Local Development Framework for South Kesteven

Site Allocation and Policies Development Plan Document

Evidence Document

Submission Document
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EVIDENCE DOCUMENT
Site Allocation and Policies DPD

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INTRODUCTION

1 Site Allocation and Policies Development Plan Document

South Kesteven District Council has prepared a Site Allocation and Policies DPD which will form part of the Local Development Framework. Together with the Core Strategy and the Grantham Area Action Plan, it will provide the planning policy framework for the District, guiding the location, design, form and use of land and buildings across the District. The DPD identifies land to deliver the growth of the District for the period to 2026, as set out in the Core Strategy which was adopted in July 2010.

The DPD includes allocated housing and employment sites, together with a set of detailed policies to guide development throughout the District, with the exception of Grantham, which is dealt with in the Grantham Area Action Plan DPD.

A number of preparatory stages have been involved in the selection of sites for allocation, and in writing detailed policies for inclusion in the DPD:

An Issues and Options consultation paper was published in 2005. This identified a number of key issues likely to affect growth and development in the district over the 20 years, it also asked questions about how these issues might be addressed. The responses to this consultation informed the publication of, and consultation on, two documents in 2006: the Core Strategy and a Housing and Economic DPD. In 2007 it was decided to follow a different approach as the national and regional policy framework evolved, providing higher housing requirements and placing a greater emphasis on the need for more locally justified policies. The responses received to the HEDPD consultation have, however, helped to inform the preparation of the SAP DPD.

In 2008 the Council, together with Rutland and South Holland Councils, prepared a Strategic Housing Land Availability Assessment (SHLAA). The call for sites resulted in excess of 250 sites being submitted to the Council for residential development. The SHLAA assessed each site on its suitability for housing but no decision was made to allocate any site.

During October 2009, the Council published a consultation document containing 216 sites which had been suggested for allocation. These were drawn from the Housing & Economic DPD, those submitted to the SHLAA in the three towns and 16 Local Service Centres, and others which had been suggested to the Council.

As a result of the 2009 consultation, a further 42 sites were suggested to the Council, and a further consultation was held about those sites during August 2010.

During 2010 all of the sites were assessed against a detailed set of criteria (as set out in the adopted Core Strategy). The assessment process, including the criteria, is included in Section 2 of this report.

During the two public consultations the Council received 3477 representations relating to the 250 sites. These comments were from developers and landowners as well as members
of the public, Parish and Town Councils and other interested groups. Some representations supplied further information about the suggested sites.

In addition to the allocation of sites for development, the DPD also contains a number of policies which expand upon those contained in the Core Strategy, and guide the way that sites are developed. These are:

- Retention of community services and facilities
- Rural Exception Affordable Housing
- Supporting Local Business in Local Service Centres
- Business Development in the Countryside (including rural diversification)
- Locally Important Existing Employment Sites
- Employment Land at Gonerby Moor
- Development Within the Defined Town Centres
- Town Centre Opportunity Areas
- Bourne Core Area
- Open Space Provision

The following sections detail the site allocation process, including assessment criteria, and justification for decisions made regarding policy inclusion. For some of these policies there is other relevant information and evidence contained in other associated/dedicated evidence reports and studies.

**SITE SELECTION METHODOLOGY**

2 **Approach to Site Selection**

Every site which has been assessed has been visited and/or viewed by members of the Planning Policy team, and a standard assessment form completed for each site. The assessment included a description of the site, the surrounding area, landscape and details of any potential impacts or issues which were associated with the site. These include known environmental and heritage constraints.

The site selection process includes three stages:

**Desktop survey**

All sites were assessed against a range of data held mainly on GIS to identify potential constraints to development. These include environmental constraints such as proximity to SSSIs, SNCIs and TPOs, heritage constraints such as Conservation Areas, Listed Buildings and Scheduled Monuments, and other constraints such as flood zones, known contamination and public footpaths.

**Professional assessment**

Advice was sought from officers of Lincolnshire County Council as Education Authority and Highway Authority, as well as from organisations such as Natural England, the

**Site selection**
A site assessment matrix was produced so that all sites could be assessed against the Core Strategy criteria and compared.

The assessment process has been guided by three main principles:

- the need to balance social, environmental and economic concerns and to select the most sustainable locations for growth;
- the need to meet national, regional and local policies; and
- to ensure that sufficient available and deliverable land is identified to meet the requirements set out in the Core Strategy.

New or amended sites which were submitted during the consultation process have all been subject to the same assessment procedure. However, sites which were suggested to the Council after the Additional Sites consultation was published in August 2010 have not been assessed.

### 3 Assessment Criteria

Core Strategy Policy H1 (Residential Development) identifies the following criteria to be used when assessing sites for residential development:

- availability
- ability to maximise the use of public transport, cycling and pedestrian links and/or to create opportunities for improved accessibility (as set out in Policy SP3)
- access to, and capacity of, appropriate existing services and infrastructure to support development
- potential impact on wildlife sites, protected species, biodiversity, historic assets, archaeology, water quality, landscape character, TPOs and open spaces (as set out in Policy EN1)
- ability of existing built form to absorb/accommodate new development
- visual impact of development on the surrounding landscape
- known constraints to a site’s development, such as flood risk (as set out in Policy EN2); presence of underground utilities infrastructure

In addition to the criteria described above, Core Strategy Policy E1 (Employment Development) identifies the following criteria to be used when assessing sites for allocation for employment use:

- suitability of the site to meet the needs of different employment uses
- attractiveness of the site to the market
- location of site in relation to the strategic road network

An initial desktop review of sites was undertaken to identify sites where there are constraints to development. Where constraints, or possible constraints, have been identified further investigation or assessment was undertaken.
All sites were assessed against the Flood Risk Maps to identify whether they fall within Flood Zone 2 or 3, in order that development should be directed away from areas at high risk of flooding. The SFRA (Level 1 and 2) was used to help determine where site boundaries coincide with flood zones and the implication of these on potential development.

The Outline Water Cycle Study for the district was completed in January 2011. This study looked at all water-related issues including: water resources; wastewater treatment and transition; ecology; flood risk management and Surface water management and SUDs potential.

All sites were assessed by the Highway Authority to identify whether there were highway infrastructure problems. This was to identify those areas where additional infrastructure, such as new road layouts, pedestrian crossings or footways, would be required. In the case of sites around the A1 trunk road the Highways Agency was also consulted.

All sites were assessed by the Heritage Trust of Lincolnshire to identify any known heritage constraints to development.

Following assessment against the above Core Strategy criteria, and in light of the evidence provided in the supporting background evidence documents, detailed regard was given to the actual amount of land which needs to be provided in each settlement, the balance (in terms of numbers and locations of sites) and range of suitable sites available, and the cumulative impact that one or more sites may have on that part of the settlement. This led to a prioritisation of suitable sites in those settlements where more than one suitable site had been identified.

4 Site suitability

All sites suggested within and on the immediate edge of the towns of Stamford, Bourne and Market Deeping and Deeping St James and the 16 Local Service Centres identified in the Core Strategy have been assessed to establish whether, in general terms, they are suitable for development.

The Core Strategy directs development to the urban areas of the District: the market towns and those settlements which have been identified as Local Service Centres. These are the settlements which offer a range of localised services and facilities, and which act as focal points for the rural communities and their surrounding hinterlands. Some development in these villages will help to prevent local services from becoming unviable and help to create more mixed and balanced communities. All sites were assessed to determine whether they are within, on the edge of, or away from the main settlement.

Using the criteria established in the Core Strategy and included in Section 3 above, all the suggested sites have been assessed:

- availability:
  It is important that allocated sites are available for development because the Council must demonstrate that sites are deliverable, and therefore, the housing land targets can be met. All of the sites have been suggested by landowners, developers or other interested parties. Where sites have been suggested by either the landowner,
his agent or a developer, it has been assumed that they are available for development. Where a site was not suggested by either the landowner or a developer, and it was assessed as being suitable, we have tried to identify the owner. Owners of sites which were assessed as suitable for development were contacted in the summer 2011 to confirm the sites' availability via the SHLAA/ Five Year Housing Land Supply process.

- **ability to maximise the use of public transport, cycling and pedestrian links and/or create opportunities for improved accessibility (as set out in Policy SP3):**
  It is considered important that sites are located in towns and villages which have regular public transport routes.

- **access to, and capacity of, appropriate existing services and infrastructure to support development:**
  The Local Education Authority was contacted to ascertain the capacity of the local schools, any expansion plans, what the impacts of growth would be and where S106 contributions would be requested. The LEA identified several villages where the school has capacity to accept additional pupils, or where developer contributions could fund expansion. The LEA does not foresee major problems as a result of the level of growth proposed.

  The local medical practices were consulted to find out what capacity exists in each practice for new patients and whether development would put a strain on the services. There are medical practices in nine of the villages, and all have capacity to accept more patients. None of the medical practices anticipate that the level of growth proposed will cause problems.

  The Water Cycle Study identifies the location and potential capacity of Sewage Treatment Works and foul water networks, serving the towns and Local Service Centres. This report also considers the supply of water, including ground source protection zones), surface water issues and the suitability of each area for SUDs. In addition the Strategic Flood Risk Assessment (SFRA) identifies potential sources of fluvial and pluvial flooding, and identifies the risk of flooding for settlements and individual sites.

  The information from these sources has been used to consider the ability of each site to meet the criterion; it has also been included in a matrix which was prepared to consider the potential capacity of each of the 16 Local Service Centres to accommodate planned growth. This Village Capacity Matrix is included in Appendix 3.

- **potential impact on wildlife sites, protected species, biodiversity, historic assets, archaeology, water quality, landscape character, TPOs and open spaces (as set out in Policy EN1):**
  The desktop study identified where sites fall within or in close proximity to designated areas, such as Sites of Special Scientific Interest (SSSI), local Sites of Nature Conservation Importance (SNCI), Tree Preservation orders and Scheduled
Monuments, or whether they are within Conservation Areas. The 1995 Local Plan contained areas where development would not normally be permitted because they had been designated as Prominent Areas for Special Protection, Prevention of Coalescence or Open Areas Important to the Character and setting of built-up areas. These designations are no longer in operation, having been largely replaced by a criteria based policy EN1 in the Core Strategy. However, it is recognised that the reasons for these designations may still be valid, and sites which would have been subject to these policies (EN4, EN5 or EN6 respectively) were, therefore, noted and assessed against Core Strategy policy EN1.

Lincolnshire Heritage identified three sites where there are remains which have legal protection, and where any developer would need to discuss with English Heritage the possibility of de-scheduling the site. For the remaining sites, Lincolnshire Heritage suggested that archaeological evaluation at planning application stage may be required.

- **ability of existing built form to absorb/accommodate new development:**
  Visual assessments made on site include consideration of the size and scale of development in relation to the existing development and whether there are features which may help reduce impact. Consideration was also given to whether very large sites on the edge of villages could be made smaller, and therefore might have less impact. A Landscape Sensitivity and Capacity Study was undertaken to assist with the assessment of specific large sites around Stamford and Deepings.

- **visual impact of development on the surrounding landscape:**
  A visual assessment of the potential impact of development on the landscape was made on site. In addition consideration has been given to the conclusions of the Landscape Character Assessment published in January 2007 which divides the District into seven areas, each with a distinctive pattern of elements which create distinctive landscapes and places of individual character. Development must be appropriate to the Landscape Character Area in which it is located. Regard has also been given to the impact of development on the setting of Belton House for sites which fall within the Belton House Setting Study area.

  As part of the allocation selection process, a further study was commissioned to look in detail at 18 specific large sites (including eight in the area covered by the Grantham Area Action Plan). This study examined in detail several of the larger suggested sites around Stamford and the Deepings, to determine their sensitivity to development and capacity of the landscape in each location to accommodate the volume of development envisaged in the Core Strategy.

- **known constraints to a site's development, such as flood risk (as set out in Policy EN2); presence of underground utilities infrastructure etc:**
  The Environment Agency maps identify ground water protection zones throughout the District. The maps supplied by the EA identify a few areas of Zone 1 protection; that is the areas most vulnerable to contamination and where certain types of development may be restricted. However, the majority of the District is within
Zones 2 or 3 or not within a protection zone. The Environment Agency maps were also used to identify areas susceptible to **surface water flooding**.

The SFRA was used to identify the potential flood risk of each site from both fluvial and pluvial sources.

The desktop study identified where **public rights of way**, such as public footpaths or RUPPs (roads used as public paths), cross or abut sites. These do not necessarily preclude development, but they may limit the development possibilities of any site.

The site visit identified the presence of overland infrastructure such as electricity pylons, and the response of Anglian Water and the Internal Drainage boards to consultations identified where existing water infrastructure crosses or are in close proximity to a site. In responding to the sites consultation Anglian Water also identified where sites fall within identified Cordon Sanitaires (which are drawn around water treatment facilities). Anglian Water advice that development in these areas should be avoided to prevent future smell nuisance issues arising from new residents.

Consideration has also given to the implications of the national objective to protect the best and most versatile agricultural land (Classified as Grade 1 (the best), 2 and 3a), however it is recognized that where large amounts of development are required agricultural land may be lost. In such cases Local authorities should seek to identify poorer quality land in preference to that of higher quality, except where this would be inconsistent with other sustainability considerations.

Agricultural land classifications were prepared by DEFR in the 1970s – the available mapping is strategic and should therefore be used for general guidance. It indicates that most of the agricultural land in the district is grade 3, although some of the fenlands to the east, and around Bourne and the Deepings is classified as grade 2, very few smaller patches are identified as Grade 1. None of the suggested sites fall within areas of grade 1, however some of the sites (especially to the east of Bourne and Market Deeping) are classified as grade 2. Wherever possible the site allocation process has sought to avoid grade 2 agricultural land, however, some of the allocations in Bourne and the Deepings by necessity include areas of land indicated to be grade 2.

The full assessment of each site is included in Appendix 1, which provides a one-page summary assessment for each site considered. This is summarised in Appendix 1a. The Appendix is sub-divided by settlement and each site assessment includes a map, site description, details of constraints, issues considered and reasons for allocation or rejection.

