

i) THE PROPOSED USE IS OF A TYPE WHICH PROVIDES A SERVICE TO THE PUBLIC AND WOULD GENERATE A HIGH LEVEL OF PERSONAL CALLERS; OR

ii) THE PROPOSED USE IS THE MOST SUITABLE MEANS OF PRESERVING A BUILDING WHICH IS LISTED OF ARCHITECTURAL OR HISTORIC VALUE.
IN ALL CASES, AND TAKING INTO ACCOUNT THE OVERALL NUMBER AND FREQUENCY OF OTHER EXISTING AND PROPOSED NON-RETAIL USES IN THE SHOPPING FRONTAGE, DEVELOPMENT WILL NOT BE PERMITTED WHICH, IN THE OPINION OF THE DISTRICT COUNCIL, WOULD CREATE AN UNACCEPTABLE CONCENTRATION OF SUCH USES LIKELY TO THREATEN THE RETAIL CHARACTER OR VITALITY OF THE AREA FOR SHOPPING.

4.23. Non-retail uses, particularly business activities which provide a service to the general public are appropriate to town centre shopping areas. However, the District Council is concerned at the extent to which the growth of non-retail uses at ground floor level in town centre shopping streets, especially High Streets and others considered to be of primary retail importance, could affect their character and reduce their attraction and convenience to consumers and hence their viability for shopping.

4.24. The District Council therefore considers that only those non-retail uses which generate a high level of personal callers and which include banks, building societies, betting shops, estate agents, employment centres and agencies and premises for the sale of food and drink, will be acceptable at ground floor level. These should be so sited as to minimise the effect on shopping frontages and should not be grouped together, so avoiding "dead frontage".

4.25. A separate Use Class for uses involving the sale of food and drink was created in the Town and Country Planning (Use Classes) Order 1987. The District Council is aware that such premises, whilst providing an important service to the community can adversely affect the amenities of adjoining occupiers, create highway problems, and give rise to environmental nuisances. Therefore, when considering whether to grant planning permission, the District Council may impose such conditions as may be necessary to reduce the impact of the development. Hours of opening may be stipulated and details of parking, servicing and ventilation regulated.

4.26. Exceptionally, the introduction of any other type of non-retail use at ground floor level within the primary shopping streets may be acceptable if it is the most appropriate means of preserving an historic building.

Large Convenience Goods Stores In and Adjacent to Town Centres

POLICY S4:

PROPOSALS FOR THE DEVELOPMENT OF LARGE CONVENIENCE GOODS STORES WILL NORMALLY ONLY BE PERMITTED WITHIN OR IMMEDIATELY ADJACENT TO THE EXISTING TOWN CENTRE SHOPPING AREAS IDENTIFIED IN POLICY S1, PROVIDED THAT:

i) THE DEVELOPMENT, WHEN CONSIDERED ON ITS OWN OR TOGETHER WITH OTHER RECENT AND PROPOSED LARGE SCALE RETAIL DEVELOPMENTS IN THE LOCALITY, WOULD NOT SERIOUSLY AFFECT THE VITALITY AND VIABILITY OF THE TOWN CENTRE SHOPPING AREA AS A WHOLE;
ii) THE DEVELOPMENT WOULD NOT ADVERSELY AFFECT THE HISTORICAL AND ARCHITECTURAL CHARACTER OF THE TOWN CENTRE AND ITS SETTING;

iii) THE DEVELOPMENT IS ACCESSIBLE BY PUBLIC AS WELL AS PRIVATE TRANSPORT; AND

iv) THE DEVELOPMENT INCLUDES ADEQUATE CAR PARKING AND SERVICING ARRANGEMENTS WITHIN THE SITE IN ACCORDANCE WITH THE STANDARDS OF THE COUNTY HIGHWAY AUTHORITY.

4.27. The District Council accepts the need for the residents of the Plan area to have convenient access to modern food shopping facilities and considers that large new stores selling convenience goods should be located where they can serve not only car-borne shoppers, but also those who rely on other forms of transport.

4.28. It is unlikely that off-centre stores will have the degree of accessibility for both public and private transport users living in their catchment areas, and the facility to combine shopping visits with trips for other purposes possessed by existing shopping centres.

4.29. Therefore the District Council considers that this kind of facility should be provided at acceptable locations within or adjacent to existing town centre shopping areas and which will improve the range and variety of modern retail facilities of this type, including necessary improvements to car parking, access and the shopping environment generally.

Large Retail Stores Outside Town Centres

POLICY S5:

PROPOSALS FOR THE DEVELOPMENT OF LARGE RETAIL STORES WILL NORMALLY BE PERMITTED WITHIN OR ADJACENT TO THE BUILT-UP AREA OF THE TOWNS OUTSIDE THE EXISTING TOWN CENTRE SHOPPING AREAS AS DEFINED IN POLICY S1 PROVIDED THAT THEY:

i) DO NOT, WHEN CONSIDERED ON THEIR OWN OR WITH OTHER RECENT AND PROPOSED LARGE SCALE RETAIL DEVELOPMENTS IN THE LOCALITY, SERIOUSLY AFFECT THE VITALITY AND VIABILITY OF THE TOWN CENTRE SHOPPING AREAS AS A WHOLE;

ii) WHEREVER POSSIBLE, ARE IN THE FORM OF A RETAIL PARK (I.E. A GROUP OF LARGE RETAIL STORES WITH COMMON SHARED SURFACE LEVEL CAR PARKING), OR AN EXTENSION OF SUCH A PARK;

iii) DO NOT RESULT IN THE LOSS OF EXISTING OR ALLOCATED INDUSTRIAL, WAREHOUSING OR OFFICE SITES AND BUILDINGS, OTHER THAN IN ACCORDANCE WITH THE PROVISIONS OF POLICY E11;
iv) DO NOT HAVE AN UNACCEPTABLE ADVERSE EFFECT ON ENVIRONMENTAL CONDITIONS OR ON THE AMENITIES OF THE OCCUPIERS OF ADJOINING AND NEARBY PROPERTIES;

v) ARE WELL RELATED TO THE PRIMARY ROAD NETWORK;

vi) ARE ACCESSIBLE BY PUBLIC AS WELL AS PRIVATE TRANSPORT;

vii) HAVE ADEQUATE CAR PARKING AND SERVICING ARRANGEMENTS WITHIN THE SITE;

viii) DO NOT GIVE RISE TO UNACCEPTABLE VEHICULAR AND/OR PEDESTRIAN TRAFFIC CONDITIONS; AND

ix) THAT IN RELATION TO CONVENIENCE GOODS STORES ONLY, ADEQUATE PROVISION CANNOT BE MADE UNDER POLICY S4.

4.30. The District Council considers that retail development should be sited where it is likely to be accessible by a choice of transport mode and encourages economy and fuel consumption. Usually this is likely to mean locating in or adjacent to existing town centre shopping areas where car use can be minimised because of the proximity of other travel generating activities; the availability of public transport facilities; and the ease of walking and cycling.

4.31. However, the District Council recognises that certain types of retail activity, particularly those associated with the sale of non-food heavy and/or bulky durable goods such as DIY products, furniture, carpets and electrical appliances, and which aim primarily to serve the car borne shopper cannot always be satisfactorily located in town centre locations. This is because customer journeys are made almost entirely by private car and servicing of premises is often carried out by large, heavy vehicles. The use of other than town centre sites for this type of development can have advantages both for the developer, for example, in terms of lower land values, and the customer who is offered a quick convenient readily accessible facility where goods can easily be transferred to the purchaser’s car. Favourable consideration may therefore be given to proposals for this type of retail development within or adjacent to the built-up area of the towns, outside existing town centre shopping areas.

4.32. Large convenience goods stores in town centres often play a vital role in maintaining the quality and range of shopping there. Being at the focus of public transport routes, they provide an essential service for those members of the community without their own means of transport. Therefore, the District Council is firmly of the opinion that in most cases the best solution will be the edge of centre food store that provides parking facilities that enable those shopping at the food store to walk to the centre for their other business in the town. In this way one trip can serve several purposes and the new shop is more likely to be accessible to those without cars and will contribute to the economic strength of the existing town centre.

4.33. The District Council is firmly of the opinion that the only circumstances in which the development of a new large convenience goods store may be acceptable outside town centre shopping areas is where a site within or adjacent...
to an existing town centre shopping area is not available or appropriate and where the proposed development, when considered with the effects of other recent and proposed large scale retail development, would not seriously affect the vitality and viability of those town centres which otherwise serve the community well.

4.34. The District Council considers that development in the form of a retail park (i.e. an agglomeration of at least three retail stores) offers considerable advantages over a number of individual stores located separately on different sites. Development in this form would be likely to result in a more efficient and effective use of land by enabling on-site customer car parking facilities to be shared, and by consolidating in a particular location, help reduce the number of carborne shopping trips and cross town movements, thereby assisting in the conservation of fuel and reduction of carbon monoxide and other polluting emissions, and eliminating the possible duplication of traffic management and control measures.

4.35. The District Council considers that the general availability of existing or allocated industrial, warehousing or office sites and buildings is of fundamental importance to the implementation of the overall economic growth strategy. Therefore the use of such sites and buildings for large retail stores will not normally be permitted other than in accordance with the provisions of Local Plan Policy E11.

Local Shopping in the Towns

POLICY S6:

PLANNING PERMISSION WILL NORMALLY BE GIVEN IN THE TOWNS, OUTSIDE THE CENTRAL SHOPPING AREAS, FOR THE DEVELOPMENT OF SMALL-SCALE LOCAL SHOPPING FACILITIES TO SERVE THE EVERYDAY NEEDS OF LOCAL RESIDENTS IN LOCATIONS WHICH:

i) DO NOT SERIOUSLY AFFECT THE AMENITIES OF THE OCCUPIERS OF ADJOINING AND NEARBY PROPERTIES;

ii) AVOID UNNECESSARY CONFLICT BETWEEN PEDESTRIAN AND VEHICULAR TRAFFIC MOVEMENTS; AND

iii) WHERE NECESSARY, HAVE SATISFACTORY ACCESS AND CAR PARKING PROVISION.

4.36. Local shops, generally in the form of single units and small groups or parades, fulfil an important role in providing for the everyday local shopping needs of the residents of housing areas in the towns, outside the central shopping areas. Normally, proposals for the development of new local small-scale shopping facilities will be granted planning permission where there is existing under-provision or where the scale and location of new residential development may justify the provision of additional facilities.
Local Shopping Centres in Major New Housing Developments

POLICY S7:

WITHIN THE TOWNS OF GRANTHAM AND BOURNE THE DISTRICT COUNCIL WILL REQUIRE A SUITABLE SITE TO BE RESERVED FOR THE DEVELOPMENT OF LOCAL SHOPPING FACILITIES IN EACH OF THE FOLLOWING PROPOSED MAJOR NEW HOUSING AREAS:

Grantham

1. LAND AT POPLAR FARM BETWEEN THE A52 BARROWBY ROAD AND THE NOTTINGHAM RAILWAY LINE.

2. LAND AT BARROWBY FIELDS BETWEEN GREEN LANE AND LONDONTHORPE LANE.

Bourne

3. LAND BETWEEN THE A151 WEST ROAD AND THE A15 SOUTH ROAD.

4.37. Having regard to the scale of new housing proposed in these areas, and their distance from town centre and other local suburban shopping facilities, the District Council will require a suitable site to be reserved, and planning permission will be forthcoming, for the development of new small-scale shopping facilities within each area to serve the day-to-day needs of local residents. The siting of such facilities within the development will be required to meet the criteria listed in Policy S6 and have due regard to their accessibility from neighbouring residential areas.

Shopping Development in Villages

POLICY S8:

PROPOSALS IN VILLAGES FOR SMALL-SCALE SHOPPING DEVELOPMENT CATERING FOR LOCAL NEEDS OR RECREATION AND TOURISM, INCLUDING PROPOSALS RESULTING IN THE RE-USE OF SUITABLE BUILDINGS, WILL NORMALLY BE PERMITTED.

4.38. Several villages are inadequately provided with shops and suffer from poor access to existing facilities in the towns. In such areas, the adaptation of existing buildings to retail use or the development of small-scale purpose built facilities to meet local needs will normally be acceptable.

Retail Development in the Open Countryside

POLICY S9:

PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR SHOPPING DEVELOPMENT IN THE OPEN COUNTRYSIDE.
EXCEPTION MAY BE MADE FOR THE FOLLOWING TYPES OF RETAIL DEVELOPMENT, ESPECIALLY WHERE THEY INVOLVE THE RE-USE OR ADAPTATION OF APPROPRIATE EXISTING BUILDINGS:

i) SMALL-SCALE RETAIL OUTLETS ANCILLARY TO AND WITHIN THE CURTILAGE OF ART AND CRAFT WORKSHOPS, TOURIST OR RECREATIONAL ATTRACTIONS; AND

ii) FARM SHOPS AND GARDEN CENTRES WHERE THEY ARE PREDOMINANTLY FOR THE SALE OF PLANTS OR PRODUCE GROWN ON THE PROPERTY FROM WHICH THEY ARE OFFERED FOR SALE.

WHERE PLANNING PERMISSION IS GRANTED FOR SUCH DEVELOPMENT, THE RANGE OF GOODS SOLD MAY BE RESTRICTED TO PROTECT THE RURAL ENVIRONMENT FROM THE ADVERSE EFFECTS OF A CHANGE IN BOTH THE KIND AND INTENSITY OF RETAIL ACTIVITY.

4.39. In accordance with Government advice, the District Council will strongly oppose proposals for major new retail development outside the towns and villages in the open countryside. Such development would be contrary to the strategic shopping policies of the County Structure Plan and would have an adverse impact on the road network, environment and amenities of rural areas.

4.40. Exceptionally, small-scale proposals directly associated with activities appropriate to a countryside location such as tourist or recreational attractions, or for craft workshops which provide a means of diversifying and developing the rural economy, may be permitted where the scale of retailing is small and ancillary to the main use or uses of the overall site and especially where they involve the re-use or adaptation of existing buildings.

4.41. Farm shops and garden centres may also be permitted where they are predominantly for the sale of plants or produce grown on the property from which they are offered for sale.
5. ENVIRONMENT
5. **ENVIRONMENT**

**Introduction**

5.1. The term 'environment' is used to describe the natural and built-up surroundings of a place, however large or small it may be.

5.2. The natural environment is made up of geological and physiographic features which, together with habitats such as hedges, woodlands, ponds, streams and their accompanying wildlife, form the landscape and countryside.

5.3. The built environment comprises those aspects which are man-made and consist mainly of individual buildings and whole towns and villages.

5.4. South Kesteven has a rich heritage of buildings and countryside. From the environmental perspective, the value of the countryside lies in the character of the landscape, including its varied geological and physiographic features; in the wealth of wildlife that it supports; in its significance as a complex cultural and historical record; and the scope it provides for enjoyment of residents and visitors alike.

5.5. The District boasts an attractive and varied landscape. Along its borders with Leicestershire is an extensive area of undulating and well-wooded wolds. Often referred to as the Kesteven Limestone Plateau, it is considered to be amongst the most attractive countryside in the County. In the extreme east and south of the District is an area of traditional Lincolnshire Fenland, whilst to the north, the prominent limestone escarpment known as the Lincoln Cliff overlooks the lowlands of the Witham Vale.

5.6. In recognition of their particular scenic interest, the 1954 County Development Plan designated as "Areas of Great Landscape Value", the rolling countryside between the B1174 Bourne-Stamford road and the A1 Great North Road from the District boundary in the south to the B676 in the north; the valley of the River Witham south of Grantham; the Lincolnshire escarpment north of Grantham; and land alongside the A1.

5.7. In accordance with the provisions of the County Development Plan, the District Council and its predecessors have paid particular regard to the effect on the landscape of any proposed development in these areas.

5.8. In preparing this Local Plan the District Council has taken the opportunity to re-examine the scenic value of the existing designated Areas of Great Landscape Value together with that of the landscape of the District as a whole. As a result a new revised Area of Great Landscape Value is defined in the Local Plan.

5.9. As part of the landscape re-examination and in the consideration of the development potential of the towns and villages, the District Council also identified areas of landscape and open space, which are considered to be of particular importance to the setting of settlements and/or maintain the separation of adjacent built up areas.

5.10. At Grantham and Stamford significant areas of open undeveloped river valley landscape penetrate right into the heart of the towns and provide welcome open
space and recreation for local residents, links to the countryside, and corridors for wildlife. Elsewhere within and adjoining the built up areas of settlements there are significant open spaces which make an important contribution to their form and character. The River Welland through Stamford is a considerable asset to the town. In order that the potential of the river is fully realised and that development alongside it is carefully controlled, the District Council will prepare Supplementary Planning Guidance for its conservation and enhancement.

5.11. The District is also important for nature conservation. Throughout the area there are many individual sites which are regarded as being of particular importance for their nature conservation value. These include Sites of Special Scientific Interest and nature reserves.

5.12. The District Council recognises that there is a high quality natural and built environment in South Kesteven which could suffer if the needs of development are met without taking steps to safeguard these finite resources. The policies of the Local Plan aim to ensure that these resources are conserved and that the environment is protected and enhanced.

Structure Plan Policies

5.13. The approved Lincolnshire County Structure Plan (1981) and the Structure Plan Alteration No. 1 (1991) include a number of policies aimed at balancing the requirements of new development consistent with the need to protect the environment, heritage, character and landscape of the County.

5.14. Strategic policies specifically presume against any development which would adversely affect statutory nature reserves and Sites of Special Scientific Interest and require regard to be made to the likely effects of development proposals on other sites of known wildlife value and the landscape generally.

5.15. Also stressed is the need to resist new industrial development, or the extension of existing industries, which is likely to cause or which are already creating significant environmental problems.

5.16. Other policies seek to safeguard the countryside from residential development which would create or extend ribbon or scattered development, and presume against all forms of development outside towns and villages other than those which are shown to be essential in that location and which would be environmentally acceptable.

Policy Objectives

5.17. The main environmental objectives of this Local Plan are to:

i) Conserve and enhance the natural and built environment;

ii) Protect the open countryside from inappropriate development;

iii) Identify and afford special protection to Areas of Great Landscape Value;

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iv) Protect from development those prominent areas of landscape important to the character and setting of Grantham and Stamford;

v) Prevent coalescence of settlements;

vi) Identify and protect from development those open areas important to the character of settlements;

vii) Protect historic parks and gardens; and

viii) Protect and conserve existing and proposed important wildlife habitats.

POLICIES AND PROPOSALS

Protection and Enhancement of the Environment

POLICY EN1:

THE VISUAL QUALITY AND AMENITY OF THE BUILT AND COUNTRYSIDE ENVIRONMENTS OF THE PLAN AREA WILL BE CONSERVED AND ENHANCED. DEVELOPMENT PROPOSALS SHOULD:

i) INCORPORATE APPROPRIATE LANDSCAPING AND TREE PLANTING WHERE APPROPRIATE;

ii) CONSERVE AND ENHANCE, WHEREVER POSSIBLE, WOODLAND, TREES, HEDGEROWS, WETLAND AND OTHER WILDLIFE HABITATS, WATERCOURSES AND OTHER NATURAL FEATURES, KNOWN ARCHAEOLOGICAL SITES AND FEATURES OF HERITAGE SIGNIFICANCE;

iii) IN RESPECT OF BUILDINGS, REFLECT THE GENERAL CHARACTER OF THE AREA THROUGH LAYOUT, SITING, DESIGN AND MATERIALS;

iv) NOT INTRUDE INTO THE SETTING OF IMPORTANT BUILDINGS, LANDSCAPE FEATURES OR PROMINENT VIEWS;

v) WHERE APPROPRIATE, HELP TO ACHIEVE THE IMPROVEMENT OF DERELICT, DEGRADED AND UNDERUSED LAND;

vi) BE LOCATED WHERE THE HIGHWAY SYSTEM CAN ADEQUATELY AND SAFELY ACCOMMODATE THE VOLUME AND NATURE OF TRAFFIC LIKELY TO BE GENERATED OR INCORPORATE SUITABLE PROPOSALS FOR ALL NECESSARY IMPROVEMENTS; AND

vii) AVOID POLLUTION OF THEIR SURROUNDINGS BY NOISE, TOXIC OR OFFENSIVE ODOUR OR BY RELEASE OF WASTE PRODUCTS.
5.18. The conservation and enhancement of the environment of towns, villages and the countryside is of central importance to the Plan and will have a bearing on all development proposals. Preserving and enhancing the environment will in some cases involve the prevention of development while in others the encouragement of good quality new development or restoration will be required. The district has many areas of countryside where the objective will be just to preserve the existing character by preventing intrusive development and the loss of landscape features.