All sites were also subjected to Sustainability Appraisal, using the SA objectives including in the Scoping Report prepared in 2009, and the framework can be found in Appendix 2. This is presented in two parts: Appendix 2a contains the sites which were included in the October 2009 consultation and Appendix 2b contains the additional sites which were
included in the August 2010 consultation. The SA conclusions reflect the principles of development, rather than the desirability of, or requirement for, development in specific locations. Thus its conclusions inform the selection of sites. A table showing this process is included as Appendix 2c. The Sustainability Appraisal of the allocated sites and the policies which are included in the DPD can be viewed on the Council’s website.

5 Development Needs

The Core Strategy (Policy SP1) seeks to support and maintain the role of market towns. The policy states that priority for development will be given to sustainable sites within the built up part of the towns and to allocated sites. It also makes it clear that if insufficient land is available within the built-up part of the towns to meet the development needs, appropriate sites on the edge of the towns may be considered suitable for development.

Core Strategy Policy SP1 also allows for development within the identified Local Service Centres, to maintain their viability and to remain sustainable communities. The policy gives preference to brownfield sites within the built-up part of the villages and to allocated sites.

Core Strategy policy H1 establishes the housing requirement for the District. It sets targets for each town, the 16 Local Service Centres and the rural areas. It allows for development at a modest level in the Local Service Centres: a total requirement for all 16 Local Service Centres of 1000 dwellings for the 20 year period 2006-2026. The policy limits development to identified allocated sites and infill or re-development sites within the built-up areas of the settlements. Because of the amount of new housing which has already been built and which currently has planning permission in the 16 LSCs, it is not considered necessary to allocate land in all LSCs.

Core Strategy policy E1 establishes employment requirements for the District and sets targets for each town. There are also employment opportunities in many of the LSCs, and while the Council will generally be supportive of appropriate new employment-generating proposals, the plan does not identify additional employment sites within the villages.

6 Settlement Portraits

Future development within the District is to be concentrated in the market towns of Stamford, Bourne and the Deepings, and to a lesser extent in the Local Service Centres.

The following settlements have been identified as Local Service Centres in Core Strategy Policy SP2: Ancaster, Barkston and Syston, Barrowby, Baston, Billingborough and Horbling, Castle Bytham, Caythorpe and Frieston, Colsterworth and Woolsthorpe by Colsterworth, Corby Glen, Great Gonerby, Harlaxton, Langtoft, Long Bennington, Morton and Hanthorpe, South Witham and Thurlby and Northorpe.

All these settlements (LSCs) were assessed for their capacity to accommodate development to supply the District's housing and employment needs during the plan period. As part of the process, each settlement was looked at to ascertain the capacity of the local infrastructure and facilities to absorb new development.
Each settlement is described in the settlement portraits below, which summarise key issues arising from the background evidence studies, from consultation responses and from the Village Capacity Assessment (at Appendix 3).

**STAMFORD**

**Population**

Stamford is the second largest town in South Kesteven. The 2001 census records a population of 19,500; 17.5% of which was over of age of 65 and 19.2% under age 16. This compares with the District averages of 16.45% and 20/51% respectively. Unemployment in the town is 1.40%, which is lower than the District average of 2.3%. Stamford has four electoral wards: St Georges, All Saints, St Mary's and St John's.

**Location**

Stamford is located adjacent to the strategically important national north-south route the A1, meaning cities such as Peterborough and Cambridge are commutable and London (100 miles away) within easy reach. There are direct rail services to Cambridge, Birmingham, Peterborough and Stansted airport, and the east coast main rail network is accessed via Peterborough. The town serves as a service centre for nearby villages, such as Uffington and Great Casterton. Development is restricted by the A1 to the west and by the county boundary to the north and south of the town, as well as by Burghley House and park to the south.

**Description**

Stamford is noted for its architecture and unspoilt medieval and Georgian character, which has been used as the backdrop for many film and television productions. The town centre is protected by a Conservation Area (the first in England). The River Welland passes east-west through the town, and its valley provides a valuable open space, known as The Meadows. This large area of Common Land is crossed by footpaths and serves as a recreation area for the town.

**Services and Facilities**

Stamford has a full range of facilities, including a hospital and several doctors' and dental practices. Many of the major national retailers have stores in the town, including branches of the leading supermarkets and the major banks. The town also has many local independent traders providing a variety of goods and services. Stamford has a market every Friday and Saturday and a Farmers Market on alternate Fridays. Education is available in both state and private schools in Stamford to Primary and Secondary level. New College, Stamford offers both Further and Higher Education courses.

**Development Needs**

Core Strategy Policy H1 establishes a requirement for 1140 houses for the 20 year period 2006-2026. This equates to an annual average of 57 houses per year. This is a very similar build rate to that which had been experienced by the town over the 10 years since 2001 (when just over 50 new houses were built each year in Stamford). Between April 2006 and 31st March 2011, 380 houses had been built in Stamford and at 1st April 2011 and 268
further homes had planning permission, leaving a shortfall of about 500 houses to be allocated.

Opportunities for new employment development in Stamford are limited, and this has been compounded by the loss, in recent years, of a number of employment sites to other types of development. The Core Strategy seeks to redress this by establishing a need for 24ha of additional employment land, and by protecting important existing employment sites. The identification of employment land in the Site Allocation and Policies DPD will ensure that there are appropriate opportunities for land and premises to meet the needs of new investment and existing employers within the town, providing important local job opportunities for its residents.

Local Issues
Highways and Access
Whilst north-south access is very well served by the A1, cross-town movements are heavily constrained. The historic street pattern in the centre of the town does not lend itself to modern traffic movement and issues of congestions and the capacity of junctions limit development opportunities. Highway and junction improvements will be required within the town centre to ensure safe access to smaller infill and redevelopment sites within the built-up part of the town.

Access to and from larger sites will have more serious implications for the existing network and the capacity of junctions. To assess the potential capacity of the existing and future road network to accommodate future traffic and land-use changes Lincolnshire County Council commissioned the development of a traffic model for Stamford. This model has been used to forecast the likely impact of a number of different scenarios for accommodating the towns housing and employment needs. The recommendations of that report have been used to assess the best sites for allocation from a highway perspective.

It should be recognised that all sites are likely to require highway and junction improvements, footway/cycleway improvement/provision, and, potentially, the provision of a local bus service. All sites have been considered by the Highway Authority and are considered to be acceptable in principle. However, a detailed Traffic Assessment will be required to identify the specific issues relating to access for each site. The TA should also identify the most appropriate method of resolving any outstanding highway constraints.

Water Cycle issues
In relation to Stamford, the Water Cycle Studies identify the following key issues:
Wastewater Treatment and transition: Stamford lies within the catchment for Great Casterton Wastewater Treatment Works and for the Stamford WwTW (in Peterborough). The Stamford WwTW has sufficient headroom capacity to accommodate growth proposed in the town. Modelling of wastewater transition in the town reveals that there are constraints within the existing sewer network. Improvements will be required to the network to accommodate additional flows. This work will impact upon the phasing and delivery of large allocations.
Surface Water Management and SUDs potential: The town is underlain by limestone, therefore, infiltration SUDs are likely to be suitable. However, the presence of large areas of Ground Source Protection Zones will require Environment Agency consent for soakaways.

Strategic Flood Risk Assessment (SFRA)
Areas of functional flood plain are identified along both the Rivers Welland and Gwash, and there are historical records of flooding instances which closely mirror the Flood Zone 3 (FZ3) area along the River Welland. The SFRA recommends that development is steered away for those areas within the FZ3, and that development of undeveloped parts of the fluvial floodplain be avoided.

Surface water flooding may be an issue following the route of the B1081 and along the flow route from the centre of town to the River Gwash. Wherever possible infiltration SUDs should be used to reduce surface water runoff. Alternatively, surface water runoff should be discharged into natural watercourses rather than using surface water sewers. These requirements may reduce the amount of land available for development on larger allocated sites.

All sites of 1ha or more or which are at high risk of flooding should undertake a detailed sites specific FRA in accordance with the recommendations of the SFRA.

Landscape
A Landscape Character Assessment has been prepared for the District. This identifies that Stamford is within the Kesteven Uplands Character Area. The report recommends that special attention is given to sensitive spaces around the edge of the historic town of Stamford, and to maintain open areas that extend into the towns and villages. To assess the landscape impact of large urban extension sites, a Landscape Sensitivity and Capacity Study has been prepared which considers the potential impact of development on the landscape around the town. The report looks at the sensitivity of the landscape to change and the capacity of it to accommodate development. The conclusions of this study have been used to inform the selection of allocation sites.

Affordable Housing need
The need for affordable housing across the District is very high. The recently updated SHMA demonstrates a need for 667 affordable homes each year. This equates to 98% of the District-wide housing requirement. The Core Strategy Affordable Housing Policy (H3) recognises this level of need and gives consideration to issues of viability and deliverability; the result of which is to require up to 35% of new housing on sites of five or more units to be affordable. Evidence from the Affordable Housing Viability Assessment (Dec 2009) suggests that this level of affordable housing will be deliverable across the whole plan period, therefore application of the policy in Stamford could deliver about 165 additional affordable homes over the remaining plan period. The SHMA update suggested that the majority of the affordable housing needed is for small (1-2 bed) accommodation, primarily as houses or bungalows rather than flats or maisonettes, whilst market housing is likely to be focused upon the larger (3-4 bed) accommodation.
**Town Council Response to Workshops**

The first workshop felt that there was a lack of green/play spaces and sports facilities in the town, and a shortage of allotments. Traffic issues include too many lorries in the town centre, poor internal public transport, shortage of car parking (especially disable spaces), lack of cycle routes and need for traffic warden. The workshop identified that there was too much infill housing and housing costs are too high. There is a lack of light industry and a shortage of space for new light industry. There are few industrial employment opportunities, especially for young people. The waterside area of town is underutilised: may be opportunities for a hotel, restaurant and high quality housing development, and land is needed for economic regeneration and the creation of skilled and/or high-tech employment opportunities. The workshop identified the areas to the west of Stamford as being most suitable for mixed housing and employment development; the area to the east of Ryhall Road as suitable for light industrial/retail development as well as housing; and the area north of the River Welland (off Cherry Holt Road) as suitable for social/commercial development utilising the river frontage.

At the second workshop concerns raised included: scale and density of future development, capacity of local schools and hospital and traffic implications of large development. The TC is concerned at any loss of agricultural land and the wish to ensure that Stamford remains a town which is attractive to both residents and visitors alike. There was clear opposition to the site RUT1 (outside the District) which would place burdens on the local infrastructure but receive no benefits in the form of Council Tax. The TC agree reluctantly, that the Empingham Road site (STAM01 & 02) is the best to accommodate the development required, although are unhappy at the loss of agricultural land and expressed concerns about the capacity of infrastructure. It was agreed that that should the site be developed it should include major infrastructure, open spaces and the employment provision should be commercial rather than industrial. The TC is opposed to the use of the Newstead site as an urban extension (STAM14, 15, 16 & 17) and wish some to remain open space, some for light industry, some to be used for a new cemetery. The TC generally agreed with the Council’s conclusions regarding the other suggested sites, and wished to reiterate that the Welland Quarter area should be allocated to waterside development/leisure/commercial usage with retention of allotments. The TC also reiterated its view that the areas around Uffington Road and Ryhall Road should remain in light industrial use. The TC is concerned about development of site ADD39 because it is a gateway to the town and also that it may open up the possibility of development of site RUT1 which the TC strongly objects to. The TC objects to the development of site ADD42, but agrees that land west of Ryhall Road (ADD43) would be suitable for leisure use which may include a football ground.

**Summary**

Twenty three sites were suggested in Stamford, including one site outside the town and within the Rutland County Council administrative area. Most of the sites were suggested for residential (or mixed residential and employment uses) and one site was suggested as a suitable site for recreational uses including the possible relocation of the football club. Three large sites were suggested to the west, east and north of the town to provide an urban extension to meet the requirements of Core Strategy policy H1. Because of the site size and scale of development proposed, these sites were subjected to further assessment in the form of a Landscape Sensitivity and Capacity study. The sites to the west of Stamford (STAM01 & 02) are considered to be the most suitable for development as an urban
extension. A number of smaller sites within and on the edge of the town were also considered for both housing and employment development. Five of these sites are considered suitable for allocation, three for housing (including Site STAM05 which is currently occupied by Stamford AFC. Development here will be dependent on the club being relocated.) One site south of Uffington Road (STAM09 & 10) is suitable for a mix of housing and employment uses and the existing employment allocation at Barnack Road (STAM08) is suitable for reallocation for this use. An additional site (ADD43) was suggested for open space and recreational uses, part of this site is also being considered by Stamford Football Club as a site for relocation of the club. The site may be suitable for these uses, however it is not considered appropriate at this stage to allocate this site.

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BOURNE
Population
The market town of Bourne is the third largest settlement in South Kesteven. At the 2001 census the town had a population of 11,933; 20.31% of which was over the age of 65 and 19.47% under age 16. This compares with the District averages of 16.45% and 20.51% respectively. Unemployment in Bourne is 1.60%, which is lower than the District average of 2.3%. Bourne has two electoral wards: Bourne West (which includes the settlement of Cawthorpe), and Bourne East (which includes the settlements of Dyke and Twenty).

Location
Bourne is an historically important market town because of its location on the A15 Lincoln to Peterborough route. There are regular bus services to Peterborough via Market Deeping, Stamford and Spalding. Bourne is important as a service centre for nearby smaller settlements in the south and east of the district, especially those located along the A15 corridor. It also provides housing for large numbers of people who commute the 16 miles to Peterborough daily. Expansion of the town is restricted by woodlands (Bourne Woods, Elsea and Math Woods ) to the west and south west of the town and the lower lying fenland area to the east which is at greater risk of flooding.