5.19. In built-up areas new development can enhance or detract from the surroundings. As well as finding the optimum location for different uses, the layout, design and materials are important considerations. Good quality environment requires not only care with the visual impact of development but also the control of all forms of pollution including noise and toxic or offensive odour as well as careful management of the impact of new developments on traffic and parking.

Development in the Countryside

POLICY EN2:

PLANNING PERMISSION WILL NOT NORMALLY BE GIVEN FOR DEVELOPMENT IN THE OPEN COUNTRYSIDE BEYOND THE CONFINES OF SETTLEMENTS. EXCEPTION MAY BE MADE FOR:

i) ESSENTIAL RURAL ACTIVITIES, INCLUDING AGRICULTURE, FORESTRY AND MINERAL EXTRACTION;

ii) TOURIST OR RECREATIONAL USES WHICH COULD NOT REASONABLY BE LOCATED WITHIN THE CONFINES OF A SETTLEMENT AND WHICH DRAW ON THE CHARACTER OF THE COUNTRYSIDE ITSELF RATHER THAN IMPOSE UPON IT;

iii) CERTAIN INSTITUTIONAL USES AND SIMILAR USES STANDING IN EXTENSIVE GROUNDS AND CEMETERIES;

iv) CERTAIN UTILITY INSTALLATIONS REQUIRING A RURAL LOCATION;

v) CHANGES OF USE OF AGRICULTURAL AND OTHER RURAL BUILDINGS;

vi) ROADSIDE SERVICES WHICH FILL A CLEARLY ESTABLISHED GAP IN EXISTING PROVISION AND WHICH CANNOT REASONABLY BE MET WITHIN THE CONFINES OF BUILT-UP AREAS; AND

vii) THE CHANGE OF USE OF BUILDINGS OF ARCHITECTURAL OR HISTORIC VALUE WHERE IT IS THE ONLY PRACTICABLE MEANS OF ENSURING THE RESTORATION AND RETENTION OF THE BUILDING.
ANY DEVELOPMENT CONSIDERED APPROPRIATE TO THE COUNTRYSIDE SHALL BE SITED AND LANDSCAPED SO AS TO MINIMISE ITS IMPACT ON THE ENVIRONMENT.

5.20. It is the intention of the Plan to locate most new residential and industrial development within and adjoining the towns and villages. Policy EN2 will apply to all land outside existing built-up areas other than where development is specifically indicated in the Local Plan. As well as agriculture and forestry, it is recognised that, subject to need, mineral extraction must take place in the countryside where deposits occur. Policies covering the extraction of minerals are covered in the County Council's Minerals Local Plan. The countryside is likely to have an increasingly important role for recreation, especially for those activities that require a large amount of land. These are particularly appropriate on the fringe of the urban areas where they are easily accessible, though they may also be associated with natural features such as water recreation. Any building associated with these activities should be carefully located so that it is in sympathy with its landscape setting.

5.21. The provision of utilities, principally water, electricity, gas and telecommunications, can on occasions involve the development of installations in the countryside. These should, however, be sensitively located to minimise their impact on the environment. It is recognised that there is a need for petrol filling stations, restaurants and other services along major roads for long distance travellers. These will only be allowed in the countryside if it can be demonstrated that there is a need on the particular stretch of road and that their siting and design are acceptable.

5.22. Changes in farming methods have resulted in an increasing number of agricultural and other rural buildings becoming unsuit for their original purpose. Such buildings can represent a valuable resource, especially where they are capable of being satisfactorily adapted to accommodate enterprises that create new jobs and help diversify the rural economy. Specific guidance relating to the re-use or adaptation of such buildings for new uses is contained in Local Plan Policy AG2.

5.23. Conservation of historic buildings and other features in the countryside also requires flexibility in the types of use acceptable in order to permit continued economic use.

Areas of Great Landscape Value

POLICY EN3:

IN RECOGNITION OF THEIR HIGH VISUAL QUALITY THE FOLLOWING AREAS, AS SHOWN ON THE PROPOSALS MAP, ARE DESIGNATED AS AREAS OF GREAT LANDSCAPE VALUE:

1 THE AREA WITHIN THE SHELF OF THE LINCOLNSHIRE ESCARPMENT BETWEEN FULBECK, ANCASTER AND WOOLSTHORPE AND ENCIRCLING THE TOWN OF GRANTHAM;

AND
2 THE ROLLING LIMESTONE UPLANDS BETWEEN GRANTHAM, STAMFORD AND BOURNE.

WITHIN THESE AREAS PLANNING PERMISSION WILL ONLY BE GIVEN FOR DEVELOPMENT WHERE:

i) IT RELATES TO THE APPROPRIATE RE-USE OR ADAPTATION OF EXISTING AGRICULTURAL AND OTHER RURAL BUILDINGS PROVIDED THAT THE PROPOSED USE, FORM, BULK AND GENERAL DESIGN OF THE CONVERTED BUILDINGS ARE IN KEEPING WITH THEIR SURROUNDINGS; OR

ii) IT COMPRISSES AGRICULTURAL, FORESTRY, RECREATION OR TOURISM DEVELOPMENT AND, IN CERTAIN CIRCUMSTANCES, SURFACE MINERAL WORKINGS; OR

iii) IT RELATES AND IS SENSITIVE TO THE SCALE AND CHARACTER OF EXISTING SETTLEMENTS AND THEIR LOCATION IN THE LANDSCAPE.

IN CONSIDERING SUCH PROPOSALS, DETAILED DESIGN, LAYOUT, MATERIALS, SITING AND, IN PARTICULAR, LANDSCAPING WILL BE MATERIAL CONSIDERATIONS FUNDAMENTAL TO THE GRANTING OF PLANNING PERMISSION.

5.24. The District's landscape has several large areas of distinct character largely reflecting variations in geological form. In the predominantly flat and open terrain of South Lincolnshire, the areas of slopes and woodlands have a special attraction and are generally the areas defined as being of best landscape value.

5.25. Special attention will be given to development proposals in these areas to ensure that their character is not adversely affected.

Prominent Areas for Special Protection

POLICY EN4:

PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR ANY DEVELOPMENT WHICH WOULD DESTROY OR ADVERSELY AFFECT THE OPEN CHARACTER OF THE FOLLOWING PROMINENT AREAS OF LANDSCAPE AS SHOWN ON THE PROPOSALS MAP:

Grantham

1 THE HILLS AND RIDGES AROUND THE TOWN.

Stamford

2 LAND BETWEEN THE EXISTING BUILT-UP AREA OF THE TOWN AND THE A1 TRUNK ROAD, FROM EMPINGHAM ROAD SOUTHWARD TO TINWELL ROAD.
3 LAND TO THE NORTH OF THE TOWN BETWEEN THE EXISTING BUILT-UP AREA AND THE COUNTY BOUNDARY FROM LITTLE CASTERTON ROAD TO RYHALL ROAD.

4 LAND TO THE EAST OF THE RIVER GWASH AT NEWSTEAD.

5.26. The towns of Grantham and Stamford are both situated within an attractive valley landscape where the surrounding hillsides are clearly visible from within the town or major approach roads. Because of their importance to the setting of the towns it is essential that they be protected from any development that would affect their open character.

Prevention of Coalescence

POLICY EN5:

PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR ANY DEVELOPMENT WHICH WOULD DESTROY OR ADVERSELY AFFECT THE OPEN CHARACTER OF THE FOLLOWING AREAS AS SHOWN ON THE PROPOSALS MAP:

1 BETWEEN GRANTHAM AND GREAT GONERBY, IN THE AREA TO THE EAST AND WEST OF THE B1174 OLD GREAT NORTH ROAD;

2 BETWEEN GRANTHAM AND BARROWBY, IN THE AREA TO THE EAST AND WEST OF THE A1 TRUNK ROAD;

3 BETWEEN STAMFORD AND GREAT CASTERTON, IN THE AREA BETWEEN THE A1 AND THE OLD GREAT NORTH ROAD;

4 BETWEEN DEEPING ST JAMES AND FROGNALL, IN THE AREA SOUTH OF THE A16 SPALDING ROAD;

5 BETWEEN CAYTHORPE AND FRIESTON, IN THE AREA TO THE SOUTH OF FRIESTON ROAD AND WEST OF THE A607 LINCOLN ROAD;

6 BETWEEN COLSTERWORTH AND WOOLSTHORPE, IN THE AREA TO THE SOUTH OF WOOLSTHORPE ROAD FROM BRIDGE END ROAD TO NEWTON WAY; AND

7 BETWEEN MORTON AND HANTHORPE, IN THE AREA TO THE NORTH OF HANTHORPE ROAD.

5.27. Although the towns and villages within the Plan Area are to a large degree interdependent in economic, social and commercial terms they are nevertheless separate communities. However, in some instances peripheral expansion has brought them physically closer to each other. Some have already merged, but others remain separated from each other by key open areas. The protection of these listed in Policy EN5 will play an important part in maintaining the separate identities of the neighbouring communities.
Open Areas Important to the Character and Setting of Built-up Areas

POLICY EN6:

PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR ANY DEVELOPMENT WHICH WOULD DESTROY OR ADVERSELY AFFECT THE OPEN CHARACTER OF THE FOLLOWING AREAS AS SHOWN ON THE PROPOSALS MAP:

**Grantham**

LAND ALONGSIDE THE RIVER WITHAM FROM BELTON PARK TO WYNDHAM PARK.

LAND BETWEEN SANDON ROAD AND THE RIVER WITHAM.

**Stamford**

LAND BETWEEN TINWELL ROAD AND THE RIVER WELLAND FROM THE A1 TRUNK ROAD TO 'THE BRIDGE' AND INCLUDING ALLOTMENT GARDENS AND THE TOWN MEADOWS.

LAND ALONGSIDE THE RIVER WELLAND TO THE SOUTH OF PRIORY ROAD AND AT HUDDS MILL.

**Bourne**

LAND AT THE WELL HEAD FIELDS AND ABBEY LAWNS.


**The Deepings**

LAND TO THE EAST OF THE A15 CHURCH STREET AND THE CEMETERY, NORTH OF THE RECTORY.

**Aisby**

LAND TO THE WEST OF MERE LANE AND NORTH OF THE VILLAGE STREET.

**Allington**

LAND TO THE SOUTH OF THE VILLAGE GREEN, BETWEEN THE OLD MANOR HOUSE AND DALESTORTH FARM.

**Ancaster**

LAND TO THE EAST OF ERMINE STREET AND NORTH OF THE BECK.
Aslackby

LAND TO THE SOUTH OF TEMPLE ROAD AND EAST OF SOVEREIGN STREET.

Barrowby

LAND TO THE EAST OF THE GRANGE BETWEEN PASTURE ROAD AND REEDINGS ROAD.

Boothby Pagnell

LAND AT THE JUNCTION OF THE B1176 GRANTHAM ROAD AND GREAT PONTON ROAD.

Braceborough

LAND AT BRACEBOROUGH HOUSE.

LAND BETWEEN IVY FARM AND WALNUT COTTAGE.

THE PADDOCK SOUTH OF THE CHURCH.

Brandon

LAND TO THE NORTH OF HALL LANE.

LAND TO THE NORTH OF CHURCH FARM.

LAND BETWEEN ST JOHNS CHURCH AND HOUGH ROAD.

LAND TO THE REAR OF GREYSTONES BETWEEN HALL LANE AND CHURCH LANE.

Careby

LAND BETWEEN MAIN STREET AND ST STEPHENS CHURCH.

Castle Bytham

LAND TO THE SOUTH OF WATER LANE.

LAND TO THE SOUTH OF HIGH STREET.

LAND TO THE SOUTH OF CASTLE HILL INCLUDING THE FISH PONDS.

Corby Glen

LAND TO THE EAST OF TANNERS LANE.

Denton

LAND TO THE WEST OF CASTHORPE ROAD.
**Dowsby**

LAND TO THE EAST OF MAIN ROAD AND NORTH OF ST ANDREW'S CHURCH.

**Dunby**

LAND TO THE EAST OF FEN LANE.

**Folkingham**

LAND BETWEEN THE BOURNE ROAD AND BILLINGBOROUGH ROAD, TO THE WEST OF THE STREAM AT OS 4832 AND 4133.

**Fulbeck**

LAND TO THE NORTH OF RECTORY LANE, BETWEEN BULBY LANE AND FULBECK HALL.

**Gelston**

LAND AT OS 1930 ADJACENT TO ASHFIELD.

LAND ADJACENT TO CHURCH GARTH.

LAND AT THE GREEN.

**Greatford**

LAND TO THE WEST OF CARLBY ROAD AND NORTH OF 'MEADOWBROOK'.

LAND TO THE EAST OF CARLBY LANE AND SOUTH OF THE WEST GLEN RIVER.

LAND TO THE SOUTH OF MAIN STREET AND WEST OF THE HARE AND HOUNDS PUBLIC HOUSE.

LAND TO THE SOUTH OF MAIN STREET BETWEEN MANOR HOUSE AND 'GARDENERS COTTAGE'.

**Gunby**

LAND TO THE NORTH OF MAIN STREET BETWEEN 'POND HOUSE' AND 'GUNBY HOUSE'.

LAND AT THE CORNER OF STAINBY ROAD AND MAIN STREET.

LAND BETWEEN STAINBY ROAD AND WITHAM ROAD.
Harlaxton

LAND TO THE SOUTH OF THE A607 BETWEEN RECTORY LANE AND TROTTERS LANE.

Hough on the Hill

LAND BETWEEN BRANDON ROAD AND LOWER ROAD.

LAND TO THE WEST OF GRANTHAM ROAD AND SOUTH OF HOUGH MANOR.

LAND TO THE SOUTH OF HIGH ROAD.

LAND AT BOSOM HILL TO THE NORTH OF FOLLY HILL AND WEST OF NEW HILL.

LAND TO THE NORTH OF GELSTON ROAD AND TO THE WEST OF THE WILDERNESS AND GRANTHAM ROAD.

LAND TO THE SOUTH OF FOLLY LANE AND TO THE WEST OF MANOR FARM HOUSE.

LAND TO THE NORTH OF HIGH ROAD AND WEST OF 'ASHLEIGH'.

Little Bytham

LAND TO THE WEST OF STATION ROAD AND NORTH OF CHURCH LANE.

LAND TO THE WEST OF STATION ROAD AND SOUTH OF CHURCH LANE.

Long Bennington

LAND ALONGSIDE THE RIVER WITHAM, BETWEEN WINTERS LANE AND MEADOW CLOSE.

LAND ON THE SOUTHERN APPROACHES TO LONG BENNINGTON BETWEEN THE OLD GREAT NORTH ROAD AND THE CHURCH/PRIORY AREA.

Manthorpe (Grantham)

LAND TO THE WEST OF MANTHORPE ROAD AND NORTH OF LONGCLIFFE ROAD.

Marston

LAND BETWEEN BARKSTON ROAD AND THE RIVER WITHAM, TO THE SOUTH OF MARSTON HALL.
LAND SOUTH OF THE RIVER WITHAM AND NORTH OF MARSTON HALL.

North Witham

LAND TO THE SOUTH OF RECTORY LANE.

Oasby

LAND NORTH OF MILL LANE BETWEEN WAYSIDE COTTAGE AND THE VILLAGE.

Old Somerby

LAND AT THE JUNCTION OF THE B1176 GRANTHAM ROAD AND SCHOOL LANE.
LAND TO THE NORTH OF SCHOOL LANE.
LAND TO THE SOUTH OF SCHOOL LANE BETWEEN THE 'ORCHARDS' AND 'CHURCH COTTAGE', HIGH SOMERBY.

Pickworth

LAND BETWEEN FOLKINGHAM ROAD AND SHEPTON LANE.
LAND TO THE SOUTH OF VILLAGE STREET BETWEEN 'BRIDGE HOUSE' AND THE VILLAGE HALL.
LAND SOUTH OF VILLAGE STREET TO THE EAST OF THE VILLAGE HALL.

Ropsley

LAND TO THE NORTH OF HUMBY ROAD.
LAND TO THE SOUTH OF HUMBY ROAD.

Skillington

LAND TO THE NORTH OF CHURCH STREET.
LAND TO THE SOUTH OF CHURCH STREET.
LAND TO THE SOUTH OF COLSTERWORTH ROAD AND EAST OF WESTONS FARM.

South Witham

THE PADDOCK SOUTH OF TANYARD HOUSE.

Swayfield

LAND BETWEEN HIGH STREET AND ST NICHOLAS'S CHURCH.
Syston

LAND BETWEEN THE DRIFT AND MAIN STREET.

Tallington

LAND TO THE NORTH OF THE A16 MAIN ROAD BETWEEN THE RAILWAY AND 'MANOR HOUSE', AND 'MANOR HOUSE' AND 'WILLOW VIEW'.

LAND TO THE SOUTH OF THE A16 MAIN ROAD BETWEEN THE RAILWAY AND 'WALNUT HOUSE'.

LAND ON EITHER SIDE OF MILL LANE.

LAND EAST OF THE CHURCH.

Uffington

LAND TO THE EAST OF ST MICHAEL AND ALL ANGELS CHURCH BETWEEN SCHOOL LANE AND THE A16 MAIN ROAD.

LAND TO THE SOUTH OF THE A16 MAIN ROAD AT UFFINGTON PARK.

LAND TO THE EAST OF GREATFORD ROAD.

Witham on the Hill

LAND TO THE NORTH OF BOTTOM STREET AT THE REAR OF WOODYARD FARM.

LAND TO THE WEST OF BOTTOM STREET.

LAND TO THE EAST OF BOTTOM STREET AND NORTH OF ST ANDREWS CHURCH.

LAND AT WITHAM HALL PREPARATORY SCHOOL.

LAND AT THE VILLAGE GREEN.

LAND AT THE PARK.

Woolsthorpe by Belvoir

LAND TO THE WEST OF VILLAGE STREET.

LAND TO THE EAST OF VILLAGE STREET.

5.28. Although development of an appropriate scale is often acceptable on sites within and on the edge of the built-up areas of towns and villages, this is not always the case.
5.29. The towns and villages consist not only of buildings or groups of buildings but also of the spaces between and around. These spaces, which can include gardens, fields, farmyards, play an essential part in the make-up of built-up areas and it must not be assumed that building on these vacant places will be acceptable in every case.

5.30. The areas identified within this Policy, within and adjoining the named towns and villages, are considered to be of special importance to their character and setting and are to be protected from development.