Description
Bourne is a bustling market town on the edge of the fens, which extend eastwards from the town boundaries. The town has a large parkland area in the centre, bounded by the Bourne Eau, known as Memorial Gardens and Well Head Fields. The park also includes one of the most ancient sites of artesian water supply in the country: St Peter's Pool. This is reputed to be filled by seven springs and it is from this natural feature that the early settlement of Bourne was first formed.

Services and Facilities
Bourne has a range of facilities, including several doctors' and dental practices. The town has a health centre, although the nearest hospital is in Peterborough, some 16 miles to the south. Many national retailers have stores in the town, including branches of the leading
supermarkets and the major banks. The town also has many local independent traders providing a variety of goods and services. Bourne market is held on Thursday and Saturday. There are primary and secondary schools within the town.

**Development Needs**

Policy H1 establishes a requirement for 2310 houses for the 20 year period 2006-2026. This equates to an annual average of 115 houses per year. However the policy also restricts housing development in Bourne to that which is already committed via planning permission at the time the Core Strategy was adopted. This is in recognition of the high level of housing commitments in the town, which includes the large Elsea Park development which is expected to be built out during the life time of the plan. Between April 2006 and 31st March 2011 some 850 houses have been built in Bourne and a further 1666 have planning permission. If all of these homes are built, development will exceed the policy requirement. Therefore, no housing sites are allocated in this DPD.

Opportunities for new employment development in the town have been limited for a number of years, and employment development has not matched the growth in house building. The Core Strategy seeks to redress this by establishing a need for 50ha of additional employment land, and by protecting important existing employment sites.

The identification of suitable and attractive employment land in this plan will ensure that there are appropriate opportunities for land and premises to meet the needs of new investment and existing employers within the town, providing important local job opportunities for its residents. Historically, the eastern side of the town has accommodated the town’s employment areas. It is appropriate to continue this trend, although it should be recognised that the capacity of the road network is limited. The allocation of employment land on the eastern side of the town may provide an opportunity to implement part of an eastern relief road through development funding to connect Cherry Holt Road with South Road.

**Local Issues**

**Highways and Access**

There are some major constraint issues on a number of the town's junctions which are at capacity. Access to and from larger sites may have more serious implications for the existing network and the capacity of junctions. Therefore, all sites are likely to require highway and junction improvements and footway/cycleway improvement/provision. All sites have been considered by the Highway Authority and are considered to be acceptable in principle. However, a detailed Traffic Assessment will be required to identify the specific issues relating to access for each site. The TA should also identify the most appropriate method of resolving any outstanding highway constraints.

**Water Cycle issues**

In relation to Bourne the Water Cycle Studies identify the following key issues:

**Wastewater Treatment and transition**: The level of housing development proposed in Bourne is committed and has therefore been taken into account in Anglian Water (AW) future planning. Predicting future flows arising from employment land development is difficult because it depends on the nature of the business uses developed. The Detailed
WCS considers that there are no constraints to the development proposed from a Wastewater treatment or transition perspective.

**Surface Water Management and SUDs potential:** The town is underlain by clay with a small area of limestone. It is likely, therefore, that infiltration SUDs are not likely to be suitable. New development will need to ensure runoff rates do not exceed pre-development runoff rates and that sufficient attenuation can be provided on site. Early discussion with Internal Drainage Boards and EA will be necessary and details of the maintenance of surface water systems should be provided with a site specific.

**Strategic Flood Risk Assessment (SFRA)**
Bourne is on the western edge of the Fenland floodplain. In addition an area of functional floodplain is identified in the middle of Bourne associated with the Car Dyke Drain and the Bourne Eau. Allocated sites are primarily located in Flood Zone 1, and thus, from a flood risk perspective, are appropriate for all land use vulnerability classifications. The SFRA recommends that sites which are affected by Flood Zone 3 should be avoided.

The area has medium to low potential for infiltration SUDs and almost all suggested sites are located above Inner Source Protection Zones where infiltration SUDs are limited by the need to protect the water quality. Therefore other forms of SUDs should be considered which do not use infiltration for access roads and parking areas. This is a particularly important consideration when allocating land for employment areas. All sites of 1ha or more or which are at high risk of flooding should undertake a detailed sites specific FRA in accordance with the recommendations of the SFRA.

**Landscape Impact**
A Landscape Character Assessment has been prepared for the District. This identifies that Bourne is within the Fen Margins Character Area, where there is a low to medium sensitivity to new employment and residential development at the edge of existing settlements. Any new development around the edge of settlements should carefully consider the settlement edge.

**Affordable Housing need**
The need for affordable housing across the District is very high. The recently updated Strategic Housing Market Assessment (SHMA) demonstrates a need for 667 affordable homes each year. This equates to 98% of the District-wide housing requirement. The Core Strategy policy recognises this level of need and gives consideration to issues of viability and deliverability. The result of which is to require up to 35% of new housing on sites of five or more units to be affordable. As no housing allocations are proposed in this plan, the delivery of affordable housing in Bourne will be dependent upon affordable housing to be provided as part of existing planning consents. Evidence in the SHMA suggested that the majority of the affordable housing needed is for small (1-2 bed) accommodation, primarily as houses or bungalows rather than flats or maisonettes, whilst market housing is likely to be focused upon the larger (3-4 bed) accommodation.

**Town Council response to Workshops**
The first workshop stressed that no new large housing estates were needed, industrial development should be retained to the east of the town and expressed opposition to any
development which affected Bourne Woods. The bus station should be retained and redevelopment of the town centre (Core Area) was supported and it was noted that there is a shortage of allotments (a large waiting list).

At the second workshop the Town Council indicated general support for the employment sites to the east of the town, they also supported the use of land at the north of the Elsea Park development for a small business park. They also reiterated strong support for no additional housing allocations and the principle of identifying a wide range of employment sites around the town.

Summary
Thirty four sites were suggested for development in Bourne. The Core Strategy housing requirements for Bourne will be met by existing planning permissions - largely comprising those outstanding at Elsea Park. The sixteen sites, mainly on the western and northern edges of Bourne, suggested for residential development have not been assessed because there is no need to identify housing sites in the town.

Sixteen sites were suggested for employment use: seven of which have been assessed as suitable and are available for future employment development. These fall into four distinct areas: the area north of Manning Road and west of Meadow Drove (BOUR 23, 24, 25 & 26), land south of Tunnel Bank (BOUR12 and part of 11), land south of Spalding Road at Bourne North Farm (BOUR20) and land north of Elsea Park (BOUR32). With the exception of site BOUR32, all these sites are located to the east of Bourne and are adjacent to existing industrial/employment uses. Site BOUR19 is a Local Plan allocation and comprises expansion land for the adjacent food processing plant. It is considered that this should be retained as an expansion site for Bakkavor, or any subsequent occupant of the site. A large site to the west of Bourne was suggested for allocation for use as a nature/leisure park. There are access and environmental concerns with this site and it is not considered appropriate for allocation.

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MARKET DEEPING and DEEPING ST JAMES
Population
Market Deeping and Deeping St James together make up the fourth largest settlement within South Kesteven. At the 2001 census they had a population of 13,400; 11.95% of which was over the age of 65 and 20.88% under the age of 16. This compares with the District averages of 16.45% and 20.51% respectively. Unemployment is 1.5% which is lower than the District average of 2.3%. Two electoral wards cover The Deepings: Market and West Deeping (which includes the settlement of West Deeping) and Deeping St James (which includes the settlement of Frognall).

Location
Market Deeping and Deeping St James are located in the south of the District, at the junction of two major transport corridors: the A15 north-south and A16 east-west routes. The construction of the Market Deeping Bypass alleviated congestion by removing much of the north-south and east-west traffic from the town. They serve as a service centre for nearby smaller settlements as well as providing housing for large numbers of people who commute to Peterborough daily. There are regular bus services to Bourne, Peterborough,
Spalding and Stamford. Development is restricted by the river to the south, which marks both the District and settlement boundary and by the bypass to the west and north.

**Description**
Market Deeping and Deeping St James are located on the edge of the fens, and are situated on the north bank of the River Welland, which also forms the boundary between Cambridgeshire and Lincolnshire. Between the bypass and the built-up part of the settlement lies an open area of land known locally as the Showground, where an Agricultural show has taken place every year since 1945. Market Deeping has a triangular market place surrounded by fine stone buildings and former coaching inns. Employment development has largely taken place to the north of both settlements, on the Northfields Industrial Estate.

**Services and Facilities**
There are a range of facilities, including a doctors' surgery and dental practices. The nearest hospital is in Peterborough, some 8 miles to the south. There are two supermarkets as well as a number of independent traders providing a variety of goods and services. A market is held in Market Deeping every Wednesday. There are primary and secondary schools within the town.

**Development Needs**
Policy H1 establishes a requirement for 870 houses for the 20 year period 2006-2026. This equates to an annual average of 43 houses per year. This is a higher annual build rate than that which has been experienced by the town over the 10 years between 2001 and 2010 (when about 30 new houses have been built each year). Between April 2006 and 31 March 2011 some 270 houses have been built in the Deepings. The remaining requirement for the town is therefore 600 houses (an annual rate of 40 per year for the remaining 15 years). In addition some 195 homes also had planning permission at 31 March 2011, reducing the overall remaining requirement for the town to 299. Sufficient land should, therefore, be allocated in this plan to provide for at least 300 new homes.

Opportunities for new employment development in the Deepings have been limited for a number of years. The Core Strategy seeks to redress this by establishing a need for 23ha of additional employment land, and by protecting important existing employment sites. The identification of employment land in this plan will ensure that there are opportunities for land and premises to meet the needs of new investment and existing employers within the town, providing important local job opportunities for its residents.

**Local Issues**

**Highways and Access**
There are constraint issues on a number of junctions across Market Deeping and Deeping St James which are currently at capacity. This includes the roundabout of A16/A15 and Peterborough Road; the Linchfield Road/Horsegate/Park Road junction; the B1624 and B1166 crossroads; and the junction of Broadgate Lane with Church Street.

The implications of new development on the capacity of the existing highway network and junctions needs to be explored. All allocated sites are likely to require highway and junction
improvements, footway/cycleway improvement/provision. All sites have been considered by the Highway Authority, and allocated sites are considered to be acceptable in principle. However a detailed Traffic Assessment will be required to identify the specific issues relating to access for each site. The TA should also identify the most appropriate method of resolving any outstanding highway constraints.

The Highway Authority would not support additional development at Frognall, which is located some distance from the services and facilities of the Deepings. Any development at Frognall would require major improvement to footways and provision of a cycleway. The length of such provision would be very expensive and would affect the viability of any sites in this location.

**Water Cycle issues**

In relation to Market Deeping and Deeping St James the Water Cycle Studies identify the following key issues:

- **Wastewater Treatment and transition:** Market Deeping and Deeping St James lie within the catchment for Deeping WwTW. Whilst there is sufficient capacity at the WwTW to accommodate the proposed development growth for the plan period, the consented Dry Weather Flow (discharge consent) for this WwTW represents a constraint to the overall capacity of the works in the initial phase of the plan period.

- **Surface Water Management and SUDs potential:** The town is underlain by clay therefore infiltration SUDs are not likely to be suitable. New development will need to ensure runoff rates do not exceed pre-development runoff rates and that sufficient attenuation can be provided on site. Early discussion with IDB and EA will be necessary and details of the maintenance of surface water systems should be provided with a site specific FRA in accordance with the recommendations of the SFRA.

**Strategic Flood Risk Assessment (SFRA)**

Areas of national flood zones associated with the Maxey Cut and River Welland are extensive. Whilst these flood sources are defended there is an area of residual risk in the form of failure of the flood defence. The residual risk for the River Welland has been modelled by the Environment Agency and the extent of the area at risk is large. However it does not affect the built up part of the Deepings as it is confined to the land south of Market Deeping and Deeping St James.

Due to the flat topography of the Fens it is difficult to identify surface water flow routes, therefore rainfall is likely to pond where it falls. Because of this it is recommended that basements are discouraged and that flood resilience measures, like raised thresholds and/or floor levels, are considered on a site by site basis. The area has medium potential for infiltration SUDs however there are no Ground Source Protection Zones in the area reducing the restrictions which might be imposed on the SUDs. The use of SUDs should be promoted throughout. All sites of 1ha or more or which are at high risk of flooding should undertake a detailed sites specific FRA in accordance with the recommendations of the SFRA.

**Landscape Impact**

A Landscape Character Assessment has been prepared for the District. This identifies that The Deepings is within the Fens Character Area, where there is a low to medium sensitivity
to new employment and residential development at the edge of existing settlements. Any new development around the edge of settlements should carefully consider the settlement edge and consider having properties overlooking the countryside or utilising planting to soften the settlement edge.

To assess the landscape impact of the larger urban extension sites a Landscape Sensitivity and Capacity Study has also been prepared, which considers the potential impact of development on the landscape around the four towns. The report looks at the sensitivity of the landscape to change and the capacity of it to accommodate development. The conclusions of this study have been used to inform the selection of allocation sites.

**Affordable Housing Need**
The need for affordable housing across the District is very high. The recently updated Strategic Housing Market Assessment (SHMA) demonstrates a need for 667 affordable homes each year. This equates to 98% of the District-wide housing requirement. The Core Strategy policy recognises this level of need and gives consideration to issues of viability and deliverability. The result of which is to require up to 35% of new housing on sites of five or more units to be affordable. Evidence from the Affordable Housing Viability Assessment (Dec 2009) suggests that this level of affordable housing will be deliverable across the whole plan period, therefore application of the policy in the Deepings could deliver about 140 additional affordable homes over the remaining plan period. Evidence in the SHMA suggested that the majority of the affordable housing needed is for small (1-2 bed) accommodation, primarily as houses or bungalows rather than flats or maisonettes, whilst market housing is likely to be focused upon the larger (3-4 bed) accommodation.

**Town and Parish Councils response to Workshops**
The workshops stressed the need to ensure that the entry points to the Deepings are attractive. There are concerns about expansion of the industrial estate and the need to protect the nearby sports facilities. The Showground site should be preserved, bus services are inadequate and there is a need for a new burial ground. Also noted were that Frognall should retain its identity and that there is a shortage of allotments. The rural nature of the area should be retained: there is very little green/open space within the settlements.