**Historic Parks and Gardens**

**POLICY EN7:**

**PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR DEVELOPMENT WHICH WOULD DESTROY OR ADVERSELY AFFECT THE CHARACTER, APPEARANCE OR SETTING OF THE FOLLOWING HISTORIC PARKS AND GARDENS AS SHOWN ON THE PROPOSALS MAP:**

1. BELTON HOUSE
2. CAYTHORPE COURT
3. EASTON PARK
4. GRIMSTHORPE CASTLE
5. HARLAXTON MANOR
6. MARSTON HALL
7. STOKE ROCHFORD HALL

5.31. The Plan Area has 7 parks which are listed in the 'Register of Parks and Gardens of Special Historic Interest in England 1985' produced by English Heritage. These in total cover some 1,470 hectares. They offer a great resource to the District and special care must be taken with any development of the properties, whether for tourism and recreation or other uses, to ensure that the historical value of the areas is enhanced rather than damaged.

**Protection of Wildlife and Geological Sites**

**POLICY EN8:**

**PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR DEVELOPMENT WHICH WOULD DESTROY OR ADVERSELY AFFECT EXISTING OR PROPOSED SITES OF SPECIAL SCIENTIFIC INTEREST OR SITES SUPPORTING SPECIES PROTECTED BY LAW.**

**THE DISTRICT COUNCIL WILL NOT NORMALLY PERMIT DEVELOPMENT WITHIN, NEAR OR ADJACENT TO A NATURE RESERVE THAT IS LIKELY TO ADVERSELY AFFECT THE NATURE CONSERVATION INTEREST.**
The District Council will consult the Lincolnshire and South Humberside Trust for Nature Conservation when determining applications for development which could affect other sites of nature conservation interest.

The District Council will make tree preservation orders where it considers that trees which contribute to local amenity and the landscape are at risk. The District Council will encourage appropriate tree and hedge planting schemes.

5.32. The District contains a wide range of habitats of ecological value, many of which are designated as Sites of Special Scientific Interest, including local nature reserves. The sites are listed in Appendix A.

5.33. This Policy gives specific protection to such areas. The District Council will liaise with English Nature whenever development requiring planning permission is proposed in, or adjacent to, an SSSI.

5.34. Only development which is essential to fulfil the major provisions of the Plan, and which cannot be accommodated on alternative sites, will be regarded as cases of overriding need.

Environmental Impact of New Industrial and Commercial Development

POLICY EN9:

PROPOSALS FOR INDUSTRIAL, COMMERCIAL OR OTHER FORMS OF DEVELOPMENT WILL NOT NORMALLY BE GRANTED WHERE THEY WOULD:

i) GENERATE LEVELS OF NOISE OR TOXIC OR OTHER OFFENSIVE ODOURS OR ANY OTHER FORM OF POLLUTION SERIOUSLY DETRIMENTAL TO THE ENVIRONMENT OF SURROUNDING AREAS;

ii) RESULT IN UNACCEPTABLE TRAFFIC FLOWS, PARTICULARLY ALONG PRIMARILY RESIDENTIAL ROADS;

iii) BE SERIOUSLY DETRIMENTAL TO THE ENVIRONMENT OF SURROUNDING RESIDENTIAL AREAS DUE TO INADEQUATE PROVISIONS FOR ACCESS OR CAR PARKING; OR

iv) BE SERIOUSLY DETRIMENTAL TO THE VISUAL QUALITY OF THE ENVIRONMENT.

WHERE A PROPOSED DEVELOPMENT SEEMS LIKELY TO HAVE SIGNIFICANT ADVERSE ECOLOGICAL EFFECTS, THE DISTRICT COUNCIL WILL NORMALLY REQUIRE THE APPLICANT TO PRODUCE AN ENVIRONMENTAL ASSESSMENT.

5.35. Though the Plan places a high priority on economic development and the creation of new jobs, this should not be achieved at the expense of the safety and environmental quality of surrounding areas. Very often new uses can be accommodated provided adequate measures are taken to control noise and emissions, and provision is made for traffic and parking. Environmental
assessments will be required as a part of a planning application for the types of development defined in the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988.

Hazardous Development

POLICY EN10:

HAZARDOUS DEVELOPMENT, OR DEVELOPMENT WITHIN OR IN THE VICINITY OF A CONSULTATION ZONE OF A HAZARDOUS INSTALLATION AS SHOWN ON THE PROPOSALS MAP, AND WHICH THE HEALTH AND SAFETY EXECUTIVE CONSIDER WOULD CONSTITUTE OR CARRY A SUBSTANTIAL RISK, WILL NOT NORMALLY BE PERMITTED.

PLANNING PERMISSION FOR BUSINESS, GENERAL INDUSTRIAL AND STORAGE OR DISTRIBUTION DEVELOPMENT WILL BE SUBJECT TO CONDITIONS EXCLUDING THE PRESENCE OF A NOTIFIABLE QUANTITY OF A HAZARDOUS SUBSTANCE WHERE THE NATURE OF ADJOINING DEVELOPMENT MAKES THIS APPROPRIATE.

5.36. Where an activity involves the storage or use of a hazardous substance the District Council will consult the Health and Safety Executive over the suitability of any particular site.

5.37. Special industries, other "bad neighbour" industries, and hazardous installations are for reasons of public health, safety and their effect on amenity not usually suitable within or near residential development. There are few sites within the built-up areas of the District where such uses can be satisfactorily located.

5.38. The Health and Safety Executives' specifications require that "Hazardous Installations" have an "outside safety zone" within which any proposed development will be subject to their strict control.

5.39. Many employment sites in the District adjoin, or involve development, which needs protection from the dangers that could arise if hazardous substances were not strictly controlled.

Telecommunications Development

POLICY EN11:

PLANNING PERMISSION WILL NORMALLY BE GRANTED FOR TELECOMMUNICATIONS DEVELOPMENT PROVIDED THAT:-

i) THERE IS NO ADVERSE IMPACT ON THE LOCAL ENVIRONMENT;

ii) THERE IS NOT A PROLIFERATION OF DEVELOPMENT OF THIS KIND ON SEPARATE OR ADJOINING SITES AND ALL OPPORTUNITIES HAVE BEEN EXPLORED FOR SHARING OF MASTS OR THE ERECTION OF ANTENNAS ON EXISTING BUILDINGS OR OTHER STRUCTURES;
iii) THE DEVELOPMENT COMPLIES WITH OTHER POLICIES OF THE LOCAL PLAN.

5.40. Government Policy is to facilitate the growth of telecommunications and development in this field should not be hindered. In line with other aims of preserving the environment such development, where it requires planning permission, must be sited so as not to detract from the appearance of buildings, settlements and the countryside.
6. AGRICULTURE
6. AGRICULTURE

Introduction

6.1. Agriculture is by far the major use of land in the District. In addition to being an important means of food production and a provider of local employment, its methods and systems are largely responsible for shaping and maintaining the character and appearance of the landscape of the countryside.

6.2. The industry has experienced significant changes over the past few decades. Agricultural policies established after the war aimed to supply the nation with a reliable source of food and sought to retain agricultural land in full production. These policies were strengthened when the UK joined the European Community and resulted in increased output. At the same time employment in agriculture declined as the industry became increasingly capital rather than labour intensive.

6.3. More recently the impact of the Common Agricultural Policy of the European Community has resulted in the over production of a whole range of products. Measures are now being taken to reduce the overall cost of support to the agricultural industry by increasing the role of market forces and by curtailing support and protection. The result, for the first time this century, is that land is being taken out of production in an attempt to reduce surpluses.

6.4. Given current and projected future patterns of agricultural income, an increasing number of landowners are now beginning to look at a range of options for the alternative economic use of some of their land and/or buildings.

6.5. Government policy has shifted away from retaining as much land as possible in agricultural production to developing and diversifying the rural economy. Emphasis is now upon the need to integrate the development necessary to sustain the rural economy with the protection of the countryside for the sake of its beauty, the diversity of its landscape, the wealth of its natural resources and its ecological and recreational value rather than just for agricultural production.

6.6. Despite these changes, agriculture will continue to have an important food producing role and be the land use that most influences the physical appearance and character of the countryside. Although it is unlikely to generate any major employment expansion in the future, a prosperous farming industry will help associated industries to flourish and will assist in conserving and maintaining the countryside.

6.7. Therefore, in the interests of securing long term benefits for the farming community and the local rural economy, it is considered necessary to protect the best and most versatile agricultural land from irreversible development whilst allowing a suitable response to proposals for farm diversification and new agricultural buildings and farm dwellings, balanced by the need to conserve and enhance the landscape character, nature conservation value and historic interest of the countryside.

Structure Plan Policies

6.8. Strategic policies, as embodied in the approved Structure Plan (1981) and the Structure Plan Alteration No. 1 (1991) stipulate that the best and most versatile
agricultural land, which in Lincolnshire is Grades 1 and 2, should normally not be built on unless there is no other site suitable for the particular purpose. When non-agricultural development is necessary on agricultural land it will, wherever possible and appropriate, be located on land of a lower rather than a higher grade.

6.9. New residential development will normally only be permitted in the open countryside where there is an essential need to house farm or forestry workers near to their place of work.

6.10. Also, intensive livestock units and other farm buildings that are subject to planning permission will be permitted in the open countryside provided that they are carefully sited and designed to minimise their impact on the surrounding countryside; located at a sufficient distance from settlements to ensure that any noxious or offensive smells do not affect settlements; local roads have the capacity to carry the traffic generated by the development; and water resources are protected from pollution.

6.11. In addition, the proposed Structure Plan Alteration No. 2 allows for the re-use for industrial, warehousing and office development of appropriate agricultural buildings in the open countryside, provided satisfactory access and servicing can be obtained.

Policy Objectives

6.12. The main agriculture policy objectives of this Local Plan are to:

i) Prevent the loss of the best and most versatile agricultural land;

ii) Control the siting and design of agricultural buildings;

iii) Control the conversion and re-use of agricultural buildings; and

iv) Control the development of agriculturally related enterprises in the countryside.

POLICIES AND PROPOSALS

Agricultural Buildings

POLICY AG1:

THE DEVELOPMENT OF AGRICULTURAL BUILDINGS REQUIRING PLANNING PERMISSION WILL BE SUBJECT TO THE FOLLOWING CRITERIA:

i) WHEREVER POSSIBLE, NEW BUILDINGS WILL BE WELL INTEGRATED WITH AN EXISTING GROUP OF FARM BUILDINGS.

ii) NO ADVERSE EFFECT ON RESIDENTIAL PROPERTIES IS LIKELY TO OCCUR BY REASON OF NOISE, DUST, SMELL OR GENERAL DISTURBANCE.

- 77 -
iii) The location and design of new buildings will have regard to natural features and adjoining buildings.

iv) Where necessary the building will be landscaped to reduce its impact on the surrounding countryside.

v) Conditions will be imposed to prevent pollution of ground and surface waters and to ensure that, where necessary, an adequate means of effluent retention treatment and disposal can be provided.

vi) Satisfactory access, servicing and parking facilities can be provided.

6.13. While agricultural buildings may be necessary for the effective operation of farming, they should be sited, designed and landscaped so as to minimise their impact on nearby residential properties and the countryside and avoid contamination of ground water sources. This is especially so as regards buildings for the accommodation of livestock. Such an activity can create problems if located near to residential areas if large numbers of livestock are involved.

Reuse or Adaptation of Agricultural and Other Rural Buildings

**Policy AG2:**

**Proposals for the reuse or adaptation of agricultural and other rural buildings in the countryside for commercial, industrial, residential, recreational or tourist uses will normally be permitted provided that:**

i) The proposed design and layout preserves the essential elements of the building's character and appearance;

ii) The building is structurally sound and capable of renovation without substantial rebuilding;

iii) The nature and extent of the new activities to be carried out in the building and any related changes in the use of the space around it, will not cause serious visual intrusion or generate any unacceptable traffic, excessive noise or other disturbance to nearby properties;

iv) Satisfactory access, servicing and parking facilities can be provided and the local highway system can adequately and safely accommodate the volume and nature of the traffic likely to be generated; and
v) THE PROPOSED USE COMPLIES WITH OTHER POLICIES OF THE LOCAL PLAN.

6.14. The best use for a building is that for which it was originally designed. However, changes in agricultural methods and farming techniques have resulted in an increasing number of agricultural and other rural buildings, becoming unsuited or unrequired for their original purpose. Some of these buildings are of architectural or historic interest and/or make a contribution to the rural heritage and character of the countryside.

6.15. The District Council recognises that such buildings can represent a valuable resource and there should generally be no reason for preventing their re-use and adaptation for new purposes, provided that the building has not become so derelict that it could not be brought back into use only by complete or substantial reconstruction and the form, bulk and general design is in keeping with its surroundings. Such re-use or adaptation can help reduce some of the demand for building in the countryside.

6.16. The Council considers that, subject to the environmental and traffic considerations, the most appropriate alternative uses for agricultural and other rural buildings are those which facilitate the creation of new commercial, industrial or recreational enterprises that provide the jobs needed to help combat local unemployment and diversify the rural economy.

6.17. Residential conversions have a minimal effect on the rural economy. They can, however, make a contribution to a local community by widening the range and type of housing available. Therefore, where such buildings are located within or adjoining the built-up areas of existing settlements, conversion to residential use may be acceptable, provided that the building is suitable for such conversion without extensive alteration, rebuilding and/or extension.

6.18. New residential development in the open countryside, away from established settlements is subject to strict control. Proposals for the conversion of existing agricultural and other rural buildings to residential use in such locations will therefore not normally be permitted unless the development is to meet the essential needs of agriculture and forestry workers, or relates to the provision of tourist accommodation.

6.19. In all cases the District Council will need to be satisfied that the nature of the new use is sympathetic to its surroundings and will not give rise to unacceptable environmental and traffic conditions. Proposals for conversion of existing buildings may be more acceptable if they respect local building styles and materials and result in an improvement to the external appearance of the building. Whilst accepting the need for some changes to adapt the building to a new use, the conversion proposals should ensure, wherever necessary and appropriate, the retention of the character of the original building as far as practically possible. This can be achieved by retaining existing wall openings and other architectural features. New openings in the wall should reflect the character of the building.
Development Related to Agriculture

POLICY AG3:

PROPOSALS IN THE OPEN COUNTRYSIDE FOR THE DEVELOPMENT OF FACILITIES FOR THE STORAGE, PROCESSING, MARKETING OR DISTRIBUTION OF AGRICULTURAL PRODUCE OR THE SERVICING AND MAINTENANCE OF AGRICULTURAL MACHINERY AND EQUIPMENT WILL NORMALLY ONLY BE PERMITTED WHERE:

i) THE DEVELOPMENT IS NEEDED TO SERVE FARMS WITHIN THE LOCAL CATCHMENT AREA;

ii) NO SUITABLE SITES OR BUILDINGS EXIST WITHIN OR ADJACENT TO AN EXISTING TOWN OR VILLAGE;

iii) THE DEVELOPMENT WILL NOT CAUSE SERIOUS VISUAL INTRUSION OR GENERATE EXCESSIVE DUST, NOISE, SMELL OR OTHER DISTURBANCE TO NEARBY PROPERTIES; AND

iv) SATISFACTORY ACCESS, SERVICING AND PARKING FACILITIES CAN BE PROVIDED AND THE LOCAL HIGHWAY SYSTEM CAN ADEQUATELY AND SAFELY ACCOMMODATE THE VOLUME AND NATURE OF THE TRAFFIC LIKELY TO BE GENERATED.

6.20. As older on-farm buildings are due for replacement, many farmers and growers and the food industry in general are realising the economic advantages of using 'centralised' grain stores for the handling, processing and marketing of the harvest.

6.21. Because such buildings are used as collection and distribution points for the produce of several local farmers, they often need to be sited in locations which meet their particular operational requirements near to the farms which they serve.
7. CONSERVATION
7. CONSERVATION

Introduction

7.1. The District possesses a rich architectural and historic heritage which is to be found not only in its many fine churches and grand country houses but also in the combination of various building forms, styles and materials at the heart of its market towns and villages and which, seen in their relationship to each other and the spaces and streets that surround them, determine their unique, appealing character. This character provides an amenity for local residents, draws visitors and is an economic asset in encouraging new investment.

7.2. The intrinsic value of the District’s old buildings and street patterns goes deeper than their attractive appearance. Together with ancient monuments and sites of archaeological interest, they represent a physical record of the economic, social and aesthetic influences of different periods in local history.

7.3. Just over 2,580 of the District’s oldest buildings are included on the statutory list of buildings of special architectural or historic interest compiled by the Secretary of State for the Environment. These buildings contribute significantly to the character and appearance of the area and may not be demolished or materially altered without specific consent. The centre of Stamford alone contains over 600 such buildings and was the very first in England to be designated a Conservation Area.

7.4. A Conservation Area generally centres on an important group of buildings of historic or architectural interest and has special characteristics or features which it is desirable to preserve or enhance. Formal designation of a Conservation Area enhances the District Councils influence over development and brings most demolitions and removal of trees under the control of the Planning Authority. In addition to Stamford, such areas have been designated at the centres of each of the towns of Bourne, Grantham and The Deepings and at 31 of the rural villages.

7.5. The stock of historic buildings, ancient monuments and archaeological sites provide the specific character, sense of place, and continuity to community life. They are an irreplaceable heritage which should be handed on to succeeding generations.

7.6. Accordingly the District Council considers it important to ensure that the policies of the Local Plan provide for the protection and enhancement of the fabric of the historic built environment. This is not to suggest that change and development will be prohibited or severely curtailed in all circumstances. Indeed, in certain instances, sympathetic development and changes in the use of historic buildings may be necessary to ensure their continued maintenance. The purpose of the Local Plan is to ensure that such developments are directed and guided so as to minimise their impact and provide the basis for environmental improvements.

Structure Plan Policies

7.7. In pursuing a positive promotional strategy of planned growth in Lincolnshire, the policies of the approved Lincolnshire Structure Plan seek to ensure that
provision for new development is consistent with the need to protect the urban and rural heritage and character of the County.

7.8. Strategic policies specifically provide for the protection of archaeological sites and artefacts and, where safeguarding cannot be secured in the case of sites affected by proposed developments, seek to provide opportunities for their detailed investigation in advance of that development.

Policy Objectives

7.9. The policy objectives of this Local Plan, insofar as they relate to the conservation of the built environment are to:

i) Conserve and enhance the architectural and historic heritage of the District, whether comprising individual buildings or whole areas;

ii) Keep listed and other buildings of character in a good state of repair and, where necessary, secure their adaptation to sympathetic new uses; and

iii) Protect scheduled Ancient Monuments and sites of major archaeological significance from development and ensure that surveys and recording of other sites of potential archaeological interest are carried out prior to development.

POLICIES AND PROPOSALS

Sites of Archaeological Interest

POLICY C1:

PLANNING PERMISSION WILL NOT NORMALLY BE GIVEN FOR DEVELOPMENT WHICH WOULD DESTROY OR ADVERSELY AFFECT THE HISTORIC VALUE AND SETTING OF SCHEDULED MONUMENTS AND SITES OF MAJOR ARCHAEOLOGICAL IMPORTANCE AS SHOWN ON THE PROPOSALS MAP.

7.10. Scheduled monuments and important archaeological sites, whether in the form of standing remains or buried deposits, provide tangible evidence of the way of life of past generations. They are limited in number, and once destroyed or mutilated, cannot be authentically replaced. It is therefore a major priority to ensure that such features, together with their historic settings, are not threatened by the effects of new development.