Market Deeping TC are concerned that proper provision is made to accommodate the extra traffic which the large developments will generate; especially a shortage of cycle paths. Concern was also expressed about the capacity of schools and medical facilities. The TC stressed that any planned urban extension site must include consideration of its position as a gateway to the town must be respected. The TC wants "steady, disciplined and controlled" development which will ensure the Deepings remains a pleasant place to live.

**Summary**
Twenty nine sites were suggested for development in the Deepings (mainly for housing). A further five were suggested after the first consultation (although four were amalgamations of smaller sites into larger single proposals). The suggestions are largely greenfield sites on the edges of the town and very few infill/redevelopment sites within the built-up area. Four large greenfield sites were suggested (in smaller plots) to the west, north and east. Two of these were suggested for mixed use and two for residential development. One of the mixed use sites (DEEP01) has since been withdrawn.
The sites in Frognall are not considered to be suitable for allocation because of the distance to Market Deeping and its services and facilities, as well as poor access. Sites have also been discounted because of flood risk issues, impact, or encroachment on the open countryside.

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LOCAL SERVICES CENTRES:

ANCASTER
Ancaster is a small village to the north of Grantham, on the B6403 which follows the Roman road known as Ermine Street. The historic centre of Ancaster is designated as a conservation area and there are a number of ancient monuments and designated wildlife sites in and around the village. The village is served by a regular bus route and there is a localised train service to Sleaford and Grantham (giving access to the main rail network). The primary school and doctors surgery also serve other nearby settlements.

Development Needs
Housing
Since 2006 a considerable number of new houses have been built in Ancaster (106 to March 2011). Planning permission remains for a further 2 homes.

Highways Issues
Highway and junction improvements would be required for any of the suggested sites to ensure safe vehicular and pedestrian access. The Highways Authority has expressed serious concerns about additional direct access to the B6403 High Dyke, which forms the main road through the centre of the village. Development west of St Martins Way should be able to utilise existing access. New development to the north of the village would require speed limit extensions. Development south of the A153 would be acceptable only if it could use the same access as the Depot.

Water Cycle issues
In relation to Ancaster, the Water Cycle Study identifies the following key issues:
Water Resources: The Lincolnshire and Fens WRZ has a forecast deficit for the Bourne planning zone. However AWs WRMP includes a number of schemes to meet this deficit.
Wastewater Treatment and transition: Ancaster Waste Water Treatment Works existing consent is at capacity.
Surface Water Management and SuDS Potential: Ancaster is underlain by limestone and it is likely that infiltration SuDS will be suitable, subject to individual site conditions. There are, however, large areas of groundwater Source Protection Zone 3. Consultation with the Environment Agency will be necessary to ensure that soakaways do not cause groundwater pollution.

SFRA: Shows an area of Flood Zone extending through the village, affecting two of the suggested allocation sites. The flood zone affects approximately half of the site to the east of Ermine Street (ANC03), although not the area nearest to the highway. The flood zone extends along the south-eastern edge of the site which is west of Brookside (ADD1). The
SFRA recommends that this flood zone delineation is assessed as part of a site specific FRA to determine the exact extent of the flood zone.

**Affordable Housing need**
The 2006 Housing Needs Survey identified a need for 17 additional affordable homes per year within the Ermine Ward. Construction of 21 homes in Ancaster and 3 in Sudbrook (2007) has addressed some of this need, but there is still a shortage of affordable housing within the ward.

**Village facilities**
The primary school has no spare capacity, but there is room to expand. The village is served by a Post Office, general store and a butcher's shop, along with a public house. The doctor's surgery is a joint practice with Caythorpe (both villages having their own practice) and takes patients from many of the surrounding villages.

**Other issues**
The suggested site west of Brookside (ADD1) contains the site of a Roman Camp and is immediately north of Moor Closes, an important SSSI.

**Consultation responses**
General concerns expressed that the level of services/facilities in the village has been overstated. The rail service is considered inadequate, as only 5 trains each way stop at the station each day. The suggested sites are considered to be too large for the village and give rise to concerns about the capacity of the school. Widespread concerns about extending the village into the open countryside and the potential loss of agricultural land. There was some support for site ANC03, as a natural infill. The Parish Council do not wish to see any further development in the village.

**PC response to workshops**
There was some support for small-scale development at the first workshop. After the second workshop the PC reported that there was no support for any of the suggested sites, although commercial development on site ADD2 would "tidy up an otherwise semi-derelict area."

**Summary**
Five sites suggested for allocation, all for residential development. Four sites are large, with a capacity in excess of 100 dwellings. The most suitable site if a small amount of development is required is ANC02 west of St Martins Way, provided that suitable access arrangements can be made. Site ADD02, Ant House Farm, Willoughby Road, is considered to be a suitable site for employment development, provided that the site is accessed using the Highways Depot access. It is not considered suitable for residential development.
BARKSTON and SYSTON
Barkston is a small village to the north of Grantham. The village is bisected by the main A607 Lincoln - Grantham road. The parish includes the small settlement of Syston which lies a few hundred metres to the south. The village is served by a regular bus service between Grantham and Lincoln, with a more limited service between Sleaford and Lincoln.

Development Needs
Housing
Since 2006 little residential development has taken place in Barkston (4 to March 2011). Planning permission remains for a further 4 homes.

Highways Issues
Highway and junction improvements would be required for any of the suggested sites to ensure safe vehicular and pedestrian access. There are concerns about the capacity of the A607 junction with Hough Road if any large-scale development was allowed along Hough Road. A small frontage development along Hough Road would be possible, although care must be taken to ensure that the access does not conflict with the junction of Thorold Gardens, and footway improvements to Hough Road may be required.

Development off the A607 on Honington Road would require major highway improvements, and the Highways Authority is concerned about drainage, both in this area and within the village along Honington Road.

Water Cycle issues
In relation to Barkston, the study identifies the following key issues:

Water Resources: The Lincolnshire and Fens WRZ has a forecast deficit for the Bourne planning zone. However AWS WRMP includes a number of schemes to meet this deficit.

Wastewater Treatment and transition: Barkston and Syston lies within the catchment of Marston WwTW, for which a variation to the consented DWF is proposed; this variation relates to the current flow at the works (and seasonal variations) and does not consider growth. The works can therefore be considered to be operating at its consented DWF limit and further variations will be required to treat additional flows. The shortfall in volumetric capacity will therefore occur from the start of the plan period. The proposed consent limit for Marston is not within the limits of conventional treatment (considered by AWS to be 8 mg/l for BOD). Further water quality modelling, in conjunction with discussions with the Environment Agency, should be carried out for Marston WwTW. More detailed assessment may allow the proposed consent limits to be relaxed.

Surface Water Management and SuDS Potential: Barkston and Syston is underlain by limestone and it is likely that infiltration SuDS will be suitable, subject to individual site conditions.

SFRA: There is an area of Flood Zone to the west of the village which mainly affects Syston.

Affordable Housing need
The 2006 Housing Needs Survey identified a need for 17 additional affordable homes per year within the Ermine Ward, which includes Ancaster, Belton and Manthorpe. No
affordable housing has been constructed in Barkston since the survey, and additional housing will still be required.

**Village facilities**
The Primary School is at capacity, and has limited room for expansion. The Post Office has closed and been replaced by an Outreach Service. The petrol filling station includes a Londis Shop, which is open seven days a week. The village hall is well used with regular meetings of classes and clubs, and for private functions. There is no doctor's surgery, and the village is served by the medical practices at Ancaster and Long Bennington.

**Other Issues**
Allotments within site BARK02 would need to be relocated if site developed.

**Consultation responses**
A considerable number of responses were received. General concerns were the impact on the character of the village of large development, especially on the school (stated to be full) and on road safety (busy A607 difficult to access by car or cross on foot - no crossing). There were concerns that the facilities/amenities of the village had been overstated [PO and shop have now closed]. Need for affordable housing was acknowledged. Suggestion that a number of smaller sites around the Barkston and Syston be identified, and that a small development at lower density would be acceptable. The Parish Council object to both the suggested densities and to edge of village location of sites. Site specific concerns included the loss of allotments on Site ANC02 and flooding issues for ANC04. There was some support for sites ANCO1-04, but only for small development.

**PC response to workshops**
The first workshop identified a need for affordable housing for local residents. The village is divided by the A607 and a pedestrian crossing is urgently required. Object to suggested sites. The PC later stated that there was no support for any of the suggested sites, none of which have a relationship with the village. The second workshop re-iterated its objection to further development.

**Summary**
Eight sites suggested, all for residential development. There are constraints to development for most of the sites. A small amount of development along Hough Road may be appropriate, but this should be frontage development and single-storey only, to ensure that it does not over-dominate the existing single-storey dwellings. Any development would require highway improvements and these will include footway works. It is important that any development does not mean the loss of the allotments along Hough Road. These are well-used and there is reported to be a waiting list.

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**BARROWBY**
The village of Barrowby lies to the west of Grantham, adjacent to the A1 trunk road. The historic northern part of the village has been designated as a conservation area. The village has developed in a linear fashion south, west and east, with a large amount of modern
housing in the south east quadrant towards the A1, which acts as a separation between the village and Grantham. There is an hourly bus service from the village to Grantham which runs Mondays to Fridays.

**Development Needs**

**Housing**

Since 2006 a modest amount of residential development has taken place in Barrowby (28 to March 2011). Planning permission remains for a further 9 homes.

**Highways Issues**

There are concerns about the narrow village roads connecting the A52, A1 and Dysart Road in Grantham. The Highway Authority would not support large-scale development, which could have major impacts on junctions within Grantham. The Highways Authority would support some small development to the south of the village, but care must be taken when siting accesses. Development within the village, off The Knolls would not be supported.

**Water Cycle issues**

In relation to Barrowby, the study identifies the following key issues:

**Water Resources:** The Lincolnshire and Fens WRZ has a forecast deficit for the Bourne planning zone. However AWS WRMP includes a number of schemes to meet this deficit.

**Wastewater Treatment and transition:** Barrowby lies within the catchment of Marston WwTW, for which a variation to the consented DWF is proposed; this variation relates to the current flow at the works (and seasonal variations) and does not consider growth. The works can therefore be considered to be operating at its consented DWF limit and further variations will be required to treat additional flows. The shortfall in volumetric capacity will therefore occur from the start of the plan period. The proposed consent limit for Marston is not within the limits of conventional treatment (considered by AWS to be 8 mg/l for BOD). Further water quality modelling, in conjunction with discussions with the Environment Agency, should be carried out for Marston WwTW. More detailed assessment may allow the proposed consent limits to be relaxed.

**Surface Water Management and SuDS Potential:** Barrowby is underlain by limestone and it is likely that infiltration SuDS will be suitable, subject to individual site conditions.

**SFRA:** There is no identified flood zone affecting the village. The areas potentially susceptible to surface water flooding generally follow topographic low points to toward tributaries of the River Witham.

**Affordable Housing need**

The 2006 Housing Needs Survey identified a need for 24 additional affordable homes per year within the Barrowby Ward. Since 2006, 24 affordable homes have been constructed within the parish. There is, however, still a considered to be a need for affordable housing within the ward.

**Village facilities**

The Primary School is at capacity, although there is some room for expansion. There are several local shops: a Post Office (which sells a small range of goods, such as milk), a
Butchers and a Coffee Shop and Delicatessen, all of which are full-time. There is a recreational open space and children’s equipped play area, as well as allotments.

Consultation responses
General concerns that village amenity not sufficient and the capacity of the school. Site specific concerns include: support for some development on site BARR01 (offers easy access to Dysart Road and would not be detrimental to the village) but concerns about the scale, support for BARR02 and objections to BARR03 (loss of an important open space). Objections were made that Sites ADD7-10 would result in the loss of agricultural land. The narrowness of the local roads and difficulties in accessing some of the sites were concerns. The Parish Council support site BARR02 as being the most suitable site, and suggest Walkers Way is extended if more affordable housing is required.

PC response to workshops
The first workshop highlighted several areas of concern: inadequate internet connection, traffic calming measures and improvements to bus service needed, along with increased sports facilities.
At the second workshop, sites BAR02 and ADD8 were identified as the most suitable for development, and an open area between Grantham and Barrowby should be maintained. Support for modest amount of development later in the plan period. Work is continuing to prepare a Parish Plan; a questionnaire has been issued and a report will be made to the Parish Council later in 2011.

Summary
Seven sites suggested, all for residential development. Site BARR02, adjacent to the Scout Hut, could be suitable for development, although it is quite large. This site would be a natural extension of the development along Low Road and would serve to join the development along The Drift to the main body of the village. The small site (ADD8) adjacent to Chilvers Close may be an appropriate site for a small development, although this site is also quite distant from the village facilities.

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BASTON
The village of Baston is situated between Bourne and Market Deeping on the main A15 Peterborough road. Baston is a typical fenland village which has developed in a linear fashion eastwards into the open countryside. Most of the village, and all of the facilities, lies to the east of the main A15 Bourne to Peterborough road. The village is served by a regular (hourly) bus service which runs between Morton and Peterborough, and by a once daily service running between Bourne and Stamford.

Baston Fen Special Area of Conservation lies northeast of the village, and is protected because it retains a high population of Spined loach, a species included in Annex II of the Habits Directive. Implications of development on the SAC relate primarily to increases to surface water volume, flow rate and potential pollution. [These implications are also of relevance when considering development in Langtoft and northern parts of Market Deeping]
and Deeping St James]. The SAC is intensively managed by Welland and Deeping Internal Drainage Board. The impact on the SAC of development has been considered via a Habitats Assessment. The Lincolnshire Biodiversity Action Plan records that the Spined loach population appears to be healthy, but it is potentially vulnerable to changes in river/land use.

Development Needs

Housing
Since 2006 little residential development has taken place in Baston (7 to March 2011). Planning permission remains for a further 7 homes.

Highways Issues
Only one of the suggested sites is not located within an identified Flood Zone. This site can only be accessed from the lay-by off the A15. The Highway Authority will not permit access from this point and have objected to development on this site. The Highway Authority also has concerns about accessing the site through existing development.

Water Cycle issues
In relation to Baston, the study identifies the following key issues:
Water Resources: The Lincolnshire and Fens WRZ has a forecast deficit for the Bourne planning zone. However AWs WRMP includes a number of schemes to meet this deficit.
Wastewater Treatment and transition: Baston lies within the catchment of Deeping WwTW, for which a variation to the consented DWF is proposed; this variation relates to the current flow at the works (and seasonal variations) and does not consider growth. The works can therefore be considered to be operating at its consented DWF limit and further variations will be required to treat additional flows. The shortfall in volumetric capacity will therefore occur from the start of the plan period.
Surface Water Management and SuDS Potential: Baston is underlain by clay and it is likely that infiltration SuDS will not be suitable. New development will need to ensure post development runoff rates do not exceed pre-development run-off rates and that sufficient attenuation can be provided on site. Discussion with the IDB and/or EA should be sought at an early stage. Details regarding the maintenance of the surface water system should be provided at the site-specific FRA stage.

SFRA: The majority of Baston is within the identified Flood Zone, although there are no recorded flood incidents within the village centre. A requirement for independent breach modelling as part of site specific FRAs should be reviewed with the EA. Baston is located in flat low-lying fenlands and is highly susceptible to surface water flooding.

Affordable Housing need
The 2006 Housing Needs Survey did not identify a need for affordable homes within the Truesdale Ward, in which Baston lies.

Village facilities
The Primary School has no permanent capacity, although there is room for expansion. The village also has a private school (Kirkstone House) which takes pupils up to age 17. There are several shops: a food shop, which includes a full-time Post Office, a hairdressers and a
butchers. There are two public houses. The village hall is used for village activities and meetings.

Consultation responses
The Parish Council stated that the results of a residents survey indicated that there are major traffic and access concerns. General concerns expressed include, the capacity of local infrastructure, loss of agricultural land, flooding and intrusion of some sites into the open countryside. There was support for site BAST02, although there was also concern about the access. Support was expressed for site BAST05 (good access, and it was claimed that the flooding issues can be resolved) and for site BAST03 (for a country park giving potential for relief road). The Parish Council raised objections to all five suggested allocations.

PC response to workshops
The first workshop identified several areas where improvements were required: hall for teenagers to meet, affordable housing (but not flats), extension to village hall, additional allotments, improved access to King Street. BAST05 was identified as a good location for housing development, along with an area west and south of Whattoff Way/Maltby Drive development. An area adjacent to BAST05 was identified as being suitable for allotments. Major concerns were the number of houses and the extra traffic this would create and access onto the A15. Object to large development but small infill development would be acceptable.
The second workshop agreed with the Council's assessment that none of the sites in the village were suitable for development/allocation.

Summary
Five sites suggested, all for residential development. All the sites are located outside, or on the edge of the village, and all, except one, are in the identified flood zone. There are highways objections to the only site which is not in the flood zone, BAST02, because the access would be either from the lay-by off the A15 or through existing estate roads which are unsuitable. This site would also encroach upon the open countryside.

BILLINGBOROUGH and HORBLING
The parish of Billingborough lies to the north of the District. The Parish includes Horbling, a small settlement to the north of Billingborough. The village has grown up along the B1177. The main village includes a good range of local facilities, shops and services and performs an important service centre role for a wider and more remote rural area. The village has daily bus services to Sleaford, Grantham and Bourne (app 3 journeys daily), as well as weekly services to Boston and Lincoln. Because of its more remote location, it is quite self-contained, providing shops, employment opportunities, secondary and primary schools and medical facilities. The medical centre serves patients in many other villages, including Heckington, Ropsley and Morton. There is a Fire Station which serves the surrounding area.
Development Needs

Housing
Since 2006 a large amount of residential development has taken place in Billingborough (73 to March 2011). Planning permission remains for a further 37 homes.

Employment land
It is not proposed to allocate additional employment land within the village, although the existing industrial estate will be protected.

Highways Issues
There are major concerns about access and junction capacity relating to a number of the suggested sites. All of the sites will require highway and/or junction improvements, which may include footway/cycleway improvements or provision. These requirements may impact on the site viability, especially where the site is small and there are other constraints.

Land at Hurn Farm may be suitable for a small development, provided that suitable access arrangements to Low Street can be made. A small amount of development may be appropriate on part of the land between Pointon Road and Birthorpe Road. A Traffic Assessment will be required and the development should make provision for highway improvements, which will include footways. Development on the Grimers Transport site may be acceptable, utilising the existing access to Station Road. The Highway Authority is unlikely to support development to the rear of Pointon Road (BIL05 & 06) because the access is considered to be unsatisfactory.

Water Cycle issues
In relation to Billingborough, the study identifies the following key issues:

Water Resources: The Lincolnshire and Fens WRZ has a forecast deficit for the Bourne planning zone. However AWs WRMP includes a number of schemes to meet this deficit.

Wastewater Treatment and transition: Billingborough and Horbling lies within the catchment of Horbling WwTW, for which a variation to the consented DWF is proposed; this variation relates to the current flow at the works (and seasonal variations) and does not consider growth. The works can therefore be considered to be operating at its consented DWF limit and further variations will be required to treat additional flows. The shortfall in volumetric capacity will therefore occur from the start of the plan period.

Surface Water Management and SuDS Potential: Billingborough is underlain by clay and it is likely that infiltration SuDS will not be suitable. New development will need to ensure post development runoff rates do not exceed pre-development run-off rates and that sufficient attenuation can be provided on site. Discussion with the IDB and/or EA should be sought at an early stage. Details regarding the maintenance of the surface water system should be provided at the site-specific FRA stage.

SFRA: No areas of functional floodplain have been identified. Areas of Flood Zone have been identified to the north of the village and affecting land at Piper Holt Farm. There are two recorded incidents in the village on Station Road and Birthorpe Road as a result of surcharged dykes, but no reports of repeated incidents.
Affordable Housing need
The 2006 Housing Needs Survey identified a need for an additional 28 affordable homes per year within the Toller Ward, in which Billingborough lies. Approval has been granted for 15 affordable housing units, but construction has not yet started.

Village facilities
There are three Primary Schools (Horbling, Pointon and Billingborough village) and there is, therefore, no shortage of places. Secondary education is currently provided at the Aveland School, now part of the St George's Academy with schools in Ruskinington and Sleaford. However, the Aveland site is due to close and education use will cease at the end of the 2011/12 academic year.

Consultation responses
There were concerns that Billingborough & Horbling's share of the housing allocation should not exceed 100. General concerns include the impact on the road infrastructure, extension of some sites into the open countryside and loss of agricultural land, the capacity of the school and the imminent closure of Aveland High School. The Horbling sites were not supported because they are outside the main settlement. There was some support for sites BIL05 & 06 as they are small, although objections to "backland" development were also raised to these sites. It was suggested that Aveland school site be allocated for 90 units and approx one third of BIL04 could then provide all the village requirements.

The Parish Council responses: suggest allocating the Aveland High site to avoid the need for other site allocations, support BIL02 (Grimer’s site) if re-use for employment is not possible, protect the old station platforms, small development on north part of BIL04, BIL08&09 and objections raised to all the other sites.

PC response to workshops
The first workshop identified a need to protect the facilities in the village (to avoid shop closures), to provide a library/community resource centres, and to keep the settlements of Horbling and Billingborough separate and distinctive. It was felt that small infill housing sites would be preferable to extending into the countryside. What was not required, or supported, was windfarm development.

At the second workshop there was clear support for the redevelopment of the Aveland School site at some future date. This would be a brownfield site and therefore preferred to a greenfield allocation.

Summary
Thirteen sites suggested, all for residential development. Ten of the sites are in Billingborough and three in the small village of Horbling.

The sites in Horbling are not considered suitable for allocation because of their distance from the main village. There are Highway Authority concerns and/or objections in relation to a number of sites. It is considered that site BIL02 should remain in employment use.

Billingborough is identified as a village which could support a modest development. The Parish Council supports this view but is concerned that as it has now been confirmed that the Aveland Secondary School on Birthorpe Road will close at the end of the 2011/2012
academic year, consideration should be given to the allocation of this site for housing and community facilities, including open space. Lincolnshire County Council has confirmed, in August 2011, that the school will close and the site will, therefore, be available for development. The site is brownfield and is considered suitable for redevelopment. However, it has not been subject to public consultation, or the full site assessment process, therefore allocating the site in the Submission plan was not appropriate. A planning application for the redevelopment of the site would be considered acceptable in principle under the Core Strategy policy framework. The preference for the Parish Council would be for the redevelopment of this site rather than a greenfield alternative.

CASTLE BYTHAM
The village of Castle Bytham is located towards the south of the District between Grantham and Stamford. The ancient monument site of Castle Hill dominates the village. The site of the Old Quarry has been designated as a Site of Special Scientific Interest. The doctor’s surgery, the Glenside Country Practice is located in the village, and the area is also served by a second practice at Corby Glen.

Development Needs
Housing
Since 2006 little residential development has taken place in Castle Bytham (4 to March 2011). Planning permission remains for a further 16 homes.

Highways Issues
There are major concerns relating to a number of the suggested sites. The road network in the village is constrained and the footways need upgrading. The Highway Authority does not support development within the main part of the village. The old quarry site has a history of planning permissions and can be accessed off Station Road. Some small development may be appropriate along Station Road. All of the sites will require highway and/or junction improvements, which may include footway/cycleway improvements or provision. These requirements may impact on the site viability, especially where the site is small and there are other constraints.

Water Cycle issues
In relation to Castle Bytham, the study identifies the following key issues: Water Resources: The Lincolnshire and Fens WRZ has a forecast deficit for the Bourne planning zone. However AWs WRMP includes a number of schemes to meet this deficit. Wastewater Treatment and transition: Castle Bytham lies within the catchment of Little Bytham WwTW, for which a variation to the consented DWF is proposed; this variation relates to the current flow at the works (and seasonal variations) and does not consider growth. The works can therefore be considered to be operating at its consented DWF limit and further variations will be required to treat additional flows. The shortfall in volumetric capacity will therefore occur from the start of the plan period. Surface Water Management and SuDS Potential: Castle Bytham is underlain by limestone and it is likely that infiltration SuDS will be suitable, subject to individual site conditions. The
village and surrounding area lie entirely within groundwater Source Protection Zones. Consultation with the Environment Agency will be necessary to ensure that soakaways do not cause groundwater pollution.

**SFRA:** No areas of functional floodplain have been identified. Areas of Flood Zone have been identified to the north of the village.

**Affordable Housing need**
The 2006 Housing Needs Survey identified a need for an additional 35 affordable homes per year within the Morkery Ward, in which Castle Bytham lies. Since that date, no affordable houses have been constructed within the village, (although 16 have planning permission).

**Village facilities**
The Primary School is located in the nearby village of Little Bytham, and is oversubscribed, but there is some room for expansion. A nursery and out-of-school club takes children up to 11 years of age. There is a local shop, two public houses and a mobile post office which operates five half days per week. The police have an office in the mobile post office twice a week. The village hall is used by various clubs and organisations.

**Other issues**
Natural England state that the Old Quarry SSSI is struggling in unfavourable conditions and needs a fully managed approach to bring it back into good condition.

**Consultation responses**
Few responses were received. The Parish Council object to sites CAS02 & 03 because they are in the Conservation Area, and to CAS06 which is considered to be unacceptable. Councillors consider that sites within the Conservation Area are unacceptable.

**PC response to workshops**
The first workshop felt there should be no large scale development. If any development occurs, that which is already proposed at the quarry site would be the preferred location. The second workshop supported only small-scale development, with site CAS06 being the preferred site, and stated there was village opposition to development of the quarry site.

**Summary**
Eleven sites suggested, all for residential development. Several of the sites are poorly related to the village and development would not be appropriate. Some development of the Old Quarry has been agreed in principle through employment and nursing home applications. However, the site is too large and would have detrimental impact on the ability of local services and infrastructure, especially water, schools and highways. These constraints, and the presence of the SSSI, make it unsuitable for allocation for housing to support it.
CAYTHORPE and FRIESTON
The village of Caythorpe lies north of Grantham on the main A607 Lincoln road. The parish includes the small settlement of Frieston which adjoins the village. The village is served by a regular (hourly) bus between Lincoln and Grantham. There are two public houses, a food/general store, and a Post Office. The village doctor's surgery is part of a joint practice with Ancaster, and also serves the surrounding villages.

Development Needs
Housing
Since 2006 little residential development has taken place in Caythorpe (5 to March 2011). Planning permission remains for a further 9 homes.

Highways Issues
There are concerns about the intensification of traffic, resulting from development, on the narrow village roads. One site has been suggested in the village, and the Highway Authority consider some frontage development may be appropriate. Highway improvements, including road widening and footways would be required, but these may have an impact on the viability of any scheme. There are also capacity issues for surface water drainage to be resolved.

Water Cycle issues
In relation to Caythorpe, the study identifies the following key issues:
Water Resources: The Lincolnshire and Fens WRZ has a forecast deficit for the Bourne planning zone. However AWS WRMP includes a number of schemes to meet this deficit.
Wastewater Treatment and transition: Caythorpe lies within the catchment of Caythorpe Waste Water Treatment Works, which has headroom for approximately 650 households in its current DWF consent.
Surface Water Management and SuDS Potential: Caythorpe is underlain by limestone and it is likely that infiltration SuDS will be suitable, subject to individual site conditions.

SFRA: No areas of functional floodplain or Flood Zone have been identified. There is only one recorded flood incident in Caythorpe in relation to the dyke system, which has now been resolved.

Affordable Housing need
The February 2008 Housing Needs Survey identified a need for an additional 16 affordable homes per year within Caythorpe. Since then, no affordable houses have been constructed within the village.