POLICY C2:

IN AREAS WHERE DEVELOPMENT PROPOSALS AFFECT OTHER KNOWN SITES OF ARCHAEOLOGICAL SIGNIFICANCE, OR SITES WHERE THERE IS AN INDICATION THAT ARCHAEOLOGICAL MATERIAL MAY EXIST, THE DISTRICT COUNCIL WILL INCLUDE CONDITIONS TO ALLOW ARCHAEOLOGICAL INVESTIGATION TO TAKE PLACE PRIOR TO DEVELOPMENT INCLUDING, AS APPROPRIATE, EXCAVATION, RECOVERY, RECORDING AND STORAGE OF ARCHAEOLOGICAL FEATURES AND FINDS, AND
MEASURES TO PROTECT THE ARCHAEOLOGICAL INTEREST DURING DEVELOPMENT.

Where appropriate the District Council will seek to reach agreement with developers over alterations to development proposals in order to secure the preservation of significant archaeology in situ.

7.11. The desirability of preserving sites of archaeological significance is a material consideration in the assessment of development proposals and will be taken into account whenever appropriate. Where expert advice indicates the existence or likely presence of archaeological material on development sites, consideration will be given to entering formal agreements with applicants or imposing suitable planning conditions to protect or record such material. Any costs incurred in investigating and safeguarding the archaeology of development sites will be expected to be borne by the developer.

7.12. Where development sites include areas of archaeological importance, the impact of the proposals on such areas will be carefully assessed. If necessary, developers will be required to amend the form and layout of the development so as to eliminate or reduce to an acceptable level any elements which would otherwise cause damage to significant in situ archaeology. Such measures may on occasion result in the expectations for development of a site being reduced.

Listed Buildings and Other Buildings of Character

POLICY C3:

LISTED BUILDING CONSENT WILL NOT NORMALLY BE GIVEN FOR THE TOTAL DEMOLITION OF LISTED BUILDINGS.

7.13. The listed buildings within the District represent a great variety of architectural styles, uses, historic periods, and materials, and as well as being visually attractive in their own right, reveal a great deal about the way of life of local inhabitants in former times. Such buildings are however, a finite resource, and once lost are impossible to replace, even with the most accurate of replicas. Consent for the total demolition of a listed building will only be granted in very exceptional circumstances, and applications for such consent will need to be accompanied by very substantial evidence as to the condition of the building, the cost of repair and maintenance (taking into account the availability of grant aid and the economic value of the building when repaired), any possible alternative uses, and any response received as a result of the freehold having been offered for sale on the open market.

POLICY C4:

LISTED BUILDING CONSENT WILL NOT NORMALLY BE GIVEN FOR THE PARTIAL DEMOLITION OF ANY LISTED BUILDING OR THE REMOVAL OF ANY OBJECT OR STRUCTURE AFFIXED TO IT OR WITHIN ITS CURTILAGE WHERE SUCH ACTION WOULD DETRACT FROM THE INTRINSIC CHARACTER OR APPEARANCE OF THE BUILDING OR RESULT IN THE LOSS OF IMPORTANT FEATURES OR ARCHITECTURAL OR HISTORIC INTEREST.
7.14. The character of a listed building is often determined as much by its shape, scale and area as by individual architectural features, and the demolition of part of a building can have a significant detrimental effect on its appearance and destroy or severely harm its authenticity. Similarly, the importance to the historic character of the building of affixed objects like sundials, dovecotes or plaques, and freestanding structures like outbuildings, walls and statues should be recognised, even when such objects or structures have no modern practical function. These should be retained in situ wherever possible.

**POLICY C5:**

**PROPOSALS FOR AN APPROPRIATE FORM OF DEVELOPMENT WHICH RETAINS OR REINSTATES THE ESSENTIAL CHARACTERISTICS AND APPEARANCE OF LISTED BUILDINGS, OR WHICH WOULD NOT BE DETRIMENTAL TO THE SETTING OF SUCH BUILDINGS, WILL NORMALLY BE GRANTED. PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WOULD BE DETRIMENTAL TO THE CHARACTER OR SETTING OF SUCH BUILDINGS.**

7.15. Many listed buildings have in the past been badly affected by unsympathetic alterations and additions, or nearby development the scale, design and appearance of which pays no respect to their character. The District Council will seek by persuasion and discussion to encourage developers to reinstate features such as doors and windows which are consistent with the established scale and character of such buildings. When submitting applications for development which could affect the setting of a listed building, applicants will be expected to demonstrate that the proposal recognises and compliments the scale and design of the building and its associated open space. Perspective sketches of street elevations may be required to illustrate the suitability of the proposal. These factors will have a high priority when applications for such development are considered.

**POLICY C6:**

**APPLICATIONS FOR ALTERATIONS OR EXTENSIONS TO A LISTED BUILDING WILL BE CONSIDERED HAVING REGARD TO THE EFFECT OF THE PROPOSAL ON THE APPEARANCE AND CHARACTER OF THE BUILDING, PARTICULARLY IN TERMS OF SCALE, DESIGN AND MATERIALS TO BE USED.**

7.16. Great care must be taken in designing alterations or extensions to a listed building, both in terms of overall scale and design, and detailed finish and materials. The District Council will expect submissions for such works to illustrate that these matters have been carefully considered, and that the alterations will respect, both in principle and in detail, the existing character and appearance of the building. The use of substitute materials such as artificial stone, or aluminium of UPVC for windows and doors, will not normally be acceptable.

**POLICY C7:**

**PROPOSALS FOR THE CHANGE OF USE, OR THE RE-USE, OF LISTED BUILDINGS WILL BE CONSIDERED HAVING REGARD TO:**
THE DESIRABILITY OF RETAINING THE BUILDING IN ITS ORIGINAL USE OR, WHERE THIS CANNOT BE ACHIEVED, IN AN APPROPRIATE BENEFICIAL USE.


OTHER LOCAL PLAN POLICIES.

7.17. Buildings which are empty for long periods tend to be neglected, quickly falling into disrepair, which may eventually result in structural failure or collapse. The occupation or regular use of a listed building can play an important role in ensuring that the building is maintained in good condition. The District Council will take this into account, together with all other material factors, when considering planning applications for a change of use of such buildings.

POLICY C8:

PROPOSALS WHICH WOULD RESULT IN THE UNDER-UTILISATION OF THE UPPER FLOORS OF HISTORIC BUILDINGS WILL NOT NORMALLY BE PERMITTED.

7.18. There has been a growing tendency, particularly amongst business premises in town centre locations, for the upper floors of important historic buildings to be seriously under-used and in some cases abandoned entirely. This often results in the structure above ground level being neglected, and the dilapidated appearance of such buildings has a detrimental effect on townscape quality. The District Council will give a high priority to the full utilisation of upper floors when considering applications affecting such buildings. Existing separate means of access to upper floors will be expected to be retained, and in other cases developers will be encouraged to provide this facility. Similarly, volume buildings can suffer the consequences of neglect when only small areas are being used, usually on a minimal basis, and the rest is effectively abandoned to the elements. In assessing proposals for such buildings, the District Council will regard as a material consideration the likely implications of the development on the future well-being of the building as a whole.

Buildings in Conservation Areas

POLICY C9:

WITHIN THE AREAS SHOWN ON THE PROPOSALS MAP AT:

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<tr>
<th>ALLINGTON</th>
<th>GREAT GONERBY</th>
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<td>ANCASTER</td>
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<td>BELTON</td>
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<td>BILLINGBOROUGH</td>
<td>MANTHORPE (Nr Grantham)</td>
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</table>
THE FOLLOWING POLICIES WILL APPLY:

1. **PROPOSALS TO DEMOLISH, OR PARTIALLY DEMOLISH, ANY BUILDING WHICH MAKES AN IMPORTANT CONTRIBUTION TO THE STREET SCENE, ENVIRONMENTAL QUALITY OR CHARACTER OF THE AREA WILL NOT NORMALLY BE PERMITTED; AND**

2. **APPLICATIONS FOR PLANNING PERMISSION FOR DEVELOPMENT WILL BE CONSIDERED HAVING REGARD TO:**
   
i) **THE EFFECT OF THE PROPOSAL ON THE CHARACTER AND APPEARANCE OF THE AREA;**

   ii) **THE APPROPRIATENESS OF THE PROPOSAL IN TERMS OF DESIGN, SCALE AND MATERIALS; AND**

   iii) **THE IMPACT OF ANY NEW USE ON THE AREA.**

7.19. The District Council considers that these areas, 35 of which are designated Conservation Areas under the Town and Country Planning Act 1971 and the Town and Country Amenities Act 1974, have a special character worthy of protection and enhancement.

7.20. Many buildings within these areas, whilst perhaps not of great intrinsic architectural or historic value, are often important to the character of the area when seen in the wider context of adjacent buildings and open spaces. Their removal will be resisted unless it can be shown that the resulting open space or replacement building proposed would make a greater contribution to the preservation or enhancement of the character or appearance of the area.

7.21. In considering applications for building development, the District Council will have regard to the effect of such development on the established landscape and topography of such areas, as well as its relationship to existing buildings and structures. Special attention will also be paid to proposals for new uses to ensure that such uses are not inconsistent with and do not undermine the character of the area.
POLICY C10:

The District Council will continue to offer financial assistance with works of repair to listed buildings throughout the Plan Area.

7.22. Because of the need to retain their character and appearance, repairs to listed buildings must be carried out with great care. The need for correct materials and a high standard of expertise and craftsmanship invariably result in repair costs exceeding the equivalent cost of unlisted buildings. Recognising that such buildings are an asset to the district and part of its heritage, the District Council is prepared to help defray these extra costs by offering grant aid in appropriate cases.

POLICY C11:

The District Council will promote and encourage the use of all sources of available funds for the repair, refurbishment and upkeep of historic buildings.

7.23. Financial assistance for the preservation of historic buildings is available from various sources, and can be in the form of loans or grants. The attention of the owners of such buildings needs to be drawn to these resources through publicity, advice, and support, to ensure that the fullest use is made throughout the district of the resources available.

POLICY C12:

Recognising the unique architectural quality and historic importance of the centre of Stamford, the District Council will, subject to their agreement, continue to participate in the Stamford Town Scheme in association with Lincolnshire County Council and the Historic Buildings and Monuments Commission, and promote and encourage the use of available finance for the repair and upkeep of buildings within the scheme.

7.24. The Stamford Town Scheme has been running since 1969, and has made a significant contribution towards the upkeep of many of the towns important buildings. It has been especially helpful in assisting in the repair of Collyweston slate roofs. Expensive repairs will continue to be necessary on many buildings within this nationally important Conservation Area. The higher level of grant aid available through the Town Scheme will help to ensure that such buildings can be maintained in good condition, and the character of the Conservation Area thus preserved.

POLICY C13:

The District Council will seek to initiate and promote policies and proposals for the preservation and enhancement of Conservation Areas within the District, including where appropriate the establishment of further Town Schemes.
7.25. Assessments will be undertaken on a continuing basis of the Conservation Areas within the District with a view to setting guidelines for future development, identifying areas where improvements could be made, and where possible taking action with a view to implementing these improvements. Part of this process will include identifying Conservation Areas where the establishment of a Town Scheme would be particularly beneficial, and subsequently to take steps towards the setting up of Town Schemes for such areas.
8. RECREATION
8. RECREATION

Introduction

8.1. Recreation can be defined as "any pursuit engaged upon during leisure time, that is time available to the individual when the disciplines of work, sleep and other basic needs have been met". It includes a wide range of activities, both indoors and outdoors, such as organised sport, informal games and enjoyment of parks and the countryside, as well as other forms of entertainment such as enjoyment of the arts.

8.2. Participation over a wide range of recreational and leisure activities amongst all ages of the population is growing. Shorter working hours, higher disposable income, increased leisure time, wider car ownership and greater awareness of the range of activities available all contribute to a greater demand for facilities.

8.3. Participation in recreational and leisure pursuits is strongly influenced by the availability and accessibility of facilities which have to compete with the demands of other activities for the use of land.

8.4. The District Council takes a leading role in the provision, promotion and management of a wide range of recreational and leisure facilities in the District. Other facilities are provided by the County Council, Town and Parish Councils and the private sector.

8.5. It is the intention of the District Council that the provision of outdoor playing space will take place to meet the National Playing Field Association recommended minimum standard of 6 acres (2.43 hectares) per 1,000 population. It is recognised that in smaller communities the level of provision may not be attainable, or even necessary, but opportunities will be taken to secure appropriate provision of open space wherever possible.

8.6. In order to avoid deficiencies in existing provision, the District Council is intent on protecting from development existing public and private open space, including school playing fields, which make a valuable contribution to the recreational needs of the local community, and to secure from developers carrying out substantial new housing developments adequate provision of recreational open space which is reasonably related in scale and location to the development.

8.7. Most of the new recreation facilities and open space provision will be provided in or adjoining the existing built up areas of towns and villages.

8.8. However, the countryside is also a popular attraction for a variety of recreational activities. Countryside Commission surveys show that over 80 per cent of the population of the United Kingdom visit the countryside for recreational or sporting purposes at least once a year.

8.9. The majority of visits to the countryside are for the purpose of enjoying its natural beauty, landscape diversity and wildlife interest, and the most popular recreational activities tend to be of an informal nature such as walking, country drives, visits to parks and gardens, picnicking, bird watching and other nature conservation activities.
8.10. However, the countryside also contains various other natural and man-made resources which provide opportunities for more formal activities. A small but growing number of people take part in organised sport or competitive activities such as golf, motorised sports, gun sports, air sports, war games and a variety of water based pursuits. The pressures to increase the provision of countryside recreational facilities is likely to grow as farmers and landowners look for alternative sources of income.

8.11. Whereas the District Council is keen to improve and extend the opportunities for the public to enjoy the countryside it is intent upon reconciling the nature of particular sporting and recreational activities with each other and with the need to protect and enhance landscape, nature conservation and agricultural interests.

Structure Plan Policies

8.12. The approved 1981 County Structure Plan, incorporating Alteration Nos. 1 and 2, does not make specific proposals for recreation and leisure provision in the District, but allows for provision to be made for the improvement of social, community, educational, health and utility services in the towns and, where appropriate, in and around most other existing settlements.

8.13. In particular the Structure Plan advocates the development of sites for the provision of countryside recreational facilities where they can be reconciled with the interest of agriculture, wildlife conservation and the character of the landscape, and for priority to be given in their provision to those areas adjacent to towns and on transit routes across the County.

8.14. Facilities for the development of transit and touring caravanning and camping facilities for short stays at appropriate sites on main transit routes and for the development of small scale static holiday caravan and chalet facilities only in association with appropriate principal inland recreational attractions are advocated.

8.15. The Structure Plan also acknowledges the opportunities that worked out surface mineral excavations can present, especially for water-based recreation, if a return to agriculture is impracticable, and provides for the improvement of such facilities at locations already used for such activities.

Policy Objectives

8.16. The recreation policy objectives of this Local Plan are to:

i) Protect existing open space of recreational and amenity value from development;

ii) Make provision for new recreational open space within and adjoining existing towns and villages;

iii) Ensure that appropriate provision is made for new recreational and amenity open space in new residential development;

iv) Protect existing allotments from development;
v) Carefully control proposals for recreational facilities in the open countryside;

vi) Encourage the maintenance and improvement of the Grantham Canal as a recreational amenity, and its ultimate restoration to navigable use;

vii) Promote the development of indoor leisure facilities; and

viii) Carefully control provision for tourist camping and caravan sites in the open countryside.

POLICIES AND PROPOSALS

Protection of Existing Recreational Open Space

POLICY REC1:

PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR ALTERNATIVE DEVELOPMENT ON EXISTING PUBLIC AND PRIVATE RECREATIONAL OPEN SPACES UNLESS:

i) THE EXISTING AMOUNT OF RECREATIONAL OPEN SPACE IS IN EXCESS OF THE DISTRICT COUNCILS MINIMUM STANDARD OF 6 ACRES PER 1,000 POPULATION,

OR WHERE;

ii) ITS LOSS WOULD MEAN THAT DEMAND FOR PARTICULAR RECREATIONAL ACTIVITIES COULD STILL BE SATISFIED BY EXISTING PROVISION;

iii) THE PROPOSAL ENHANCES OR IMPROVES THE RECREATIONAL FACILITIES ON THE SITE;

iv) ALTERNATIVE OR BETTER PROVISION OF OPEN SPACE AND FACILITIES HAS BEEN OR WILL BE PROVIDED FOR THE SAME CATCHMENT AREA; OR

v) THE OPEN SPACE CONCERNED IS CONSIDERED TO BE UNSUITABLE FOR CONTINUED USE AS AN OPEN SPACE AND AN ALTERNATIVE ALREADY EXISTS OR IS NOT REQUIRED.

8.17. Generally, the District is poorly provided with outdoor recreational open space, either for organised sports or informal activities. This is especially so within the towns. Existing open spaces are therefore particularly valuable, not only for recreational purposes but also in the visual relief they give to built-up areas. Accordingly the District Council considers that they should be protected from development.

8.18. Only in exceptional circumstances, where there is an overriding justification for development and where it can be demonstrated that adequate alternative provision for recreation exists, or will be provided in the locality, will
development be allowed, though it will also be important to consider the extent to which the loss of the space would significantly damage the quality of the environment.

Provision of New Public Open Space

POLICY REC2:

PLANNING PERMISSION WILL NORMALLY BE GRANTED FOR NEW OPEN SPACES FOR RECREATIONAL USE WITHIN AND ADJOINING EXISTING TOWNS AND VILLAGES PROVIDED THAT:

i) THE PROPOSAL IS UNLIKELY TO CAUSE UNACCEPTABLE ENVIRONMENTAL OR TRAFFIC PROBLEMS; AND

ii) SATISFACTORY ACCESS AND PARKING FACILITIES CAN BE PROVIDED.

8.19. New open space provision, whether it is to meet a local deficiency or not, will be welcomed by the District Council in principle. However, environmental, traffic and safety aspects will need to be considered, and if agricultural land is involved, then the interests of the Ministry of Agriculture will be taken into account.

Public Open Space and New Housing Development

POLICY REC3:

THE NATIONAL PLAYING FIELD ASSOCIATION'S MINIMUM RECOMMENDED STANDARD OF 6 ACRES OF PLAYING SPACE PER 1,000 POPULATION WILL BE USED TO GUIDE THE OVERALL PROVISION OF OUTDOOR PLAY SPACE WITHIN THE PLAN AREA.

IN CONSIDERING PROPOSALS FOR NEW RESIDENTIAL DEVELOPMENT THE DISTRICT COUNCIL WILL REQUIRE DEVELOPERS TO PROVIDE, WHERE APPROPRIATE, NEW PUBLIC OPEN SPACE FOR RECREATION AND AMENITY PURPOSES OF A SCALE, NATURE AND QUALITY IN SATISFACTORY LOCATIONS, TAKING INTO ACCOUNT THE NUMBER AND TYPE OF DWELLINGS TO BE BUILT AND THE AMOUNT, DISTRIBUTION AND QUALITY OF EXISTING PUBLIC OPEN SPACE AVAILABLE WITHIN REASONABLE WALKING DISTANCE OF THE PROPOSED DEVELOPMENT.

NEW PUBLIC OPEN SPACE SHOULD BE PLANNED AS AN INTEGRAL PART OF THE TOTAL DEVELOPMENT AND SHALL, WHEREVER POSSIBLE, INCORPORATE EXISTING NATURAL LANDSCAPE FEATURES.

8.20. Wherever significant new housing development is proposed, the District Council will consider what additional provision of public open space, if any, is required as a result of the development.

8.21. The District Council does not apply specific standards to the scale, nature and quality of public open space required for recreational and amenity purposes in
new housing development since this will vary according to the number and type of dwellings to be built and the amount, ratio and distribution of existing public open space available within the locality of the development. Developers will be expected to take these points into account in formulating their proposals for new housing development.

**POLICY REC4:**

**IN DEVELOPMENTS OF MORE THAN 100 DWELLINGS OR 4 HECTARES, OR WHERE THE CREATION OF A NEW ESTATE RESULTS IN AN UNDER PROVISION OF PLAYING FIELDS IN AN EXISTING RESIDENTIAL AREA, A MINIMUM STANDARD OF 1.6 HECTARES (4 ACRES) PER 1,000 POPULATION, OR 40M$^2$ PER DWELLING WILL NORMALLY BE PROVIDED FOR PLAYING FIELDS AND SPORTS PITCHES. IN EXCEPTIONAL CASES, WHERE IT IS NOT POSSIBLE TO PROVIDE PLAYING FIELDS IN NEW HOUSING DEVELOPMENTS, THE DISTRICT COUNCIL WILL NEGOTIATE FOR A COMMUTED SUM TOWARD THE PROVISION OF PLAYING FIELDS IN THE WIDER AREA.**

8.22. The District Council will seek to ensure that sufficient land is set aside at an early stage in the planning of new residential developments to meet the potential demand for sports from adults and youths. In the case of new residential development it is extremely difficult to predict sporting preference. However, it is important that open space provision is made from the start. If not, it is unlikely that land will ever be provided for such activities.

8.23. In exceptional cases the sports field standard may be relaxed where it can be clearly shown that the locality is already well served by existing facilities. Where the creation of new residential development would generate a deficiency in playing field/sports pitch provision in an existing residential area, the District Council will undertake studies to identify recreational needs and determine what facilities are most required. These assessments will be based on Sports Council criteria and existing levels of provision.

**POLICY REC5:**

**IN DEVELOPMENTS OF MORE THAN 50 DWELLINGS OR 2 HECTARES, A MINIMUM STANDARD OF 0.8 HECTARES (2 ACRES) PER 1,000 POPULATION OR 20M$^2$ PER DWELLING OF PLAY SPACE WILL NORMALLY BE PROVIDED FOR CHILDREN'S PLAY. IN EXCEPTIONAL CASES, WHERE IT IS IMPractical TO PROVIDE PLAY SPACE ON THE SITE, THE DISTRICT COUNCIL WILL EXPECT THE DEVELOPER TO PAY A COMMUTED SUM TOWARDS THE PROVISION OF PLAY FACILITIES.**

8.24. The above mentioned standard represents the amount of play space required in new developments for children's play. As a general guide the distribution of play space should be in the form of:
LOCAL PLAY SPACE

These play areas should not be less than 350m² in area and, where possible, be located not more than 200m² from the homes they are intended to serve. Each local play space should serve the children from a catchment area of about 100 dwellings.

AREA PLAY SPACE

Area play spaces should not be less than 2000m² in area and should normally be located within 400m of the homes they are intended to serve. Each should act as a focus for children's play for approximately 200 dwellings.

Playing Fields and Sports Pitches

POLICY REC6:

THE DISTRICT COUNCIL WILL NOT NORMALLY GRANT PLANNING PERMISSION FOR THE DEVELOPMENT OF PLAYING FIELDS OR SPORTS PITCHES FOR USES OTHER THAN OF AN EDUCATIONAL, RECREATIONAL OR COMMUNITY NATURE EXCEPT WHERE:

i) SPORTS AND RECREATION FACILITIES CAN BEST BE RETAINED AND ENHANCED THROUGH THE REDEVELOPMENT OF A SMALL PART OF THE SITE;

ii) ALTERNATIVE PROVISION OF EQUIVALENT COMMUNITY BENEFIT IS MADE AVAILABLE; OR

iii) THERE IS AN EXCESS OF PLAYING FIELD OR SPORTS PITCH PROVISION AND PUBLIC OPEN SPACE IN THE AREA, TAKING ACCOUNT OF THE RECREATION AND AMENITY VALUE OF SUCH PROVISION.

8.25. Playing fields provide, or offer the opportunity of providing recreational space for use by the community at large. Like other forms of open space, they can also be of considerable amenity value in providing green 'lungs' within built up areas.

8.26. The District Council will continue to encourage Lincolnshire County Council to allow access to school playing fields for both informal play and organised games.

Allotments

POLICY REC7:

PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR DEVELOPMENT INVOLVING THE LOSS OF ALLOTMENT LAND UNLESS IT CAN BE DEMONSTRATED TO THE DISTRICT COUNCIL THAT THERE IS NO FURTHER NEED FOR SUCH FACILITIES IN THE
Locality of the proposal, or equivalent alternative facilities can be provided in an acceptable location elsewhere.

8.27. Next to watching television, more time is spent gardening than on any other leisure activity, and, with increasing interest in healthy eating, the incentive to grow one's own food is likely to increase. The trend towards high housing densities may also increase the need for allotments.

8.28. It is therefore considered that allotments should not be lost to development unless there is no further need for such facilities or satisfactory alternative provision exists or is to be made elsewhere within the locality.

Recreational Facilities in the Open Countryside

Policy Rec8:

Proposals for recreational facilities in the open countryside will normally be permitted only where the development:

1. relates to the re-use or adaptation of existing agricultural or other buildings provided that the proposed use, form, bulk and general design of the converted buildings are in keeping with their surroundings; or

2. relates to proposals which are compatible with a rural location including country parks, picnic sites, golf courses, water based activities and small-scale formal playing fields associated with rural settlements or to proposals for indoor or outdoor sports and cultural facilities on appropriate 'edge of town' sites; and

provided that:

i) the proposal is unlikely to cause unacceptable environmental or traffic problems;

ii) satisfactory access and parking facilities can be provided;

iii) the best and most versatile agricultural land is not built on, unless there is no other site suitable for the particular purpose;

8.29. Some recreational uses such as large public playing fields and golf courses require considerable areas of land and often cannot be accommodated within built-up areas. So far as possible they will be directed to the fringes of towns rather than the heart of the countryside in order to make them more accessible to town dwellers, especially those who do not have private transport.
8.30. Recreation proposals in rural areas will be considered sympathetically if there is a need for them, for example to provide for the local population or to accommodate sports such as motor, air and shooting sports which normally require a rural location. They will however, have to be acceptable on environmental and traffic grounds.

The Grantham Canal

POLICY REC9:

PROPOSALS FOR NEW DEVELOPMENT ADJACENT TO THE GRANTHAM CANAL SHALL ENHANCE ITS VISUAL AND RECREATIONAL FUNCTIONS AND BE DESIGNED TO FACILITATE MAXIMUM PUBLIC ACCESS TO THE WATERSIDE. WHERE BRIDGES ARE REQUIRED OVER THE CANAL, EVERY PRECAUTION SHALL BE TAKEN TO ENSURE THAT THEY DO NOT PREJUDICE THE CANAL’S ULTIMATE RESTORATION TO NAVIGABLE USE.

The District Council will encourage the maintenance and improvement of the Grantham canal as a visual and recreational amenity and, in the case of that stretch of the canal to the west of the A1, its ultimate restoration to navigable use while maintaining its important wildlife value.

8.31. The Grantham Canal, which extends over a distance of 33 miles from the River Trent at Nottingham to Grantham, represents a valuable leisure and recreation amenity. Accordingly the District Council intends to ensure that nothing will be done which would prejudice the recreational potential of this resource and its ultimate restoration to navigable use.

Indoor Leisure Facilities

POLICY REC10:

PLANNING PERMISSION WILL NORMALLY BE GRANTED FOR THE DEVELOPMENT OF NEW INDOOR LEISURE FACILITIES IN TOWNS AND VILLAGES, WHERE SPECIFIC NEED OR DEMAND IS IDENTIFIED, PROVIDED THAT:

i) THE PROPOSAL IS UNLIKELY TO CAUSE UNACCEPTABLE ENVIRONMENTAL OR TRAFFIC PROBLEMS;

ii) SATISFACTORY ACCESS AND PARKING FACILITIES CAN BE PROVIDED; AND

iii) THE PROPOSAL DOES NOT CONFLICT WITH OTHER LOCAL PLAN POLICIES.

8.32. Indoor leisure facilities provide an important element of the overall provision for leisure and sporting activities. Such facilities range from sports centres to village halls and involve both public sector and private commercial enterprise.

8.33. Any improvements to the existing level of provision in the District would be welcomed provided there was no conflict with other Local Plan policies and traffic or environmental problems do not arise.
Touring Caravan and Camping Sites

POLICY REC11:

PLANNING PERMISSION FOR TOURIST CAMPING AND CARAVAN SITES IN THE OPEN COUNTRYSIDE WILL NORMALLY ONLY BE GRANTED WHERE THE DEVELOPMENT IS CLOSELY ASSOCIATED WITH EXISTING OR PROPOSED MAJOR COUNTRYSIDE RECREATIONAL AND TOURIST ATTRACTIONS, AND PROVIDED THAT THE DEVELOPMENT:

i) IS ADEQUATELY SCREENED FROM ADJOINING DEVELOPMENT AND PUBLIC VIEWPOINTS BY EXISTING LAND FORMS, TREES AND HEDGES, AND IS SUPPLEMENTED, WHERE NECESSARY, BY AN APPROPRIATE SCHEME OF LANDSCAPING;

ii) DOES NOT CONFLICT WITH THE NEEDS OF AGRICULTURE, FORESTRY OF OTHER ENVIRONMENTAL INTERESTS;

iii) HAS SATISFACTORY ACCESS, PARKING AND SERVICE FACILITIES.

8.34. The full transit potential of the District is unlikely to be realised if suitable facilities are not provided for touring caravans and for camping. However in order to avoid a random proliferation of such facilities and ensure high quality development, it is considered that caravan and camping sites should only be allowed where they are closely associated with major countryside recreational and tourist attractions and sited and designed so as to minimise their impact on the landscape and avoid conflict with agriculture and nature conservation interests. Satisfactory access and services will be essential in the interests of road safety and public health.
9. TRANSPORT
9. TRANSPORT

Introduction

9.1. Each of the District's four towns (Grantham, Stamford, Bourne and The Deepings) are located astride the County's principal road networks and are thus exposed to all the environmental disadvantages associated with the passage of extraneous traffic through the centres of their built-up areas.

9.2. The present volume of traffic through the historic cores of these towns and their principal shopping streets present problems of severe congestion and delay, especially at peak periods, as well as pedestrian/vehicular conflict and damage to the character and appearance of town centres which is fundamentally inconsistent with the objectives underlying their designation as Conservation Areas.

9.3. At varying levels it is intended that the towns continue to be the major locations for housing and population growth and the development of commerce and industry. This intention, combined with the continuing increase in the ownership and use of the car for personal travel and the more widespread use of road haulage for the transport of freight will tend to aggravate these problems. Therefore, in determining priorities for improvements within the county strategic road network, the County Council intends to accord highest priority to the schemes which, in addition to facilitating the free flow of traffic and reducing accidents, confer the most benefits in terms of creating acceptable environmental standards, and in particular to the construction of bypasses and relief roads to remove extraneous traffic from centres of population and areas of amenity value.

Policy Objectives

9.4. The main transport objectives of this Local Plan are to:

i) Safeguard land required for the construction of major new road schemes intended to provide better traffic flow, overcome local traffic hazards and enhance the environment;

ii) Protect existing town centre public car parks from alternative development; and

iii) Ensure that all new development satisfies locally adopted parking standards.

POLICIES AND PROPOSALS

New Bypasses and Relief Roads

POLICY T1:

THE DISTRICT COUNCIL WILL REFUSE PLANNING PERMISSION FOR DEVELOPMENT WHICH WOULD PREJUDICE THE CONSTRUCTION OF THE FOLLOWING NEW ROADS AS SHOWN ON THE PROPOSALS MAP:
1  THE GRANTHAM INNER RELIEF ROAD.

2  THE A16/A6121 STAMFORD RYHALL ROAD LINK.

3  THE LEADENHAM BYPASS.

4  THE A15/A16 MARKET DEEPING/DEEPING ST JAMES BYPASS.

Granham Inner Relief Road

9.5. In recognition of the problems caused by heavy traffic volumes passing through the centre of Grantham, the County Council intends to construct a Relief Road to the main town centre shopping streets. This road, with a programmed start of will link the A52 Barrowby Road directly with the A607 Harlaxton Road along the western edge of the town centre, parallel to the East Coast railway.

9.6. The road will afford relief to the town’s principal shopping streets where the present volume of traffic gives rise to serious pedestrian/vehicular conflict. The reduction in traffic flows will assist in the provision of more congenial conditions for shoppers and will create opportunities for traffic management measures to further enhance town centre amenity and improve road safety.

9.7. The County Council is also currently carrying out investigations into the options for a Southern Bypass to the town to take non-essential through east-west traffic out of the town altogether.

The A16/A6121 Stamford Ryhall Road Link

9.8. This County Council proposal is intended to provide a new avoiding through route to Ryhall Road along the line of the old railway and which may also serve existing and proposed industrial and business development in the locality.

Leadenham Bypass

9.9. The Department of Transport is constructing the A17 bypass to the south of Leadenham. Part of the bypass line lies within the District and is being safeguarded from development.

A15/A16 Market Deeping/Deeping St James Bypass

9.10. A line for the proposed construction of an A15/A16 Deepings bypass has been identified by the Lincolnshire County Council to the west and north of the built-up area of Market Deeping and Deeping St James. The proposal, which has received widespread support from the public and the District Council will greatly assist traffic using both the A15 and A16 important strategic routes from the industrial areas around Grimsby and Boston, and farming areas in mid Lincolnshire to Peterborough and the south, as well as improving the environment in the centre of Market Deeping.

Upgrading of the A1

9.11. The Department of Transport has announced its intention to improve the A1 Trunk Road to motorway standard. The early indications are that this will be
achieved by means of a combination of on-line improvements and new construction off-line, possibly leaving the existing A1 in places to provide a link between the motorway and the primary roads which currently have access to the A1.

9.12. Whilst it will be some time before the procedures are completed, the Department of Transport has indicated that it reserves the right to restrict any development proposals immediately in the vicinity of the A1 and its junctions, if it is judged that such proposals would prejudice the future improvement of the A1 to motorway standard.

Existing Town Centre Public Car Parks

POLICY T2:

WITHIN THE CENTRES OF GRANTHAM, STAMFORD, BOURNE AND THE DEEPINGS PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR DEVELOPMENT PROPOSALS WHICH WOULD RESULT IN THE LOSS OF ALL OR PART OF THE EXISTING TOWN CENTRE PUBLIC CAR PARKS UNLESS ALTERNATIVE PROVISION OF AT LEAST THE SAME AMOUNT OF PARKING SPACE IS TO BE REPLACED IN APPROPRIATE AND CONVENIENT LOCATIONS.

9.13. It is anticipated that the demand for both short and long stay spaces in the towns will grow in the future as the number of cars on the road rises and the attractions of the towns to shoppers increases. Existing car parks are, in many instances, at or nearing capacity and it is important that they be protected from development unless they are to be replaced by satisfactory alternatives.

POLICY T3:

IN CONSIDERING PROPOSALS FOR DEVELOPMENT THE DISTRICT COUNCIL WILL NORMALLY REQUIRE NON-OPERATIONAL PARKING SPACE TO BE PROVIDED OF A STANDARD APPROPRIATE TO THE PARTICULAR LAND USE PROPOSED.

9.14. In order to ensure that the parking associated with any new development does not impede the free flow of traffic, create additional road safety hazards, or adversely affect local amenity, the District Council will normally require that the full demands for non-operational parking created by any development outside town centres, and which the cars of residents, employees, as well as those belonging to shoppers, business callers and other visitors, should be accommodated within the site curtilage or otherwise suitably located in accordance with specified standards for different forms of development.

9.15. These standards are set out in Appendix C of this Local Plan. Consideration will be given to the justification for relaxing the standard which would otherwise be applied where it would pose serious practical difficulties or where the character of the built environment would be likely to be eroded.
POLICY T4:

The District Council will discuss with the County Council and other agencies and actively support the promotion of any road construction and/or improvement schemes and other traffic management measures aimed at relieving congestion, facilitating free traffic flow or making more effective use of other roads, whether existing or in prospect.
10. MONITORING AND REVIEW
10. MONITORING AND REVIEW

10.1. This Local Plan is based on the best information available at the time of its preparation. It is also based on assumptions about what will happen in the future. However, circumstances change over time. Planning policies may not be working as expected. New issues emerge. Economic and social conditions may be different. Therefore, the Local Plan has to be sufficiently flexible to cope with change.

10.2. Changing circumstances can be handled through the process of monitoring and review. Monitoring is a continuous activity which assesses the continuing validity of plan assumptions, the implementation of plan policies and proposals, and their effectiveness in meeting plan objectives. Review is a statutory process whereby alterations are made to the policies and proposals in the plan. It is not a continuous process, but is undertaken as and when monitoring reveals significant changes requiring alterations.