Village facilities
The Primary School has capacity for additional children. The village hall is well used by various clubs and organisations, and is available for private hire, as is the Sports and Social Club at the playing field. The playing field is used by football and cricket clubs and also has children’s play equipment. There is a Spar shop, florists and chip shop within the village. There is no petrol filling station, although there is a vehicle repair/servicing garage. Local employers include MidUK Recycling, Albion Copper Cylinders, Bioflame Ltd and PGL just outside the village.
Consultation responses
The Parish Council acknowledge the need for small-scale development but feel that the suggested site is too large, and development would overwhelm village resources and infrastructure. PC expressed concerns that affordable housing does not go to local people. Concerns were expressed about the narrow roads leading to the site, capacity of local drainage infrastructure and of local services. Some small development would be welcome but concerns expressed that this site would be out of proportion to the size of the village. Broadband upgrade urgently needed to accommodate more users. Suggestion made that Glebe land near the Church and adjacent to the A607 would be more suitable.

PC response to workshops
The first workshop agreed that the facilities are good, but identified a need for affordable housing for local people. It was felt that there had been a lot of housing development in the last 10 years. There is no parking available at the village hall and its relocation to another site which could include parking would be welcomed. There is an urgent need for footway repairs within the village and road repairs, especially to Caythorpe Heath Lane, caused by traffic to the Waste Recycling Site. Consider that small-scale infill development which provides affordable housing is the best approach. The second workshop felt that only small infill development should be allowed, provided affordable housing was included.

Summary
One site has been suggested as being suitable for allocation. There are highways concerns about the access roads leading to this site, which would restrict development to a small part of the site. There is, however, an urgent need for affordable housing in the village.

Colstonworth and Woolsthorpe by Colsterworth
The village of Colsterworth lies south of Grantham immediately to the west of the A1 trunk road. The parish includes the smaller settlement of Woolsthorpe by Colsterworth which adjoins the village. There is a two-hourly bus service which operates between South Witham and Grantham. Woolsthorpe Manor, the home of Sir Isaac Newton, is in the ownership of the National Trust. It is open to visitors and is a tourist destination during the summer months (March to October). There is a doctor’s surgery within the village which serves the local community, and the residents can also register with the nearby medical practice at Corby Glen.

Development Needs
Housing
Since 2006 a large amount of residential development has taken place in Colsterworth (99 to March 2011). Planning permission remains for a further 64 homes.

Employment land
Policy E1 of the Core Strategy identifies a need for employment land to be allocated at Colsterworth A1 junction, and requires that 10ha of land suitable for employment use (B2
ad B8) be identified at the junction with the A1. It is not proposed to allocate employment land within the village.

Highways Issues
The Highways Authority does not consider the suggested sites in Woolsthorpe to be suitable for further residential development. However, the Bridge End Road site [COL04] could be accessed safely, and this could also serve some small development on the adjoining site. The new roundabout on Bourne Road is considered suitable to access land north of Bourne Road [COL06] but would need to be redesigned to access land to the south. The Highway Authority has serious concerns about access arrangements if the two sites located east of the A1 on the A151 are redeveloped. In view of the proximity of all these sites to the A1, the Highways Agency will need to be consulted. Highway improvements, including drainage works, may be required if the site at Honey Pot Lane is developed. The only access to Honey Pot Lane is from the A1, therefore the Highways Agency will need to be consulted.

Water Cycle issues
In relation to Colsterworth, the study identifies the following key issues:

Water Resources: The Lincolnshire and Fens WRZ has a forecast deficit for the Bourne planning zone. However AVs WRMP includes a number of schemes to meet this deficit. Wastewater Treatment and transition: Colsterworth WwTW has headroom for approximately 674 households in its current DFW consent. The sanitary determinand limits on the consent are currently not at the limits of conventional wastewater treatment technology (25A mg/l BOD & 40 mg/l TSS) and there should be the possibility of treating to a tighter standard if required.

Surface Water Management and SuDS Potential: Colsterworth is underlain by limestone and it is likely that infiltration SuDS will be suitable, subject to individual site conditions. However, there are large areas of groundwater Source Protection Zones and consultation with the Environment Agency will be required to ensure soakaways do not cause pollution of groundwater.

SFRA: Two recorded flood incidents are related to the capacity of a local drainage dyke being exceeded and surface water (pluvial) flooding. Both incidents have since been addressed.

Affordable Housing need
The 2006 Housing Needs Survey identified a need for an additional 17 affordable homes per year within Colsterworth. Since then 21 affordable houses have been built, and 6 are under construction within Colsterworth itself, and 15 have been built in Woolsthorpe. There is still a need for affordable homes within the ward.

Village facilities
The Primary School has some surplus capacity. The village has a Post Office, a Co-op food store and a public house, as well as a Police Office, a nursery and afterschool club and a preschool. There are equipped children's play areas within both Colsterworth and Woolsthorpe. There are B&B establishments in the village to cater for the needs of tourists. Car repairs and servicing can be found adjacent to the A1. There are allotments within the village. The village hall is well used by clubs and organisations.
Consultation responses
The National Trust: object to Colsterworth and Woolsthorpe by Colsterworth being treated as one settlement (because all the services are in Colsterworth), concerned about impact of development on Woolsthorpe Manor, concerned that cumulative impact of COL06-08 would be too great, that COL04 is not a natural extension of the village and COL05 is too large and will impact on views from Woolsthorpe Manor. English Heritage are concerned about the impact on the Conservation Area of the sites in Woolsthorpe. The Parish Council feel that west of the A1 should be residential, and industrial should be east of the A1, they would support low level commercial/industrial units off Honeypot Lane [ADD14] but NOT waste recycling.

PC response to workshops
The first workshop felt that there should be no further development for the next 20 years. Problem areas include: traffic congestion in the High Street, more pavements required, no areas suitable for teenage/adult recreation, B676 used as a designated HGV route and sewerage capacity. The old railway line should be protected as a nature trail and a new public footpath created connecting the river with the railway line. The workshop would also like to see a cycle/pedestrian path to Twyford Woods. The area to the west of the River Witham should be identified as "non-developable" land. The Co-op store could be improved or enlarged, if possible it could be relocated to a less congested part of the village. Later information: The Parish Plan is being updated. Consultation held in January 2011. Priority is given to a retail food store, sited away from the High Street, and developer contributions could be used to fund fibre-optic broadband. The second workshop considered small development at COL04/05 might be acceptable, provided retail facilities were also provided.

Summary
Eleven sites were suggested. The sites within Woolsthorpe are not considered appropriate for allocation. Some frontage development of site COL04 may be possible, if suitable access can be arranged. This could then enable some small development of part of site COL05 to the rear of 7-13 High Street. This site is otherwise unsuitable. Although access to site COL06 could be achieved from the new roundabout on the B676, any development would be somewhat isolated from the village. The site could, therefore, be more suitable for employment use than for residential use. Sites COL07 and COL08 have been suggested for employment use. These are located away from the village, to the east of the A1. This is considered to be a suitable location for employment use, provided that access issues can be resolved. However, the 10ha identified in the Core Strategy has been met by the site to the east of the A1, which has planning consent.

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CORBY GLEN
The village of Corby Glen lies south of Grantham on the A151 between Bourne and the A1 trunk road. The village contains a secondary school and fire station which serve the surrounding area. Like Billingborough, Corby Glen has a wide range of facilities, including a
secondary school and a fire station. This enables it to function as a centre for a wider rural community. The village has two medical practices, and approval has been given for a new medical centre to be sited on land adjacent to the secondary school. As part of this development, a new pedestrian crossing over the main A151 Bourne Road will be provided. The village is serviced by a two-hourly bus service which runs between Grantham and Stamford, and a limited service connects Corby Glen with Bourne.

Development Needs
Housing
Since 2006 a modest amount of residential development has taken place in Corby Glen (17 to March 2011). Planning permission remains for a further 14 homes.

Highways Issues
The Highways Authority has expressed concerns about drainage within the village. There are also concerns about road widths, especially Tanners Lane, which may constrain the amount of development. The sites along Swinstead Road are considered suitable for development, although improved footways will need to be provided. If the site south of the fire station is developed, there should be no direct access to the A151 Bourne Road. Objections have been made to development of several sites to the east of the village.

Water Cycle issues
In relation to Corby Glen, the study identifies the following key issues:
Water Resources: The Lincolnshire and Fens WRZ has a forecast deficit for the Bourne planning zone. However AWs WRMP includes a number of schemes to meet this deficit.
Wastewater Treatment and transition: Corby Glen WwTW would have the capacity to accommodate the small amount of growth proposed.
Surface Water Management and SuDS Potential: Corby Glen is underlain by limestone and it is likely that infiltration SuDS will be suitable, subject to individual site conditions. However, there are large areas of groundwater Source Protection Zones and consultation with the Environment Agency will be required to ensure soakaways do not cause pollution of groundwater.

SFRA: Historic flood events are identified in Corby Glen: on Coronation Road, attributed to a collapsed culvert which has not yet been repaired, on Pridmore Road, a result of inadequate highway drainage which has been alleviated and on Tanners Lane as a result of the West Glen river surcharging. The low lying parts of Tanners Lane are susceptible to flooding and are identified within Flood Zone 3.

Affordable Housing need
A Housing Needs Survey, published in December 2010, has identified a need for an additional 11 affordable homes per year within Corby Glen.

Village facilities
Both the Primary and the Secondary Schools have capacity for additional pupils. The Secondary School admits pupils from a number of villages around the District. The village has two food shops, a wine merchant, a Post Office, two public houses, a mobile butchers and a mobile fishmongers visit the village regularly. There is a recreational open space and
children's play equipment. The village hall is used by several groups and organisations, and the Church Street Rooms have been refurbished and can be hired for functions.

Consultation responses
Few comments received. English Heritage expressed concern about possible impacts on historic assets of some of the sites. Site CORB10 was supported because of its location near to the school and village hall. The Parish Council support site ADD15, but require highway improvements and footway/cycle link to Bourne Road. PC wish to see a mix of properties to encourage local first time buyers to remain in the village. The Primary School Governors also support this site, but are concerned about the capacity of the school and feel a pedestrian crossing is required.

PC response to workshops
The first workshop identified several areas which need protecting: CORB03 is the site of the annual Sheep Fair, CORB05 for its amenity value, the village green area, the site of the ancient castle. Identified needs include: permanent classroom at the Primary School, bus shelter in the Market Place, playing field extension adjacent to village hall, cycle track alongside the A151 and light industrial units adjacent to the railway line, to provide local employment. The PC later identified a need for an extension to the churchyard, a suggestion that the railway station could be re-opened for local traffic and more affordable housing. Support for mixed housing in the right location.
The second workshop revealed some support for ADD15, but the site off Tanners Lane would be the preference.

Summary
Sixteen sites have been suggested. Most of the sites have been assessed as being not suitable for development. There are major highway concerns about access from Tanners Lane. The village hall and sports field is located at the edge of the village along Swinstead Road. Site CORB10 could represent a natural progression of development along this road and link the rest of the village with the hall and field, if the frontage plot was available. Site ADD15 is located opposite the village hall and might be suitable for some development. However, the Highways Authority will not permit access from the A151 Bourne Road. A small development incorporating part of ADD15 and accessed from Swinstead Road would make a suitable housing allocation.

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GREAT GONERBY
Great Gonerby is one of the larger parishes of the District, lying immediately north of Grantham on the B1174 between the town and the A1. A major employment area, which includes commercial, retail and industrial premises, is located adjacent to the A1 at Gonerby Moor, just north of the village.
Development Needs

Housing
Since 2006 a modest amount of residential development has taken place in Great Gonerby (60 to March 2011). Planning permission remains for a further 15 homes.

Employment land
Existing commercial and employment area at Gonerby Moor has been identified for protection from redevelopment for other uses. The suitability of this area for employment uses must be recognised, and new job opportunities, which cannot be accommodated in Grantham, may be suitable here.

Highways Issues
The Highway Authority has major concerns about development which may result in intensification of traffic on Belton Lane, the junctions of which have a history of accidents. There are also issues with the network into Grantham, and concerns about the capacity strength of the bridge and the alignment of Belton Lane. Objections have been made to many of the suggested sites. A small development off Highfield Mews would be supported, as would a small development off Easthorpe Road.

The Highways Authority would not accept access to the B1174 south of the railway line [GMOOR02]. Access to site GMOOR01 could be achieved, although highway improvements, including redesign of the roundabout with Occupation Road, will be required.

Water Cycle issues
In relation to Great Gonerby, the study identifies the following key issues:
Water Resources: The Lincolnshire and Fens WRZ has a forecast deficit for the Bourne planning zone. However AWS WRMP includes a number of schemes to meet this deficit.
Wastewater Treatment and transition: Great Gonerby lies within the catchment of Marston WwTW, for which a variation to the consented DWF is proposed; this variation relates to the current flow at the works (and seasonal variations) and does not consider growth. The works can, therefore, be considered to be operating at its consented DWF limit and further variations will be required to treat additional flows. The shortfall in volumetric capacity will therefore occur from the start of the plan period.
The proposed consent limit for Marston is not within the limits of conventional treatment (considered by AWS to be 8 mg/l for BOD). Further water quality modelling, in conjunction with discussions with the Environment Agency, should be carried out for Marston WwTW. More detailed assessment may allow the proposed consent limits to be relaxed.
Surface Water Management and SuDS Potential: Great Gonerby is underlain by limestone and it is likely that infiltration SuDS will be suitable, subject to individual site conditions.

SFRA: The balancing lagoon at Great Gonerby has failed on occasion. It has been repaired, but weaknesses in the dam still need addressing. The developer is no longer in business and SKDC is expected to take responsibility for repairs. Sites downstream of the lagoon would be at risk of flooding in the event of another failure. Modelling of a breach scenario, as part of a FRA, should be carried out before development is permitted downstream of the lagoon. Developments upstream of the lagoon should be restricted to greenfield runoff rates, to ensure that the current loading is not increased.
Affordable Housing need
A 2010 Housing Needs Survey, has identified a need for an additional 16 affordable homes per year within Great Gonerby. Planning permission has been granted for affordable housing on site GGON03.