10.3. The District Council will monitor the Local Plan by collecting and collating information on a wide range of matters. These will include population, housing and employment trends and the take-up of development land.
## Sites of Special Scientific Interest

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<tr>
<td>Great Casterton Road Banks</td>
<td>TF 006 084</td>
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<tr>
<td>Swinstead Valley</td>
<td>TF 007 222</td>
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<td>Holywell Banks</td>
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<td>Little Warren Verges</td>
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<td>TF 027 137</td>
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<td>Dole Wood</td>
<td>TF 093 162</td>
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<td>Math and Elsea Wood</td>
<td>TF 097 183</td>
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<td>The Hermitage</td>
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<td>Grimsthorpe Park</td>
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<td>Sapperton and Pickworth Woods</td>
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<td>Baston Fen</td>
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<td>Deeping St James Gravel Pit</td>
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<td>Langtoft Gravel Pits</td>
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<tr>
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<td>Porters Lodge Meadows</td>
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<td>Copper Hill Verges</td>
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<td>Woodnook Valley</td>
<td>SK 936 324</td>
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<tr>
<td>Kirton Wood</td>
<td>SK 980 330</td>
</tr>
<tr>
<td>Honington Camp</td>
<td>SK 955 423</td>
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Moor Closes          SK 980 438
Ancaster Valley     SK 988 430
High Dyke           SK 991 505
Ryhall Pasture and Little Warren Verges  TF 010144-
                                                    TF 027137
King Lud's Entrenchment and The Drift     SK 855 204
Cross Drain         TF 163133

**County Trust Nature Reserves**

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<tr>
<td>Robert's Field</td>
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<tr>
<td>Thurlby Fen Slipe</td>
<td>TF 124 166</td>
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<tr>
<td>The Chasm</td>
<td>TF 150 183</td>
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<td>Horbling Line</td>
<td>TF 112 362 - 115 347</td>
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<tr>
<td>Colsterworth/Woolsthorpe Line</td>
<td>SK 308 242 - 917 243</td>
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<td>South Witham</td>
<td>SK 925 190 - 945 193</td>
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<tr>
<td>South Witham Verge</td>
<td>SK.931 191 - 945 193</td>
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## APPENDIX B

### Scheduled Ancient Monuments

<table>
<thead>
<tr>
<th>Parish</th>
<th>Monument title</th>
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<tr>
<td>Ancaster</td>
<td>Ancaster Roman settlement</td>
<td>SK 982 436, SK 984 436, SK 983 434</td>
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<tr>
<td>Ancaster</td>
<td>Roman marching camp</td>
<td>SK 979 445</td>
</tr>
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<td>Aslackby and Laughton</td>
<td>Aslackby Castle</td>
<td>TF 085 305</td>
</tr>
<tr>
<td>Barholm and Stowe</td>
<td>Site discovered by aerial photography NE of village</td>
<td>TF 095 115</td>
</tr>
<tr>
<td>Barholm and Stowe</td>
<td>Causewayed camp</td>
<td>TF 090 103</td>
</tr>
<tr>
<td>Billingborough</td>
<td>Bronze Age saltern</td>
<td>TF 133 333</td>
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<tr>
<td>Bitchfield and Bassingthorpe</td>
<td>Moated site as Bassingthorpe Manor</td>
<td>SK 966 285</td>
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<tr>
<td>Boothby Pagnell</td>
<td>Norman Manor House (12th century)</td>
<td>SK 971 307</td>
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<tr>
<td>Bourne</td>
<td>Bourne Castle</td>
<td>TF 095 199</td>
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<td>Bourne</td>
<td>Car Dyke, S of Dyke</td>
<td>TF 105 217, TF 106 223</td>
</tr>
<tr>
<td>Braceborough and Wilsthorpe</td>
<td>Deserted Village of Shillingthorpe</td>
<td>TF 073 114</td>
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<tr>
<td>Braceby and Sapperton</td>
<td>Shrunken medieval village</td>
<td>TF 022 338</td>
</tr>
<tr>
<td>Careby, Aunby and Holywell</td>
<td>'Castle Dike'</td>
<td>TF 007 142</td>
</tr>
<tr>
<td>Careby, Aunby and Holywell</td>
<td>Careby Wood camp</td>
<td>TF 040 155</td>
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<tr>
<td>Castle Bytham</td>
<td>Castle Bytham Castle</td>
<td>SK 992 186</td>
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<tr>
<td>Corby Glen</td>
<td>Corby moated mound</td>
<td>TF 000 251</td>
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<tr>
<td>Corby Glen</td>
<td>Village Cross</td>
<td>SK 998 249</td>
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<tr>
<td>Corby Glen</td>
<td>Remains of medieval gatehouse</td>
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</tr>
<tr>
<td>Location</td>
<td>Description</td>
<td>Grid Reference</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>------------------------------------------------------------------</td>
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</tr>
<tr>
<td>Deeping St James</td>
<td>Village Cross</td>
<td>TF 158 095</td>
</tr>
<tr>
<td>Deeping St James</td>
<td>Deeping Gate Bridge</td>
<td>TF 151 096</td>
</tr>
<tr>
<td>Deeping St James</td>
<td>Roman site, Priors Meadow</td>
<td>TF 172 097</td>
</tr>
<tr>
<td>Easton</td>
<td>Saxon Cross in Churchyard of Parish Church, South Stoke</td>
<td>SK 920 273</td>
</tr>
<tr>
<td>Folkingham</td>
<td>Folkingham Castle</td>
<td>TF 075 335</td>
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<tr>
<td>Grantham</td>
<td>Conduit House, Market Place</td>
<td>SK 912 360</td>
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<td>Grantham</td>
<td>Grantham Market Cross</td>
<td>SK 912 360</td>
</tr>
<tr>
<td>Great Ponton</td>
<td>Five barrows NW of Heath Farm</td>
<td>SK 887 300</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SK 888 300</td>
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<tr>
<td></td>
<td></td>
<td>SK 891 301</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SK 892 301</td>
</tr>
<tr>
<td>Greatford</td>
<td>Settlement site at Greatford</td>
<td>TF 090 116</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TF 091 118</td>
</tr>
<tr>
<td>Greatford</td>
<td>Settlement site E of Greatford Village</td>
<td>TF 098 119</td>
</tr>
<tr>
<td>Gunby with Stainby</td>
<td>Tower Hill Ring Castle, Stainby</td>
<td>SK 909 226</td>
</tr>
<tr>
<td>Heydour</td>
<td>Heydour Castle</td>
<td>TF 007 397</td>
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<tr>
<td>Honington</td>
<td>Honington Camp</td>
<td>SK 954 423</td>
</tr>
<tr>
<td>Honington</td>
<td>Iron Age settlement</td>
<td>SK 948 443</td>
</tr>
<tr>
<td>Hough-on-the-Hill</td>
<td>Castle Hill</td>
<td>SK 924 465</td>
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<tr>
<td>Hough-on-the-Hill</td>
<td>Gelston Cross</td>
<td>SK 913 453</td>
</tr>
<tr>
<td>Ingoldsby</td>
<td>The Round Hills earthwork</td>
<td>SK 991 307</td>
</tr>
<tr>
<td>Irnham</td>
<td>Moated site known as &quot;The Hermitage&quot;</td>
<td>TF 011 265</td>
</tr>
<tr>
<td>Little Ponton and Stroxtion</td>
<td>Round barrow E of Great North Road</td>
<td>SK 923 326</td>
</tr>
<tr>
<td>Little Ponton and Stroxtion</td>
<td>Barrow SW of Stroxtion, on parish boundary</td>
<td>SK 885 308</td>
</tr>
<tr>
<td>(Wyville-cum-Hungerton)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Long Bennington</td>
<td>Bennington Grange moated site</td>
<td>SK 836 407</td>
</tr>
<tr>
<td>Location</td>
<td>Description</td>
<td>Grid Ref</td>
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<tr>
<td>Normanton</td>
<td>Pump and Milestone</td>
<td>SK 949 464</td>
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<td>Pointon and Sempringham</td>
<td>Moated site NE of Sempringham House Farm</td>
<td>TF 129 329</td>
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<td>Pointon and Sempringham</td>
<td>Sempringham Priory (site of)</td>
<td>TF 106 326</td>
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<tr>
<td>Rippingale</td>
<td>Settlement between Rippingale Running Dike and Long Drove</td>
<td>TF 155 278</td>
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<tr>
<td>Rippingale</td>
<td>Settlement between Long Drove and Dowsby Drain</td>
<td>TF 155 283</td>
</tr>
<tr>
<td>Ropsley and Humby</td>
<td>Site of Cistercian Grange</td>
<td>SK 986 365</td>
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<td>Stamford</td>
<td>Austin Friars Priory</td>
<td>TF 025 069</td>
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<tr>
<td>Stamford</td>
<td>Ermine Street, section S of Quarry Farm</td>
<td>TF 010 080</td>
</tr>
<tr>
<td>Stamford</td>
<td>St Leonard's Priory</td>
<td>TF 040 074</td>
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<tr>
<td>Stamford</td>
<td>Norman Arch at No. 11 St Mary's Hill</td>
<td>TF 031 071</td>
</tr>
<tr>
<td>Stamford</td>
<td>Whitefriars Gate</td>
<td>TF 035 074</td>
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<tr>
<td>Stamford</td>
<td>Tower of City Wall, West Street</td>
<td>TF 025 069</td>
</tr>
<tr>
<td>Stamford</td>
<td>Brazenose Gate</td>
<td>TF 034 073</td>
</tr>
<tr>
<td>Stamford</td>
<td>Stamford Castle (remains of)</td>
<td>TF 028 070</td>
</tr>
<tr>
<td>Stamford</td>
<td>Area of medieval town by Barn Hill House</td>
<td>TF 027 072</td>
</tr>
<tr>
<td>Stamford</td>
<td>Site of Brazenose College</td>
<td>TF 034 074</td>
</tr>
<tr>
<td>Stamford</td>
<td>Greyfriars Priory (site of)</td>
<td>TF 035 074</td>
</tr>
<tr>
<td>Stamford</td>
<td>Site of town defences (North Street)</td>
<td>TF 027 073</td>
</tr>
<tr>
<td>Stamford</td>
<td>Site of St Peter's Church</td>
<td>TF 028 070</td>
</tr>
<tr>
<td>Swinstead</td>
<td>Village Street</td>
<td>TF 018 225</td>
</tr>
<tr>
<td>Uffington</td>
<td>Uffington Bridge</td>
<td>TF 067 069</td>
</tr>
<tr>
<td>Uffington</td>
<td>Causewayed Camp</td>
<td>TF 054 079</td>
</tr>
<tr>
<td>Westborough and Dry Doddington</td>
<td>Circular mound W of All Saint's Church</td>
<td>SK 849 443</td>
</tr>
</tbody>
</table>
2. **Aged Persons' Dwellings**

One space per two dwellings for use by residents and visitors.

3. **Sheltered Housing - Warden Aided Accommodation**

One space per four dwellings for use by residents (excluding staff) and visitors + one space per two non-resident members of staff normally present.

**Note:**

(a) Wardens' dwellings, etc will be treated as normal residential units and provision made for the parking needs of all resident staff in accordance with the standard for dwellings.

4. **Community Homes - Homes for the Elderly/Children/Physically or Mentally Handicapped**

One space per six residents (other than staff) for use by visitors + one space per two non-resident members of staff employed at the busiest time.

**Note:**

(a) The parking requirements of residents themselves will be extremely modest - even in respect of homes for the physically handicapped - and are included in the standard specified above.

(b) Wardens' dwellings, etc will be treated as normal residential units and provision made for the parking needs of all resident staff in accordance with the standard for dwellings.

5. **Halls of Residence/Nurses' Homes/Other Residential Hostels**

One space per two - six students/nurses/other residents (excluding staff) depending on the purposes of the development for use by residents/visitors + one space per two non-resident members of staff normally present.

**RETAIL**

6. **Shops/Supermarkets (With Gross Floor Space Less Than 1000m²)**

One space per 30m² of gross floor space for customers + one space per 100m² of gross floor space for staff.

**Note:**

(a) Where the development is sub-divided into a number of individual shop units, parking requirements will be assessed in relation to the total aggregate floor space of the proposed development.
7. **Superstores/Hypermarkets - Supermarkets (Where Gross Floor Space Exceeds 1000m²)**

One space per 12m² of gross floor area for customers + one space per 100m² of gross floor area for staff.

8. **Retail Warehouses/Discount Stores Dealing in Non-Food Goods (e.g. Furniture/Electrical Goods)**
**DIY Stores/Garden Centres**

One space per 25m² of retail/display floor area + one space per 100m² of exterior display area for customers + one space per three members of staff normally present.

9. **Wholesale Cash and Carry**

One space per 50m² of gross floor space for customers + one space per 225m² of gross floor space for staff.

10. **Motor Car Showrooms**

One space per 50m² of the internal/external car display area for customers + one space per two members of staff.

11. **Offices**

One space per 33m² of gross floor space for employees/visitors, subject to a minimum provision of three spaces.

12. **Industry**

One space per 50m² of gross floor space for employees/visitors up to 1000m² + one additional space per 75m² for development between 1000m² and 2000m² + one additional space per 100m² thereafter, subject to a minimum provision of three spaces.

Note:-

(a) Associated office development to be assessed separately by reference to the office standard where the net office floor space exceeds 100m².

13. **Warehousing**

One space per 100m² of gross floor space for employees/visitors up to 1000m² + one additional space for 150m² thereafter, subject to a minimum provision of three spaces.
Note:-

(a) Associated office development to be assessed separately by reference to the office standard where the net office floor space exceeds 100m².

(b) The standard does not apply:-

(i) Where the area used for storage purposes comprise less than 30% of other major land use;

(ii) To wholesale cash and carry development where premises are used for direct sales to traders - see Retail section.

14. Restaurants/Cafes (Except Transport Cafes)

One space per 5.0m² of the dining area for customers + one space per three non-resident staff members normally present.

15. Transport Cafes

One lorry space per 2.0m² of the dining area for customers.

16. Pubs/Licensed Clubs

One space per three non-resident members of staff normally present + one space per 3.0m² of the public drinking area for bar customers + where separate facilities are provided for diners, one space per 5.0m² of the net floor area set aside for this purpose.

17. Hotels/Motels

One space per guest bedroom to meet the needs of guests and resident staff + one space per three non-resident members of staff normally present + one space per 3.0m² of net public floor space in bars where such facilities are open to non-residents.

Note:-

(a) Where changes of use are involved in areas predominantly occupied by hotels, the maximum practicable provision will be required up to the optimum standards specified above.

(b) Space for occasional diners is included in the requirement for resident guests and bar customers.

(c) Where conference facilities, ballrooms, etc. are provided, the additional parking requirements will need to be assessed separately in accordance with the appropriate standard.
HOLIDAY DEVELOPMENT

18. Holiday Flats/Flatlets

One space per flat/flatlet.

19. Holiday Chalets/Static Caravans

One space per unit of accommodation for residents + one space per ten units for visitors + one space per three non-resident members of staff.

Note:-

(a) Where the development includes additional facilities open to non-residents (e.g. shopping) additional parking provision will be required in accordance with the appropriate standard.

PLACES OF ASSEMBLY

20. Cinemas

One space per five seats for patrons + one space per three members of staff employed at the busiest time.

21. Theatres

One space per three seats for patrons + one space per 10m² of dressing room floor area + one space per three members of staff employed at the busiest time.

22. Bingo Halls

One space per 10 seats for patrons + one space per three members of staff employed at the busiest time.

23. Other Places of Assembly (e.g. Concert Halls) Normally Used With Fixed Seating

One space per five seats for patrons + one space per three members of staff employed at the busiest time.

Note:-

(a) In the case of multi-purpose development, the standard relating to the more demanding use is to be applied.
24. **Dance Halls/Ball Rooms**

One space per 5m² of public floor space (excluding toilet/stage/storage areas) for patrons + one space per three members of staff/performers present at the busiest time.

25. **Community Centres/Village Halls/Church Halls**

One space per 5m² of the gross public floor area.

**Note:**

(a) Where the premises are to be used exclusively for purposes generating relatively little traffic (e.g. as Youth Club/Scout Hall), a lower standard may be considered appropriate.

26. **Places of Worship**

One space per 10 seats or per 10m² of gross floor space (subject to a minimum provision of 12 spaces) whichever is the greater.

**Note:**

(a) Where the development is to be used for social purposes, the parking requirement will be as specified for Places of Assembly - Community Centres.

**CULTURAL BUILDINGS**

27. **Art Galleries/Museums**

One space per 35m² of public floor space for visitors + one space per two staff members normally present.

28. **Libraries**

One space per 30m² of public floor space for visitors + one space per three staff members normally present.

**HEALTH FACILITIES**

29. **Health Centres/Doctors' Surgeries**

One space per doctor or other practitioner or other member of medical staff employed at the busiest time + one space per two other members of staff normally present + three spaces per consulting room for patients/visitors.
30. **Nursing Homes/Convalescent Homes**

One space per five patients for visitors + one space per two members of non-resident staff employed at the busiest time. Where residential accommodation is provided for members of staff, a minimum of one space is required per dwelling unit except in the case of Nurses' Homes and similar development where one space is required for five occupants.

31. **Day Care Centres**

One space per two members of staff normally present +, in the case of Day Care Centres for the physically handicapped, one space per four persons attending and, in the case of Day Care Centres for the elderly, one space per eight persons attending.

**SPORTS FACILITIES**

Note:-

(a) Where the proposed facilities are expected to attract substantial numbers of spectators (i.e. more than three times the number of players present at any one time), additional parking provision will be required on the scale of one space per five spectators.

(b) Where additional facilities are provided which are open to the general public (e.g. restaurant/bar), additional parking provision will be required in accordance with the appropriate standard.

32. **Sports/Leisure Centres**

One space per 10m$^2$ of public floor area for those using the facilities (including spectators) + one space per two members of staff normally present.

Note:-

(a) Where the proposed development involves the provision of a range of facilities for different uses, the parking requirement will be assessed in relation to each separate use and in accordance with the appropriate standard.

(b) Where a facility has a dual function, the more demanding parking standard will need to be applied.

(c) Where Sports Centres have a joint use in association with schools, the parking requirement may be satisfied in whole or part by the parking spaces provided to meet school needs (see Education section).
33. Swimming Baths/Pools
   One space per 10m² of water area for batters/spectators + one space per two members of staff normally present.

34. Badminton/Squash Clubs
   Four spaces per court + one space per two non-resident members of staff normally present.

35. Other Sports/Recreational Clubs
   One space per 5m² of net public floor space excluding storage areas, etc. for those using and staffing the proposed facilities.

36. Sports Grounds/Playing Fields
   One space per two persons expected to use and staff the proposed facilities at the busiest time.

   Note:-

   (a) Specific parking standards will not normally be applied to small scale sports grounds, etc. with minimum facilities although parking demands arising will need to be met clear of the highway.

   (b) Sports stadia/professional sports grounds to which spectators are normally admitted on payment will be assessed on their individual merits.

EDUCATION

   Note:-

   (a) In addition to provision to meet non-operational requirements as detailed below, facilities for operational parking will also be required at each school in accordance with established County Council policy, including adequate spaces for vehicles, both cars and school buses, setting down, waiting for and picking up pupils.

   (b) The specified standards will be applied as appropriate to both private and local authority educational establishments.

   (c) Provision for bulk parking on special occasions (e.g. sports days, parents' evenings) will need to be made within primary and secondary school sites on suitable areas with adequate access. Hard surface play areas will normally be capable of accommodating cars on open days and similar infrequent occasions.
(d) Where school facilities (e.g. assembly halls, swimming pools) are used by members of the public out of school hours including "Chance to Share" schemes, the adequacy of existing school parking provision will need to be assessed by reference to the relevant standard for the alternative use.

37. Nursery Schools/Play Groups

One space per two members of staff (both teaching and ancillary staff) normally present. In addition, two spaces for use by visitors will be required in respect of nursery schools/play groups with more than six children attending.

38. Primary Schools

One space per full-time teacher + one space per three other members of staff normally present + two spaces for use by visitors.

39. Secondary Schools

One space per full-time teacher + one space per three other members of staff normally present + one space per 10 pupils aged 17 and over + four spaces for visitors in schools of up to 1000 pupils and eight spaces for visitors in larger schools.

Note:-

(a) Additional parking provision may be required where Secondary Schools are used for adult education classes in the evening. In such cases, parking requirements will be assessed by reference to the standard specified for further education colleges, but taking full account of the spaces provided for school purposes.

40. Colleges of Further Education/Technical Colleges

One space per full-time equivalent member of the teaching staff + one space per three other members of staff normally present + one space per five full-time equivalent students to meet both student and visitor parking demands.
POLICIES OF THE APPROVED LINCOLNSHIRE STRUCTURE PLAN

POLICY 1:

PROVISION WILL BE MADE FOR NEW RESIDENTIAL DEVELOPMENT IN THE PERIOD 1976-1991 AS FOLLOWS

SOUTH KESTEVEN:

ABOUT 9,150 DWELLINGS OF WHICH ABOUT 7,200 WILL BE LOCATED IN THE TOWNS OF BOURNE, GRANTHAM, STAMFORD AND THE DEEPINGS.

IN THE TOWNS, LAND WILL BE PROVIDED AND PLANNING PERMISSION WILL NORMALLY BE FORTHCOMING FOR PROPOSALS FOR THE IMPROVEMENT OR PROVISION OF SOCIAL, COMMUNITY, EDUCATIONAL, HEALTH AND PUBLIC UTILITY SERVICES/FACILITIES.

POLICY 2:

OUTSIDE THE TOWNS, RESIDENTIAL DEVELOPMENT OF ANY SIGNIFICANT SCALE WILL BE LOCATED IN THE MAIN VILLAGES LISTED BELOW. IN CONSIDERING PROPOSALS FOR SUCH DEVELOPMENT THE LOCAL PLANNING AUTHORITY WILL HAVE REGARD TO THE ROLE OF THE VILLAGE AS A SERVICE AND EMPLOYMENT CENTRE FOR THE SURROUNDING AREA.

<table>
<thead>
<tr>
<th>DISTRICT</th>
<th>MAIN VILLAGES</th>
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<tbody>
<tr>
<td>SOUTH KESTEVEN</td>
<td>ANCASTER</td>
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<td>BARROWBY</td>
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<td>BILLINGBOROUGH</td>
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<td>CORBY GLEN</td>
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<td>GREAT CONERBY</td>
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<td>LONG BENNINGTON</td>
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<td>MORTON</td>
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<td>RIPPINGALE</td>
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<td>SOUTH WITHAM</td>
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IN THE ABOVE VILLAGES, LAND WILL BE PROVIDED AND PLANNING PERMISSION WILL NORMALLY BE FORTHCOMING FOR PROPOSALS FOR THE IMPROVEMENT OR PROVISION OF SOCIAL, COMMUNITY, EDUCATIONAL, HEALTH AND PUBLIC UTILITY SERVICES/FACILITIES.
POLICY 3:

IN SETTLEMENTS OTHER THAN THOSE LISTED IN POLICIES 1 AND 2 SMALL-SCALE RESIDENTIAL DEVELOPMENT WILL NORMALLY BE PERMITTED. THE SUITABILITY OF ANY PROPOSAL FOR SUCH DEVELOPMENT WILL BE ASSESSED IN RELATION TO ITS IMPACT ON THE NATURE, SCALE AND DENSITY OF EXISTING DEVELOPMENT IN THE VILLAGE. PERMISSION WILL NOT NORMALLY BE GRANTED FOR HOUSING WHICH WOULD INTENSIFY THE EFFECT OF RIBBON OR SCATTERED DEVELOPMENT AND THERE WILL BE A PREASSUMPTION AGAINST NEW HOUSING IN SETTLEMENTS COMPRISING A LOOSE GROUP OF HOUSES IN SCATTERED LOCATIONS.

POLICY 5:

NEW RESIDENTIAL DEVELOPMENT IN THE OPEN COUNTRYSIDE, OUTSIDE THE CONFINES OF SETTLEMENTS WILL NOT NORMALLY BE PERMITTED UNLESS THE LOCAL PLANNING AUTHORITY IS SATISFIED THAT THERE IS AN ESSENTIAL AGRICULTURAL OR HORTICULTURAL OR FORESTRY NEED FOR SUCH DEVELOPMENT TO BE LOCATED OUTSIDE THE TOWNS, VILLAGES AND OTHER SETTLEMENTS. WHEN PERMISSION IS GRANTED FOR SUCH DEVELOPMENT AN APPROPRIATE OCCUPANCY CONDITION WILL BE ATTACHED.

POLICY 7:

PROVISION FOR RESIDENTIAL CARAVANS WILL BE SUBJECT TO THOSE POLICIES AS APPLY TO PERMANENT RESIDENTIAL DEVELOPMENT.

POLICY 11:

WHEREVER NON-AGRICULTURAL DEVELOPMENT IS NECESSARY ON AGRICULTURAL LAND IT WILL, WHEREVER POSSIBLE AND APPROPRIATE, BE LOCATED ON LAND OF A LOWER GRADE RATHER THAN A HIGHER GRADE: SUCH DEVELOPMENT WILL NOT NORMALLY BE PERMITTED ON GRADE I AND II AGRICULTURAL LAND, EXCEPT WHERE THERE IS NO REASONABLE ALTERNATIVE OR, IN THE CASE OF MINERAL WORKINGS, WHERE THE LAND COULD BE RESTORED TO ITS ORIGINAL QUALITY, OR WHERE THERE IS AN OVERRIDING NEED: WHERE PERMISSION IS GRANTED THIS WILL BE LIMITED TO THE AMOUNT OF LAND WHICH CAN REASONABLY BE REGARDED AS NECESSARY FOR THE PROPOSED DEVELOPMENT AND WILL HAVE REGARD TO THE IMPACT OF THE DEVELOPMENT ON THE EFFICIENCY AND VIABILITY OF FARM HOLDINGS.

POLICY 13:

PLANNING PERMISSION WILL NORMALLY BE FORTHCOMING WITHIN TOWNS AND VILLAGES FOR RETAIL AND SERVICE TRADES OF A SCALE APPROPRIATE TO THE NEEDS OF THE LOCALITY AND THE LOCAL ENVIRONMENT.
POLICY 14:

PROVISION WILL BE MADE FOR INDUSTRIAL DEVELOPMENT IN THE FOLLOWING TOWNS ON A SCALE WHICH HAS REGARD TO THE TOWN'S SIZE, POPULATION, CHARACTER, IMPORTANCE AS AN EMPLOYMENT CENTRE FOR THE SURROUNDING AREA, ACCESSIBILITY TO ROAD AND RAIL COMMUNICATIONS, AND THE AVAILABILITY OF NECESSARY SERVICES:--

BOURNE
GRANTHAM
THE DEEPINGS
STAMFORD

PLANNING APPLICATIONS FOR INDUSTRIAL DEVELOPMENT WILL BE CONSIDERED HAVING REGARD TO THE SUITABILITY OF THE LOCATION PROPOSED FOR THE DEVELOPMENT AND THE LIKELY IMPACT ON TRAFFIC MOVEMENT, NEIGHBOURING USES AND GENERAL AMENITY, AND THE NEED TO CONSERVE HIGH QUALITY AGRICULTURAL LAND.

POLICY 15:

PLANNING PERMISSION WILL NORMALLY BE FORTHCOMING FOR MANUFACTURING AND SERVICE INDUSTRY ON A LOCALLY APPROPRIATE SCALE IN THE MAIN VILLAGES OF ANCASTER, BARDNEY, BILLINGBOROUGH, BILLINGHAY, BINBROOK, CAYTHORPE, CONINGSBY/TATTERSHALL, CORBY GLEN, DONINGTON, HECKINGTON, KIRTON, METHERINGHAM, NAIVENBY, NORTH SOMERCOTES, RUSKINGTON, SAXILBY, SCOTTER, SOUTH WITHAM, STICKNEY, STURTON BY STOW, SWINSHEAD, SUTTON BRIDGE, TETNEY, WAINFLEET, WOODHALL SPA AND WRAGBY.

POLICY 16:

IN SETTLEMENTS OTHER THAN THOSE LISTED IN POLICIES 14 AND 15 PERMISSION WILL NORMALLY BE RESTRICTED TO CRAFT WORKSHOPS AND OTHER SMALL-SCALE INDUSTRIAL UNDERTAKINGS AND INDUSTRIAL DEVELOPMENT SHOWN TO BE ESSENTIAL IN THAT LOCATION, PROVIDING THAT THERE ARE NO INFRASTRUCTURE OR ENVIRONMENTAL CONSTRAINTS. WHERE PERMITTED, SUCH DEVELOPMENTS MAY BE SUBJECT TO CONDITIONS TO CONTROL THEIR SIZE AND THE NATURE OF THEIR ACTIVITIES.

POLICY 18:

THERE WILL BE A GENERAL PREJUSSION AGAINST NEW INDUSTRIAL DEVELOPMENT IN THE OPEN COUNTRYSIDE, EXCEPT WHERE IT CAN BE SHOWN THAT THE PROPOSED DEVELOPMENT IS ESSENTIAL IN THAT LOCATION, AND WOULD BE ACCEPTABLE IN TERMS OF THE IMPACT ON THE ENVIRONMENT AND THE LEVEL OF TRAFFIC MOVEMENT.
POLICY 19:

PLANNING PERMISSION WILL NOT NORMALLY BE FORTHCOMING FOR NEW INDUSTRIAL DEVELOPMENT WHICH IS LIKELY TO CAUSE, OR FOR THE EXTENSION OF EXISTING INDUSTRIES WHICH ARE ALREADY CREATE SIGNIFICANT ENVIRONMENTAL PROBLEMS. THE LOCAL PLANNING AUTHORITIES WILL, WHERE APPROPRIATE AND PRACTICABLE, MAKE PROVISION FOR THE RELOCATION ON MORE SUITABLE SITES OF EXISTING UNDERTAKINGS WHICH ARE CAUSING SIGNIFICANT ENVIRONMENTAL OR ACCESS PROBLEMS.

POLICY 25:

PROVISION WILL BE MADE FOR SMALL FIRMS AND BUSINESSES TO EXPAND OR TO SET UP IN THE TOWNS AND VILLAGES IN THE COUNTRY.

POLICY 30:

IN THE IMPROVEMENT OF THE EXISTING ROAD SYSTEM, THE COUNTY COUNCIL WILL ACCORD FIRST PRIORITY TO THE IMPROVEMENT WHERE NECESSARY OF THOSE PRINCIPAL ROADS AND THE MORE IMPORTANT NON-PRINCIPAL ROADS CATERING FOR NATIONAL AND REGIONAL TRAFFIC DEMANDS AND INTER-URBAN MOVEMENT WHICH, TOGETHER WITH TRUNK ROADS, FORM THE COUNTY STRATEGIC ROAD NETWORK.

POLICY 31:

IN DETERMINING PRIORITIES FOR IMPROVEMENTS WITHIN THE COUNTY STRATEGIC ROAD NETWORK, THE COUNTY COUNCIL WILL ACCORD HIGHEST PRIORITY TO THOSE SCHEMES WHICH, IN ADDITION TO FACILITATING THE FREE FLOW OF TRAFFIC AND REDUCING ACCIDENTS, CONFIR THE MOST BENEFIT IN TERMS OF CREATING ACCEPTABLE ENVIRONMENTAL STANDARDS, AND IN PARTICULAR TO THE CONSTRUCTION OF BYPASSES AND RELIEF ROADS TO REMOVE EXTRANEOUS TRAFFIC FROM CENTRES OF POPULATION AND AREAS OF HIGH AMENITY VALUE.

POLICY 32:

ROADS NOT FORMING PART OF THE COUNTY STRATEGIC ROAD NETWORK WILL BE IMPROVED ONLY WHERE THEIR LEVEL OF SERVICE OR STRUCTURAL CONDITION OR SAFETY RECORD IS INADEQUATE OR WHERE ACCESS IMPROVEMENT IS REQUIRED TO SERVE AREAS OF NEW OR EXISTING INDUSTRIAL DEVELOPMENT.
POLICY 34:
IN PLANNING HIGHWAY IMPROVEMENTS REGARD WILL BE HAD TO THE EFFECT UPON THE LANDSCAPE AND THE BUILT ENVIRONMENT, AND THE NEED TO CONSERVE HIGH QUALITY AGRICULTURAL LAND.

POLICY 36:
THE COUNTY COUNCIL WILL INTRODUCE TRAFFIC MANAGEMENT MEASURES IN ORDER TO FACILITATE THE FREE FLOW OF TRAFFIC, REDUCE AVERAGE JOURNEY TIMES AND COSTS, IMPROVE THE LOCAL ENVIRONMENT AND MEET THE NEEDS OF CYCLISTS, PEDESTRIANS AND THE HANDICAPPED.

POLICY 37:
IN CONSIDERING APPLICATIONS FOR DEVELOPMENT THE LOCAL PLANNING AUTHORITIES WILL NEED TO BE SATISFIED THAT ADEQUATE PROVISION IS MADE IN THE PROPOSED ROAD LAYOUT TO FACILITATE THE OPERATION OF PUBLIC TRANSPORT SERVICES IN MAJOR NEW RESIDENTIAL AREAS.

POLICY 38:
THE COUNTY COUNCIL WILL ENCOURAGE HEAVY GOODS VEHICLES TO USE A NETWORK OF ADVISORY LORRY ROUTES AND WILL IMPOSE TRAFFIC REGULATION ORDERS PREVENTING THE USE OF OTHER ROADS BY SUCH VEHICLES OTHER THAN FOR ACCESS PURPOSES WHERE SUCH USE WOULD CREATE SERIOUS LOCAL ENVIRONMENTAL, STRUCTURAL OR OTHER PROBLEMS.

POLICY 39:
THE COUNTY COUNCIL WILL SEEK TO ENSURE AS A FIRST PRIORITY THE MAINTENANCE OF A NETWORK OF PASSENGER TRANSPORT SERVICES BETWEEN TOWNS AND BETWEEN TOWNS AND THE LARGER VILLAGES WHICH WILL MEET ESSENTIAL JOURNEY TO WORK AND SHOPPING REQUIREMENTS; AND BETWEEN TOWNS AND THE SMALLER VILLAGES FOR ESSENTIAL SHOPPING PURPOSES.

POLICY 48:
PROVISION WILL BE MADE IN TOWN CENTRES FOR PARKING FACILITIES THAT ARE ADEQUATE TO MEET BOTH LONG AND SHORT TERM PARKING DEMANDS.
POLICY 49:

DEVELOPERS WILL NORMALLY BE REQUIRED TO PROVIDE RESIDENTIAL AND OPERATIONAL PARKING SPACE, INCLUDING PROVISION FOR LORRIES SERVICING THE PREMISES AT ALL NEW DEVELOPMENT, IN ACCORDANCE WITH AGREED STANDARDS. THE PRECISE REQUIREMENTS WILL BE BASED ON AN ASSESSMENT OF THE DEMANDS GENERATED BY EACH INDIVIDUAL PROPOSAL.

POLICY 50:

OUTSIDE THOSE TOWN CENTRES AND OTHER AREAS AS MAY BE DEFINED BY THE COUNTY AND DISTRICT COUNCILS, DEVELOPERS WILL NORMALLY BE REQUIRED TO PROVIDE NON-OPERATIONAL PARKING SPACE IN ACCORDANCE WITH THE AGREED STANDARDS FOR THE PARTICULAR LAND USE PROPOSED.

POLICY 51:

WITHIN THOSE TOWN CENTRES AND OTHER AREAS, AS MAY BE DEFINED BY THE COUNTY AND DISTRICT COUNCILS, DEVELOPERS WILL NOT NORMALLY BE REQUIRED TO PROVIDE NON-OPERATIONAL PARKING FACILITIES. WHERE DEVELOPERS DO PROPOSE TO MAKE SUCH PROVISION, THEN THOSE PROPOSALS WILL BE AGREED BY THE LOCAL PLANNING AND HIGHWAY AUTHORITIES UNLESS THE REQUIREMENTS OF ACCESS, THE RELATIONSHIP TO THE EXISTING AND LIKELY FUTURE HIGHWAY NETWORK AND TO THE OVERALL PARKING POLICY FOR THE TOWN CENTRE CANNOT BE SATISFACTORILY ACCOMMODATED.

POLICY 52:

FORMAL ON-STREET CAR PARKING PROVISION MAY BE PROVIDED BY THE DISTRICT COUNCILS WHERE IT DOES NOT IMPEDE OR INTERFERE WITH OTHER ROAD USERS, OR OTHERWISE SIGNIFICANTLY REDUCE ROAD SAFETY OR ADVERSELY AFFECT THE ENVIRONMENT.

POLICY 56:

THE LOCAL PLANNING AUTHORITIES WILL NORMALLY REFUSE PLANNING PERMISSION FOR ANY DEVELOPMENT WHICH WILL IN THEIR OPINION ADVERSELY AFFECT WILDLIFE ON STATUTORY NATURE RESERVES AND SITES OF SPECIAL SCIENTIFIC INTEREST. THE LOCAL PLANNING AUTHORITIES WILL ALSO PAY DUE REGARD TO THE LIKELY EFFECTS OF DEVELOPMENT PROPOSALS ON OTHER SITES OF KNOWN WILDLIFE VALUE.
POLICY 58:

THE LOCAL PLANNING AUTHORITIES WILL WHERE APPROPRIATE ATTACH TO PLANNING PERMISSION CONDITIONS FOR RESTORATION AND REHABILITATION. EXISTING DERELICION WILL BE PROGRESSIVELY REDUCED BY A PROGRAMME OF RECLAMATION WHICH WILL HAVE PARTICULAR REGARD TO THE NEEDS OF AGRICULTURE, RECREATION AND WILDLIFE CONSERVATION.

POLICY 67:

PROVISION WILL BE MADE FOR COUNTRYSIDE RECREATIONAL FACILITIES. PLANNING PERMISSION WILL NORMALLY BE FORTHCOMING FOR SUCH PROVISION SUBJECT TO ENVIRONMENTAL, AMENITY, TRAFFIC AND AGRICULTURAL CONSIDERATIONS.

POLICY 68:

THE LOCAL AUTHORITIES WILL GIVE PRIORITY IN THEIR PROVISION OF FACILITIES FOR COUNTRYSIDE RECREATION, PARTICULARLY PICNIC SITES, TO THOSE AREAS ADJACENT TO TOWNS, ON TRANSIT ROUTES ACROSS THE COUNTY, AND ON THE COAST.

POLICY 70:

WHilst recognising its general duties regarding the maintenance of public rights of way, the County Council in co-operation with interested parties will establish as a first priority circular recreation paths close to towns, to countryside recreation facilities and in attractive countryside; as a second priority recreation paths including those that link with other major recreation paths in the region.

POLICY 71:

THE COUNTY COUNCIL WITH THE AGREEMENT OF LANDOWNERS AND LAND OCCUPIERS AND AFTER CONSULTATION WITH INTERESTED PARTIES WILL UNDERTAKE THE REORGANISATION OF PUBLIC PATHS IN APPROPRIATE AREAS.

POLICY 77:

PLANNING PERMISSION WILL NORMALLY BE FORTHCOMING FOR THE DEVELOPMENT OF TRANSIT AND TOURING CARAVANNING AND CAMPING FACILITIES FOR SHORT STAYS ON SITES LOCATED SO AS TO AVOID SIGNIFICANT DETRIMENT TO AGRICULTURE, SATISFACTORY VEHICULAR ACCESS: AND WHICH CAN BE SUITABLY SCREENED BY EXISTING LAND FORMS AND/OR VEGETATION.
POLICY 81:

WHEN PLANNING PERMISSIONS ARE GRANTED FOR THE SURFACE WORKING OF MINERALS, THE COUNTY COUNCIL WILL NORMALLY ATTACH CONDITIONS FOR RESTORATION. WHERE RESTORATION IS IMPrACTICABLE PROPOSALS FOR RECREATIONAL USE WILL NORMALLY BE PERMITTED.

POLICY 86:

THE PROVISION OF MARINAS AND IMPROVEMENT OF EXISTING FACILITIES WILL BE ENCOURAGED BY THE LOCAL AUTHORITIES AND PLANNING PERMISSION WILL BE FORTHCOMING, AT APPROPRIATE LOCATIONS ON THE WATERWAYS OF THE COUNTY.

POLICY 95:

THE LOCAL PLANNING AUTHORITIES WILL SAFEGUARD THOSE CURRENTLY IDENTIFIED ARCHAEOLOGICAL AND INDUSTRIAL ARCHAEOLOGICAL SITES AND ARTEFACTS, AND WILL CONTINUE TO IDENTIFY ADDITIONAL SITES FOR SAFEGUARDING.

POLICY 97:

OUTSIDE TOWNS, VILLAGES AND OTHER SETTLEMENTS THERE WILL BE A PRESUMPTION AGAINST ALL FORMS OF DEVELOPMENT OTHER THAN THOSE PERMITTED IN POLICIES SPECIFIED ELSEWHERE IN THIS DOCUMENT.

POLICY 98:

INTENSIVE LIVESTOCK UNITS AND OTHER FARM BUILDINGS THAT ARE SUBJECT TO PLANNING CONTROL WILL BE PERMITTED IN THE OPEN COUNTRYSIDE PROVIDED THAT:

a) THEY ARE CAREFULLY SITED AND DESIGNED TO MINIMISE THEIR IMPACT ON THE SURROUNDING COUNTRYSIDE AND A COMPREHENSIVE LANDSCAPE SCHEME FORMS PART OF THE DEVELOPMENT.

b) THEIR DESIGN AND MATERIALS ARE UNOBTRUSIVE AND APPROPRIATE TO THE SURROUNDING AREAS.

c) THEY ARE LOCATED AT A SUFFICIENT DISTANCE FROM SETTLEMENTS TO ENSURE THAT ANY NOXIOUS OR OFFENSIVE SMELLS THAT MAY ESCAPE FROM TIME TO TIME DO NOT AFFECT SETTLEMENTS.
d) LOCAL ROADS HAVE THE CAPACITY TO CARRY THE TRAFFIC GENERATED BY THE DEVELOPMENT.

e) WATER RESOURCES ARE PROTECTED FROM POLLUTION.