Village facilities
The Primary School has little available capacity, although additional places could be provided. The village has a foodstore and a Post Office, and a public house. There is a Social Club, and the sports field has a floodlit multisport facility. Great Gonerby's proximity to Grantham means that shopping, clubs and other recreational activities are easily accessed.

Consultation responses
General comments include concerns about intrusion of some sites into open countryside. The Parish Council wish to preserve Gt Gonerby's unique position as a hilltop settlement and would support a small site (GGON03 or frontage of GGON08, or GGON01 and 06). The National Trust is concerned about the impact on the setting of Belton Park and Estate of several sites.

PC response to workshops
Both Workshops identified several areas of concern: the possibility of losing local facilities (shop, pub or post office), the volume of heavy traffic passing through the village, poor visibility at junctions and the importance of maintaining the village identity. Support small-medium scale infill and expansion development close to existing. New community hall needed. It was felt that small-medium scale infill development would be acceptable, and several sites were identified: Easthorpe Road frontage (GGON08), part of GGON06 provided that an open area is left adjacent to the Church Lane, and priority should be given to affordable homes and homes for older people. It was felt that the proposed Grantham East/West bypass would help reduce traffic through the village.

Summary
Thirteen sites suggested, two of which are at Gonerby Moor. There are access concerns with most of the suggested sites, as well as concerns about the impact on the setting of Belton House if many of them are developed. The only sites considered suitable for allocation are GGON03 which can be accessed from Highfield Mews, and has recently received planning permission for affordable housing, and GGON08 which can be accessed off Eastorpe Road. Of the two Gonerby Moor sites, only site GMOOR01 is suitable for allocation for employment uses. Access to this site can be achieved from the B1174, although extensive highway improvements will be required.

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HARLAXTON
Harlaxton is located west of Grantham on the A607 Melton Mowbray road which divides the village. Immediately adjacent to the village is Harlaxton Manor and its historic park and gardens, which is part of the University of Evansville. The village is served by two bus routes: a 2-hourly service along the A607 between Melton Mowbray and Grantham, and a
service between Grantham and Woolsthorpe which calls into the village and runs 4 times daily. There is a medical centre adjacent to the school.

Development Needs
Housing
Since 2006 a significant amount of residential development has taken place in Harlaxton (33 to March 2011). Planning permission remains for a further 9 homes.

Highways Issues
The Highways Authority will not accept additional accesses off the A607, and has raised objections to most of the suggested sites north of this road. Development off The Drift could be considered but there are drainage issues, and a pedestrian crossing would be required over the A607. There are major concerns about development off Swinehill, and a traffic assessment will be required to determine the impact on the network and junctions. Land south of the school is the preferred choice. There are visibility issues with the site to the west of Swinehill.

Water Cycle issues
In relation to Harlaxton, the study identifies the following key issues:
Water Resources: The Lincolnshire and Fens WRZ has a forecast deficit for the Bourne planning zone. However AWs WRMP includes a number of schemes to meet this deficit.
Wastewater Treatment and transition: Harlaxton WwTW - existing consent is at capacity.
Surface Water Management and SuDS Potential: Harlaxton is underlain by limestone and it is likely that infiltration SuDS will be suitable, subject to individual site conditions.

SFRA: Mapping shows that the areas of susceptibility to flooding are located along the Mow Beck channel and pass through the centre of the village.

Affordable Housing need
The 2006 Housing Needs Survey, has identified a need for an additional 11 affordable homes per year within Harlaxton, and since then 29 affordable houses have been built.

Village facilities
The Primary School is at capacity but there is room for expansion. The village has a small food shop, which also houses the Post Office. The village has a recreation ground with a play area. The village hall is used for various activities, and the Sports and Social Club at the playing field is also available for private hire.

Other Issues
Views to/of Harlaxton Manor and Belvoir Castle should be considered.

Consultation responses
General concerns include the difficulties in crossing the busy A607 which divides the village, with all the facilities, except the playing field, being located to the south. Objections were made to all sites to the north because of access, intrusion into open countryside and loss of agricultural land. There are concerns about flooding and traffic in relation to sites HARLO6 & 07, off Swine Hill, although there is some support for modest development on these sites.
There are concerns that development of site HARL07 would be too large-scale. Site ADD17 (put forward to try to address this issue) raises concerns about traffic, access and localised flooding. General concerns raised about the capacity of the school. There are concerns that work to cure the localised flooding in Swine Hill has not been successful. The Parish Council support site HARLO6 which could provide a small development (about 30 houses) and car parking for the school.

**PC response to workshops**
The first Workshop identified several areas of concern: parking at the school causes problems on Swine Hill, the A607 is very busy and a pedestrian crossing is needed, a new burial ground is required and sheltered housing is required. A site off Trotters Lane was identified as being suitable for sheltered housing, site HARLO6 was considered suitable for a small development, provided that an area was set aside for school car parking, site HARLO7 was considered to be contentious, and HARLO3 was supported for residential use but not for an affordable housing scheme. It was suggested that there was a need for a car park at the Wharf, and a community project for the Canal could see the Wharf restored for boating. Support small-scale development. The village needs a school car park and burial ground. The Parish Council will be looking at the Village Design Statement, with a view to updating if necessary.

At the second workshop the PC expressed a preference for the allocation of site HARLO6. Stated that this site would be ideal for the provision of school parking within the site to alleviate highway issues.

**Summary**
Eight sites suggested. The sites north of the A607 are not considered suitable for development, because of highways concerns. Two small sites within the village (HARLO4 & HARLO5) have consent for residential development. The scale of development makes both of these sites too small to allocate. Some development may be appropriate to the south of the village, off Swinehill, provided that highways concerns can be addressed. Site HARLO7 is large, and development would have significant impacts on the village and the surrounding countryside. A smaller part of the site has been put forward to resolve highways concerns, although access to this site would lie beyond the village curtilage. Site HARLO6 may be suitable for some small development, but highway concerns must be addressed and the impacts on views of Harlaxton Manor must be considered. There would be a need for a site to incorporate school/GP parking to alleviate current problems.

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**LANGTOFT**
Langtoft is located between Bourne and Market Deeping on the main A15 Peterborough road. The road divides the village in two and has implications for the location of existing facilities and for any growth. A pedestrian crossing of the A15 is in place which helps to resolve some of these concerns, although the crossroad junction is a restriction on traffic and creates a congestion point. Langtoft is a typical fenland village which has developed in a linear fashion east and westwards into the open countryside. Sand and gravel extraction have been important locally. There is a regular (hourly) bus service between Bourne and Peterborough, and a service between Bourne and Stamford which departs early morning, returning early evening.
Baston Fen Special Area of Conservation lies northeast of the village, and is protected because it retains a high population of Spined loach, a species included in Annex II of the Habitats Directive. Implications of development on th SAC relate primarily to increases to surface water volume, flow rate and potential pollution. [These implications are also of relevance when considering development in Langtoft and northern parts of Market Deeping and Deeping St James]. The SAC is intensively managed by Welland and Deeping Internal Drainage Board. The impact on the SAC of development has been considered via a Habitats Assessment. The Lincolnshire Biodiversity Action Plan records that the Spined loach population appears to be healthy, but it is potentially vulnerable to changes in river/land use.

Development Needs

Housing
Since 2006 a modest amount of residential development has taken place in Langtoft (14 to March 2011). Planning permission remains for a further 18 homes.

Highways Issues
Highway improvements, to include reactive speed signs, will be required for development to the east of the A15. There are objections to development of site LANG02 because access widths cannot be achieved. Although there are concerns about access to the A15, [LANG03] it is felt that these may be overcome by the construction of either a roundabout or a ghost island, and possible speed extension. A transport assessment will also be required for development east of the A15 [LANG04, 05 & 06], but improvements to the footways will probably be required. Development of the part of LANG09 which abuts the A15 may be acceptable, subject to the correct visibility being achieved. The preference is for sites LANG01, 09, 05 and then 03. There are no issues with site LANG07.

Water Cycle issues
In relation to Langtoft, the study identifies the following key issues:

Water Resources: The Lincolnshire and Fens WRZ has a forecast deficit for the Bourne planning zone. However AWs WRMP includes a number of schemes to meet this deficit.

Wastewater Treatment and transition: Langtoft lies within the catchment of Deeping WwTW, for which a variation to the consented DWF is proposed; this variation relates to the current flow at the works (and seasonal variations) and does not consider growth. The works can therefore be considered to be operating at its consented DWF limit and further variations will be required to treat additional flows. The shortfall in volumetric capacity will therefore occur from the start of the plan period.

Surface Water Management and SuDS Potential: Langtoft is underlain by clay and it is likely that infiltration SUDS will therefore not be suitable. This should be investigated by the developer. New development will need to ensure post development runoff rates do not exceed predevelopment runoff rates and that sufficient attenuation can be provided on site. Discussions with the IDB and/or EA should be sought at an early stage. Details regarding the maintenance of the surface water system should be provided at the site-specific FRA stage.

SFRA: Parts of the outskirts of Langtoft are within Flood Zones 2 and 3. There are no recorded flood incidents. The requirement for independent breach modelling as part of
site specific FRAs should be reviewed with the Environment Agency on a case by case basis. For sites greater than 1ha, a site specific flood risk assessment would be required and for those sites over 0.25ha it is recommended that Drainage Impact Assessments are undertaken to manage surface water. The distribution of predicted surface water flood risk is very uniform and it is recommended that this is most appropriately managed through design.

Affordable Housing need
A need for affordable houses has been established. Planning approval has been granted for 9 affordable housing units, but these have not yet been constructed.

Village facilities
The Primary School has limited capacity. The village has a Londis shop which also houses a full-time Post Office. Village businesses also include two hairdressers and a beauty therapist, as well as car sales. The King Street Industrial Estate is about a mile out of the village, and includes a publishing/printing works. There is recreational open space and children's equipped play area within the village. The village hall is well used by local clubs. There are also football clubs and there is a waiting list for the allotments.

Consultation responses
General concerns expressed about the impact of large development on local facilities, especially the school. Potential loss of open area, especially to the south, where it acts as a separation between Langtoft and Market Deeping, is also a cause for concern. Lincolnshire Wildlife Trust is concerned that the sites are within South Lincs Fenland Project area (re-creating wetlands near nature reserves). Site LANG01 was supported, BUT only for a small amount of housing and the rest for community facilities. There were concerns about loss of farmland and concerns about road infrastructure, including inadequate road widths and lack of footpaths. The Parish Council is concerned to retain village identity, further development might overload village services/facilities and there should be no development outside the existing village envelope.

PC response to workshop
The Workshop identified several areas of concern: serious problems at the junction of East and West End with the A15, especially at rush hours, lack of medical facilities and capacity of the school, and the allotments need extending and a footway provided for access. The village is separated from Market Deeping by agricultural fields; this is essential to the separate identity of Langtoft. Affordable housing should not be developed in the village unless a local need is evidenced. Support for small-scale brownfield and infill development only.

Summary
Ten sites suggested. There are septicity issues with all the sites in Langtoft, and might be highways concerns about most. A small part of site LANG05, accessed from Main Street, could be suitable, as would some frontage development of site LANG01, if an allocation is required.
LONG BENNINGTON
Long Bennington, to the north of Grantham, is one of the largest villages in the District. The village is constrained by the A1 trunk road, which acts as a bypass, to the west and by the River Witham, which forms the eastern boundary. The village is served by a 2-hourly bus service from Grantham to Newark. The medical centre includes a dispensary and serves a number of villages. There are branch surgeries in Allington and Marston villages. This large practice has little room for additional patients. The Long Bennington Business Park is located adjacent to the A1 on the northern outskirts of the village. Roseland Business Park is located on a disused airfield to the west of the village.

Development Needs
Housing
Since 2006 a significant amount of residential development has taken place in Long Bennington (64 to March 2011). Planning permission remains for a further 60 homes.

Employment land
Policy E1 of the Core Strategy identifies a need for employment land to be allocated at Roseland Business Park (Long Bennington) A1 junction.

Highways Issues
The Highways Authority is reluctant to allow development which may impede traffic leaving the A1, affecting suggested sites to the north of the village [LB1 & 2]. Highway improvements, affecting visibility and traffic flow, will be required in this area. There are also concerns that access to site LB18 may result in an undesirable crossroads with Westborough Lane, although improvements resulting from development of LB2 may resolve this issue. There are objections to several sites in the village centre, because of access constraints. Objections have also been made to sites at the southern end of the village. Development to the front of the site off Costa Row would be acceptable, as would development of site LB12, although footway improvements will probably be required.

Water Cycle issues
In relation to Long Bennington, the study identifies the following key issues:
Water Resources: The Lincolnshire and Fens WRZ has a forecast deficit for the Bourne planning zone. However AWS WRMP includes a number of schemes to meet this deficit. Wastewater Treatment and transition: Long Bennington WwTW has headroom for approximately 1,295 households in its current DWF consent. The sanitary determinand limits on the consent are relaxed (60 mg/l BOD & 90 mg/l TSS) and there should be the possibility of treating to a tighter standard if required. Surface Water Management and SuDS Potential: Long Bennington is underlain by limestone and it is likely that infiltration SuDS will be suitable, subject to individual site conditions.

SFRA: Flood defences are present along the River Witham channel and, therefore, the predicted flooding extents do not cover a wide area - mainly on the eastern bank. Two reported flooding incidents, in the north of the village, are: Main Road resulting from inadequate surface water drainage, and Westborough Lane from the river floodplain. Anglian Water continues to investigate the drainage systems. Surface water flood risk is
predicted to be a more extensive flood risk in the area than fluvial flooding. Areas south of the village on both sides of the A1 and close to Ease Drain, all contain areas susceptible to flooding.

**Affordable Housing need**
The 2010 Housing Needs Survey, has identified a need for an additional 18 affordable homes per year within Long Bennington, and since then 4 affordable houses have been built.

**Village facilities**
The Primary School is at capacity, and there is limited room for expansion. The village has a number of shops, including a newsagent, general store and Post Office, butcher and hot food take-away (fish shop). There are recreational open areas and children's equipped play space. The village hall is well-used and hosts a number of regular activities. The village community website lists 18 local businesses.