POLICY 110:

IN DETERMINING APPLICATIONS FOR PERMISSION FOR THE ERECTION OF TRANSMISSION TOWERS AND MASTS, THE LOCAL PLANNING AUTHORITIES WILL HAVE REGARD TO THE NEED TO KEEP THESE TO THE MINIMUM AND THE POSSIBILITY OF JOINT USE.

POLICY 111:

PROPOSALS FOR DEVELOPMENT ON LAND CONTAINING KNOWN MINERAL RESERVES WILL BE CONSIDERED WITH REGARD TO THE NEED TO SAFEGUARD THESE RESERVES PROPOSALS FOR THE EXTRACTION OF MINERALS WILL BE CONSIDERED IN RELATION TO THE FOLLOWING REQUIREMENTS.

a) AS FAR AS POSSIBLE TO EXCLUDE MINERAL WORKINGS FROM
   (i) HIGH GRADE AGRICULTURAL LAND.
   (ii) AREAS ACCORDERED LANDSCAPE PROTECTION.
   (iii) WOODLAND.
   (iv) AREAS OF IMPORTANT ARCHAEOLOGICAL, HISTORIC, SCIENTIFIC OR NATURAL HISTORY INTEREST.

b) WHEREVER POSSIBLE TO LOCATE MINERAL WORKINGS SO THAT THE EFFECT ON BUILT-UP AREAS AND THE ENVIRONMENT GENERALLY, IN TERMS OF VISUAL INTRUSION, DUST, NOISE, BLASTING AND ASSOCIATED TRAFFIC MOVEMENTS IS KEPT TO A MINIMUM, WHERE APPROPRIATE, PLANNING PERMISSIONS WILL BE SUBJECT TO CONDITIONS WHICH WILL, SO FAR AS POSSIBLE, SECURE THAT THE WORKINGS WILL NOT CAUSE DISTURBANCE TO PERSONS LIVING AND WORKING IN THE AREA: THAT THE DEVELOPMENT WILL NOT CAUSE TRAFFIC HAZARDS OR BE VISUALLY OFFENSIVE: AND THAT THE LAND WILL BE RESTORED WHEN MINERAL WORKING HAS CEASED.

c) THE LOCAL AND REGIONAL NEEDS FOR AN ADEQUATE SUPPLY OF MINERALS, PARTICULARLY AGGREGATES.
APPENDIX E

POLICIES OF THE APPROVED LINCOLNSHIRE STRUCTURE PLAN ALTERATION NO. 1

DELETE POLICIES 1, 2, 3, 5, 7, 11 AND 101 AND SUBSTITUTE:

POLICY 1A

THE COUNTY STRATEGY IS TO PROMOTE PLANNED GROWTH IN LINCOLNSHIRE BY MAKING APPROPRIATE PROVISION FOR NEW RESIDENTIAL DEVELOPMENT IN AND AROUND MOST EXISTING SETTLEMENTS, CONSISTENT WITH THE NEED TO PROTECT THE ENVIRONMENT, HERITAGE, CHARACTER AND LANDSCAPE OF THE COUNTY.

POLICY 2A

PROVISION WILL BE MADE TO ENSURE THAT AT LEAST A FIVE YEAR SUPPLY OF LAND FOR HOUSEBUILDING IS AVAILABLE.

POLICY 3A

PROVISION WILL BE MADE FOR NEW RESIDENTIAL DEVELOPMENT IN THE PERIOD 1988-2001 FOR ABOUT 51900 DWELLINGS DISTRIBUTED AS FOLLOWS:

- BOSTON BOROUGH ABOUT 3900 DWELLINGS
- EAST LINDSEY ABOUT 10200 DWELLINGS
- LINCOLN CITY ABOUT 4800 DWELLINGS
- NORTH KESTEven ABOUT 8600 DWELLINGS
- SOUTH HOLLAND ABOUT 6000 DWELLINGS
- SOUTH KESTEven ABOUT 11800 DWELLINGS
- WEST LINDSEY ABOUT 6600 DWELLINGS

POLICY 4A

NEW RESIDENTIAL DEVELOPMENT WILL BE LOCATED MAINLY IN THE URBAN AREAS WHERE PROVISION WILL BE MADE IN THE PERIOD 1988 TO 2001 AS FOLLOWS:

- BOSTON BOROUGH: ABOUT 2250 DWELLINGS IN BOSTON.
- EAST LINDSEY DISTRICT: ABOUT 5950 DWELLINGS IN ALFORD, CONINGSBY/TATTERSHALL, HORNCASTLE, LOUTH, MABLETHORPE, SKEGNESS AND SPILSBY.
NORTH KESTEVEN DISTRICT: ABOUT 3850 DWELLINGS INCLUDING 2150 DWELLINGS ON THE FRINGES OF LINCOLN AND THE REMAINDER IN SLEAFORD.

SOUTH HOLLAND DISTRICT: ABOUT 3750 DWELLINGS IN CROWLAND, HOLBEACH, LONG SUTTON, SPALDING AND SUTTON BRIDGE.

SOUTH KESTEVEN DISTRICT: ABOUT 8000 DWELLINGS INCLUDING 1000 IN STAMFORD AND THE REMAINDER IN BOURNE, GRANTHAM AND THE DEEPINGS.

WEST LINDSEY DISTRICT: ABOUT 2850 DWELLINGS IN CAISTOR, GAINSBOROUGH, MARKET RASEN AND THE FRINGES OF LINCOLN.

IN THE ABOVE URBAN AREAS LAND WILL BE PROVIDED AND PLANNING PERMISSION WILL NORMALILY BE FORTHCOMING FOR PROPOSALS FOR THE IMPROVEMENT OR PROVISION OF SOCIAL, COMMUNITY, EDUCATIONAL, HEALTH AND UTILITY SERVICES/FACILITIES, THERE WILL BE A PARTICULAR NEED TO RETAIN AN APPROPRIATE LEVEL OF OPEN SPACE IN THESE URBAN AREAS.

POLICY 5A

PROVISION FOR NEW RESIDENTIAL DEVELOPMENT OTHER THAN THAT IN POLICY 4A WILL NORMALLY BE MADE IN AND AROUND MOST EXISTING SETTLEMENTS. THE SUITABILITY OF ANY PROPOSAL WILL BE ASSESSED IN RELATION TO ITS SCALE AND IMPACT ON THE CHARACTER, DENSITY AND PHYSICAL EXTENT OF EXISTING DEVELOPMENT. THERE WILL BE A PARTICULAR NEED TO RETAIN AN APPROPRIATE LEVEL OF OPEN SPACE WITHIN THE SETTLEMENT. WHERE APPROPRIATE, LAND WILL BE PROVIDED AND PLANNING PERMISSION WILL NORMALLY BE FORTHCOMING FOR PROPOSALS FOR THE IMPROVEMENT OR PROVISION OF SOCIAL COMMUNITY, EDUCATION, HEALTH AND UTILITY SERVICES/FACILITIES.

POLICY 6A

PERMISSION WILL NOT NORMALLY BE GRANTED FOR HOUSING WHICH WOULD CREATE OR EXTEND RIBBON OR SCATTERED DEVELOPMENT.

POLICY 7A

NEW RESIDENTIAL DEVELOPMENT WILL NORMALLY ONLY BE PERMITTED IN THE OPEN COUNTRYSIDE WHERE THERE IS AN ESSENTIAL NEED TO HOUSE FARM OR FORESTRY WORKERS NEAR TO THEIR PLACE OF WORK.
POLICY 8A

PLANNING PERMISSION MAY EXCEPTIONALLY BE GRANTED FOR LOW COST HOUSING ON LAND THAT WOULD NOT NORMALLY BE RELEASED FOR DEVELOPMENT, PROVIDED THAT:

- THE SCHEME WOULD MEET A GENUINE LOCAL NEED THAT WOULD NOT OTHERWISE BE MET.

- THERE ARE ARRANGEMENTS TO ENSURE THAT THE BENEFITS WILL BE ENJOYED BY ALL THE SUBSEQUENT OCCUPANTS AS WELL AS THE INITIAL OCCUPIERS.

- SITES ARE WELL RELATED TO EXISTING SETTLEMENTS AND ARE ADDITIONAL TO THE GENERAL PROVISION OF LAND FOR HOUSING.

POLICY 9A

PROVISION FOR RESIDENTIAL CARAVANS WILL BE SUBJECT TO THOSE POLICIES AS APPLY TO PERMANENT RESIDENTIAL DEVELOPMENT.

POLICY 10A

PROVISION WILL BE MADE FOR BOTH PERMANENT AND ITINERANT GYPSY CARAVAN SITES, WHICH SHOULD NORMALLY BE:

- LOCATION IN AREAS FREQUENTED BY GYPSIES;

- REASONABLY ACCESSIBLE TO COMMUNITY SERVICES AND FACILITIES;

- CAPABLE OF SYMPATHETIC ASSIMILATION IN THEIR SURROUNDINGS.

POLICY 11A

THE BEST AND MOST VERSATILE AGRICULTURAL LAND, WHICH IN LINCOLNSHIRE IS GRADES 1 AND 2 SHOULD NORMALLY NOT BE BUILT ON UNLESS THERE IS NO OTHER SITE SUITABLE FOR THE PARTICULAR PURPOSE. WHEN NON-AGRICULTURAL DEVELOPMENT IS NECESSARY ON AGRICULTURAL LAND IT WILL, WHEREVER POSSIBLE AND APPROPRIATE, BE LOCATED ON LAND OF A LOWER RATHER THAN A HIGHER GRADE.
POLICIES OF THE ADOPTED LINCOLNSHIRE STRUCTURE PLAN ALTERATION NO. 2

DELETE POLICIES 12, 13, 14, 15, 16, 18, 19, 25, 102, 103 AND 105 AND SUBSTITUTE:

POLICY 12A

THE COUNTY STRATEGY IS TO ENSURE THAT ADEQUATE LAND IS AVAILABLE FOR ECONOMIC DEVELOPMENT WITHIN THE CONTEXT OF THE NEED TO PROTECT THE ENVIRONMENT, HERITAGE, CHARACTER AND LANDSCAPE OF THE COUNTY.

POLICY 13A

PROVISION WILL BE MADE IN LOCAL PLANS TO ENSURE THAT THERE IS AN ADEQUATE RANGE OF SITES AVAILABLE FOR INDUSTRIAL, WAREHOUSING AND OFFICE USE.

POLICY 14A

PLANNING PERMISSION WILL NOT NORMALLY BE FORTHCOMING FOR THE USE FOR OTHER PURPOSES OF EXISTING OR ALLOCATED INDUSTRIAL, WAREHOUSING OR OFFICE SITES AND BUILDINGS EXCEPT WHERE THE LOCAL PLANNING AUTHORITY IS SATISFIED THAT:

- THERE ARE AMPLE SUITABLE SITES/BUILDINGS AVAILABLE ELSEWHERE IN THE LOCALITY OR
- THE EXISTING USE PRODUCES UNACCEPTABLE TRAFFIC OR ENVIRONMENTAL PROBLEMS THAT WOULD BE SIGNIFICANTLY ALLEVIATED BY A CHANGE OF USE OR
- THERE IS NO DEMAND FOR THE EXISTING USE.

POLICY 15A

PROVISION WILL BE MADE IN LOCAL PLANS FOR LARGE SCALE (OVER 25 HECTARES) INDUSTRIAL, WAREHOUSING AND OFFICE DEVELOPMENT IN THE FOLLOWING KEY LOCATIONS: BOURNE, GRANTHAM, SPALDING, LONG SUTTON/SUTTON BRIDGE, BOSTON, SKEGNESS, LOUTH, SLEAFORD, GAINSBOROUGH AND THE GREATER LINCOLN AREA AND ITS SURROUNDINGS. IN ADDITION PROVISION WILL ALSO BE MADE IN SUITABLE LOCATIONS ASSOCIATED WITH THE STRATEGIC ROAD AND RAIL NETWORK AND WITH APPROPRIATE DISUSED MoD ESTABLISHMENTS.
THE FOLLOWING GENERAL CRITERIA SHOULD BE TAKEN INTO CONSIDERATION IN THE SELECTION OF SITES AT THE KEY LOCATIONS:

- PROXIMITY TO THE STRATEGIC ROAD (AND RAIL) NETWORK
- PROTECTION OF THE BEST AND MOST VERSATILE AGRICULTURAL LAND
- IMPACT ON THE ENVIRONMENT AND AMENITY OF THE SURROUNDING AREA

POLICY 16A

IN OR IMMEDIATELY ADJACENT TO URBAN AREAS AND WHERE APPROPRIATE OTHER EXISTING SETTLEMENTS, INDUSTRIAL, WAREHOUSING AND OFFICE DEVELOPMENT WILL NORMALLY BE PROVIDED FOR IN LOCAL PLANS AND PLANNING PERMISSION WILL NORMALLY BE FORTHCOMING. THE SUITABILITY OF ANY PROPOSAL WILL BE ASSESSED IN RELATION TO THE SCALE AND IMPACT OF DEVELOPMENT IN RELATION TO ITS SURROUNDINGS, INCLUDING ACCESS AND TRAFFIC MOVEMENT, NEIGHBOURING USES AND GENERAL AMENITY, AND THE EFFECT ON THE LANDSCAPE, AREAS OF IMPORTANT OPEN SPACE AND THE NEED TO PROTECT THE BEST AND MOST VERSATILE AGRICULTURAL LAND.

POLICY 17A

IN THE OPEN COUNTRYSIDE, THE RE-USE FOR INDUSTRIAL, WAREHOUSING AND OFFICE DEVELOPMENT OF APPROPRIATE RURAL BUILDINGS WILL NORMALLY BE PERMITTED PROVIDED SATISFACTORY ACCESS AND SERVICING CAN BE OBTAINED AND PROVIDED THAT THERE IS NOT AN UNACCEPTABLE IMPACT ON TRAFFIC MOVEMENT AND THE ENVIRONMENT.

POLICY 18A

EXCEPTIIONALLY, WHERE A LARGE SCALE INDUSTRIAL, WAREHOUSING OR OFFICE DEVELOPMENT PROPOSAL WILL BRING ABOUT SIGNIFICANT ECONOMIC AND EMPLOYMENT BENEFIT AND/OR WHERE IT CAN BE DEMONSTRATED TO THE SATISFACTION OF THE LOCAL PLANNING AUTHORITY THAT THERE ARE SPECIAL REQUIREMENTS WHICH CANNOT BE MET ON LAND ALREADY PROVIDED, PLANNING PERMISSION MAY BE FORTHCOMING FOR THE USE OF ADDITIONAL SUITABLE LAND.

HOWEVER, ANY SUCH SITES IDENTIFIED MUST BE CONSIDERED SATISFACTORY IN RELATION TO ACCESS, TRAFFIC GENERATION, SERVICE INFRASTRUCTURE, AGRICULTURAL LAND QUALITY, ENVIRONMENT, AMENITY, POLLUTION AND SURROUNDING USE.

POLICY 19A

LAND OF AN APPROPRIATE SCALE AND LOCATION WILL BE ALLOCATED TO ASSIST IN THE DEVELOPMENT OF THE PORTS OF BOSTON, GAINSBOROUGH,
SUTTON BRIDGE AND FOSDYKE BRIDGE. SUITABLE SITES WITH ACCESS TO THE WATER FRONTAGE AT THESE PORTS SHOULD BE DESIGNATED AS APPROPRIATE IN LOCAL PLANS AND PLANNING PERMISSION ON THESE SITES WILL NORMALLY ONLY BE GRANTED FOR PORT-RELATED DEVELOPMENTS.

POLICY 20A

MEASURES WILL BE TAKEN TO IMPROVE THE ENVIRONMENT OF EXISTING AND PROPOSED INDUSTRIAL, WAREHOUSING AND OFFICE AREAS IN THE COUNTY.

POLICY 21A

APPROPRIATE PROVISION WILL BE MADE IN LOCAL PLANS FOR THE DEVELOPMENT OR EXTENSION OF THE TOURIST INDUSTRY IN THE COUNTY.

PLANNING PERMISSION WILL NORMALLY BE FORTHCOMING FOR PROPOSALS FOR DEVELOPMENT WHICH WILL MAINTAIN OR EXPAND THE ROLE OF TOURISM IN PROVIDING JOBS, INCOME AND INVESTMENT CONSISTENT WITH THE NEED TO PROTECT THE ENVIRONMENT, HERITAGE, CHARACTER AND LANDSCAPE OF THE COUNTY.

POLICY 22A

THE COUNTY STRATEGY IS TO ENCOURAGE THE PROVISION OF A WIDE RANGE AND CHOICE OF SHOPPING FACILITIES IN SUITABLE LOCATIONS THROUGHOUT THE COUNTY. THE SCALE OF SUCH PROVISION SHOULD GENERALLY BE IN KEEPING WITH THE SIZE AND IMPORTANCE OF EXISTING SETTLEMENTS.

POLICY 23A

NEW SHOPPING DEVELOPMENT WITHIN THE CENTRES OF THE URBAN AREAS AS MAY BE DEFINED IN LOCAL PLANS WILL NORMALLY BE PERMITTED PROVIDED THAT:

- IT IS APPROPRIATE IN SCALE AND LOCATION AND IS IN KEEPING WITH THE TOWNSCAPE AND CHARACTER OF THE CENTRE

- THE ADDITIONAL TRAFFIC GENERATED CAN BE SATISFACTORIZY ACCOMMODATED ON THE SURROUNDING ROAD NETWORK IMPROVED AS MAY BE.
POLICY 24A

MAJOR NEW SHOPPING DEVELOPMENT WITHIN OR ADJACENT TO THE URBAN AREAS, BUT OUTSIDE THEIR CENTRES AS MAY BE DEFINED IN LOCAL PLANS, WILL NORMALLY BE PERMITTED WHERE:

- ACCESS IS ADEQUATE AND THE ADDITIONAL TRAFFIC GENERATED CAN BE SATISFACTORILY ACCOMMODATED ON THE SURROUNDING ROAD NETWORK, IMPROVED AS MAY BE

- THE DEVELOPMENT IS SYMPATHETIC IN SCALE AND CHARACTER WITH THE SURROUNDING LANDSCAPE/TOWNSCAPE

- THE NEW DEVELOPMENT WOULD NOT SERIOUSLY AFFECT THE VITALITY AND VIABILITY OF ANY NEARBY TOWN CENTRE AS A WHOLE.

POLICY 25A

SMALL SCALE PROPOSALS FOR SHOPPING DEVELOPMENT TO MEET THE NEEDS OF LOCAL COMMUNITIES IN BOTH URBAN RESIDENTIAL AREAS AND VILLAGES WILL NORMALLY BE PERMITTED PROVIDED THAT ACCESS AND CAR PARKING REQUIREMENTS ARE SATISFACTORY AND THE DEVELOPMENT IS COMPATIBLE WITH THE RESIDENTIAL OR VILLAGE ENVIRONMENT.

POLICY 26A

WHERE APPROPRIATE, THE LOCAL AUTHORITIES WILL ENHANCE THE ATTRACTION OF URBAN CENTRES BY IMPROVING THEIR ENVIRONMENT AND ACCESSIBILITY.