**Consultation responses**
General comments include acknowledgement that the village has excellent facilities and good access to others, and so must accept more development. Other concerns include excessive recent development and capacity of the local infrastructure (school and medical centre) to accommodate more. There is concern that important open areas (EN6 in the 1995 Local Plan) must be kept free from development, and about impact of development on the church (LB10). Sites to the north (LB01 & 02) and to the south (LB10 & 11) of the village were supported as logical extensions. Noise from the A1 is reported to be an issue affecting sites adjacent to the A1. The Parish Council support small-scale development with affordable housing. The PC want to establish a riverside walk and development along the river may make this impossible. The PC also state that the Bingham-Newark bus no longer runs through the village and there is no bus service on Sundays.

**PC response to workshops**
The first workshop suggested that the police station be moved from its present position in the south of the village to a new location further north, a bigger school is required, and open areas near the river should be retained (EN6 in old LP) and a footpath created. It was suggested that a Net Cafe/drop-in centre be established in the village hall. Areas identified as suitable for development include LB01 and 02, LB09, 11 and LB12. Later correspondence suggested there was no support for allocations as there has been too much development already.

The second workshop considered that there might be support for small-scale development if it provided affordable housing as well. If so LB02 or LB12 would be the best site.

**Summary**
Twenty-five sites suggested. Many of these are large, greenfield sites on the edge of the village, where development would encroach upon the open countryside. There are flooding concerns and highway authority objections to many of the sites. Part of site LB02 would be suitable for development if highway concerns can be addressed and road improvements can be effected. Development close to Elm Close (ADD20) should be restricted to single-storey, and accessed only from Elm Close. This would make the site unsuitable for allocation. Site
LB12, south of the village, may be suitable for development. It would, however, extend the village into the open countryside, and there may be better located sites available, which could be allocated. Several sites in the centre of the village, whilst suitable for development, are considered to be too small to allocate.

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**MORTON and HANTHORPE**

Morton is located north of Bourne on the A15 Lincoln-Peterborough road. Morton is a typical fenland village which has developed in a linear fashion east and westwards into the open countryside. The parish includes the small settlement of Hanthorpe which adjoins the village. All the facilities are located to the east of the A15, which bisects the village. The village is served by two, hourly bus services to Peterborough and Stamford.

**Development Needs**

**Housing**

Since 2006 a modest amount of residential development has taken place in Morton (33 to March 2011). Planning permission remains for a further 33 homes.

**Highways Issues**

There are major concerns relating to a number of the suggested sites and several objections have been made. The Highways Authority will not permit any additional direct accesses to the A15. Development on the western side of the village is problematic because of the capacity of the junction with the A15. The Highways Authority will not support anything other than small, infill development [less than 5] in Hanthorpe. A small amount of development south of Station Road and adjoining existing housing would be supported, as would a small frontage development of site MORT10 adjacent to the A15, provided that suitable access can be arranged.

**Water cycle issues**

In relation to Morton, the study identifies the following key issues:

**Water Resources:** The Lincolnshire and Fens WRZ has a forecast deficit for the Bourne planning zone. However AWs WRMP includes a number of schemes to meet this deficit. **Wastewater Treatment and transition:** Morton lies within the catchment of Bourne WwTW, for which a variation to the consented DWF is proposed. The level of housing development proposed in Bourne is committed and has, therefore, been taken into account in Anglian Water (AW) future planning. **Surface Water Management and SuDS Potential:** Morton is underlain by limestone and it is likely that infiltration SuDS will be suitable, subject to individual site conditions. However, there are large areas of groundwater Source Protection Zones in the village and consultation with the Environment Agency will be required to ensure soakaways do not cause pollution of groundwater.

**SFRA:** Fluvial flood zones are mapped in association with drains to both the north and south of the village. The flood zone extends through part of site MORT10 around Bunkers Hill Farm.
Affordable Housing need
The 2010 Housing Needs Survey, has identified a need for an additional 20 affordable homes per year within Morton. Planning approval has been granted for 20 affordable houses but these have yet to be constructed.

Village facilities
The Primary School is at capacity, although there is room for expansion if required. The Post Office is within the village shop. There is a pre-school. The playing field within the village is used by the school and boys football team, there is also an equipped play area. An additional playing field along Haconby Lane is used by the village football teams. The village hall is used by various organisations and village events, such as the Annual Show, and is available for general hire. The Church hall is also used by the village organisations, as well as for church social events.

Consultation responses
General concerns: that development will threaten the rural identity of the village, the capacity of the infrastructure (especially electricity and the A15), flooding on the High Street, and that Morton and Hanthorpe must remain as separate settlements. There are concerns about access through adjoining estate roads to site. Objections were received to all the sites in Hanthorpe, because of road infrastructure and distance from school, which is across the busy A15.

PC response to workshops
The first Workshop identified several areas of concern: the most pressing of which is the crossing with the A15, which is considered dangerous, school crossing patrol is urgently needed, and the PC would not like to see further development until the situation is improved. There are not enough activities for young people in the parish and accommodation for elderly people is required. Site MORT13 was identified as being suitable for light industrial use, as access could be provided to the adjacent A15. The PC is also trying to obtain either site MORT03 or the south part of site MORT02 for use as allotments. There should be no more development unless a new access to the A15 is constructed. At the second Workshop the PC re-iterated concerns about the junction with the A15 and stated that it would prefer no development until the crossroads issue was resolved.

Summary
Seventeen sites have been suggested. Most of the sites are large, and development would encroach into the open countryside. Highways concerns about access also make most of the sites unsuitable for development. The most suitable area for development is a small part of site MORT05, adjacent to the existing development. The Highways Authority will not support development on sites within Hanthorpe, because of inadequate road widths, and all the village facilities are located to the east of the A15. It is not, therefore, considered appropriate to allocate any sites in this location.
**SOUTH WITHAM**
South Witham is located south of Grantham, approximately 1km west of the A1 trunk road. The village is served by a 2-hourly bus to Grantham via Colsterworth.

**Development Needs**

**Housing**
Since 2006 a significant amount of residential development has taken place in South Witham (56 to March 2011). Planning permission remains for a further 2 homes.

**Highways Issues**
The Highways Authority does not object to development of the suggested sites north and south of Mill Lane. A Transport Statement will be required and the speed limit will need extending further westwards. There is no support for development to the north of the village, where footway connections will be required. The current Local Plan employment allocation south of Occupation Road has again been suggested for employment use. This site is not supported by the Highways Authority as there are major access concerns.

**Water Cycle issues**
In relation to South Witham, the study identifies the following key issues:

**Water Resources:** The Lincolnshire and Fens WRZ has a forecast deficit for the Bourne planning zone. However AWs WRMP includes a number of schemes to meet this deficit.

**Wastewater Treatment and transition:** This outline assessment has indicated that South Witham WwTW will need to increase in DWF consent (see Table 5-5) to accommodate the prospective growth, which shows a shortfall of 7 m3/day. The shortfall in volumetric capacity will occur from the start of the plan period, as a variation to increase the consented DWF is already proposed. This variation relates to the current flow at the works (and seasonal variations) and does not consider growth and the works can therefore be considered to be operating at its consented DWF limit and further variations will be required to treat additional flows.

**Surface Water Management and SuDS Potential:** South Witham is underlain by limestone and it is likely that infiltration SuDS will be suitable, subject to individual site conditions.

**SFRA:** Flooding incidents have been attributed to highway flooding, overland flow and a blocked dyke. The highway flooding on Broadgate Road is reported to occur regularly.

**Affordable Housing need**
The 2010 Housing Needs Survey, has identified a need for an additional 35 affordable homes per year within Morkery Ward, in which South Witham lies. Since then 15 affordable houses have been built.

**Village facilities**
The Primary School has some capacity to accommodate additional pupils. There are two shops: the Village Stroes and Savemore. An outreach postal service operates for several hours each day. Other mobile services include: a chip van, fresh fish deliveries and a mobile library service. The recreation ground includes football pitches, skateboard park and children's equipped play area. The village hall is well used by local groups. It is licensed and is available for private hire. Work is ongoing on a Parish Plan.
Consultation responses
Few responses received to the consultation. Natural England is concerned that wildlife is not affected by development of site SWITH05 and English Heritage is concerned about the proximity of site SWITH01 to a Scheduled Ancient Monument (350m to the north). Concerns were expressed, by Lincolnshire Wildlife Trust, about possible impact on South Witham Verges SNCl of site ADD30. Other concerns about this site include objections to its possible use for intensive farming operations and Rutland CC wish to ensure development will have no adverse impact on traffic in Rutland.

PC response to workshops
No representatives from the village attended the first workshop, and representatives at the second workshop were not happy with any development which may be affected by the quarry, and felt there was no need for development in the village.

Summary
Six sites have been suggested. Anglian water and highway authority concerns mean that, within the village, only the sites either side of Mill Lane may be suitable for development. Both are greenfield sites on the edge of the village. They are well-located in terms of access to the facilities. Site ADD30, south of Occupation Road, is not considered to be suitable for re-allocation, because of highway authority concerns. However, the site has extant planning permission for employment use which could be implemented.

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THURLBY and NORTHORPE
Thurlby is located south of Bourne, and lies west of the A15 Peterborough road. The village is separated from the town of Bourne by Math and Elsea Wood SSSI. The village is served by the hourly Bourne and Peterborough bus and a reduced service to Stamford. Both of these stop on the A15 which adjoins the village.

Development Needs
Housing
Since 2006 a modest amount of residential development has taken place in Thurlby (31 to March 2011). Planning permission remains for a further 19 homes.

Highways Issues
There are concerns about the creation of an additional access to the A15, and the Highways Authority is not likely to support development north of the village which can only be accessed from the A15. Development north of Homestead Gardens is likely to receive support, provided that it is accessed from the existing cul-de-sac. There are drainage and/or access issues with several of the sites and the Highways Authority will not support development in these locations.
**Water Cycle issues**
In relation to Thurlby, the study identifies the following key issues:

**Water Resources:** The Lincolnshire and Fens WRZ has a forecast deficit for the Bourne planning zone. However AWs WRMP includes a number of schemes to meet this deficit.

**Wastewater Treatment and transition:** Thurlby lies within the catchment of Bourne WwTW, for which a variation to the consented DWF is proposed. The level of housing development proposed in Bourne is committed and has, therefore, been taken into account in Anglian Water (AW) future planning.

**Surface Water Management and SuDS Potential:** The area is underlain by clay and it is likely that infiltration SUDS will therefore not be suitable. This should be investigated by the developer. New development will need to ensure post development runoff rates do not exceed predevelopment runoff rates and that sufficient attenuation can be provided on site. Discussions with the IDB and/or EA should be sought at an early stage. Details regarding the maintenance of the surface water system should be provided at the site-specific FRA stage. Should infiltration SuDS be feasible (following on-site testing), there are large areas of groundwater Source Protection Zones. In the town and consultation with the Environment Agency will be required to ensure soakaways do not cause pollution of groundwater.

**SFRA:** There are historic flooding incidents, associated with surcharge and with surface water flooding caused by highway flooding and surcharged culverts. The area around Swallow Hill is said to be unstable, resulting in local drainage issues. The area is served by a combined foul and surface water sewer network, which presents pollution issues when the sewers are surcharged. There are likely to be capacity issues, and Anglian Water should be consulted at an early stage in the development process. Elm Farmyard, south of the High Street, is also susceptible to surface water flood risk across the majority of the site, and development here should be avoided.

**Affordable Housing need**
The 2006 Housing Needs Survey, has identified a need for an additional 14 affordable homes per year within Thurlby. Since then 13 affordable houses have been built.

**Village facilities**
The Primary School is at capacity. The site is constrained, but there is some room for expansion. The village has a combined shop and post office. The public house is located to the east of the A15. The Methodist Church is used for various village groups and activities. There is also a Youth Hostel in the centre of the village. A mobile library calls at the village.

**Consultation responses**
General concerns expressed that the village services/facilities have been overstated: too far from the bus route, the pub is outside the village (across A15) and should not have been included. There are concerns about the road safety implications of more development on the narrow roads within the village, especially at the entry and exit points onto the A15. Major upgrades to the infrastructure, including crossing points on the A15, were suggested. The proximity to Bourne where large scale development is ongoing at Else Park is regarded as a reason why no development is necessary in Thurlby. There are concerns about the capacity of the school. There is a lot of opposition to development between Thurlby and Bourne (THURL01): outside the village envelope, adjacent to the SSSI, important to keep
separation of Thurlby and Bourne, undesirable to have more accesses to A15. There was some support for site THURL02 as a natural extension of the existing development, although there were also concerns about access to the site. Access and flooding/drainage concerns were expressed in relation to most of the sites, especially those along Swallow Hill, where the geology of the land is reported make it unsuitable for development. There was support for both housing and employment uses on site THURL03 as well as concerns about loss of farmland. The Parish Council expressed concerns about the capacity of local infrastructure, services and facilities, and state that development in the village is unnecessary in view of ongoing developments in Bourne.

PC response to workshops
At the first Workshop PC identified several areas of concern: the difficulty in accessing the A15, or crossing it for the public house, the church and the bus stop, lack of policing and medical facilities, flooding within the village and inadequate broadband speed. Consider that further residential development should be kept to a minimum. The PC does not support further development, but state that sites THURL03 & 05 may be suitable for housing, with an access to the A15, and THURL02 should be a play area. An area off Wood Lane has been identified as suitable for allotments. No large-scale development should be considered because of infrastructure limits. At the second Workshop, the PC was unable to prioritise sites and expressed a need for the provision of open space/play space and concern about the A15 junction.

Summary
Ten sites suggested. There are highways concerns and flooding constraints to most of the sites. Sites THURL02 and ADD31 are considered to be the most suitable for development, to be regarded as one site. A small part of site THURL03 may be suitable, but highway concerns mean this must be accessed from High Street.

Policies

7 Local Policies

The Core Strategy established that more guidance would be provided in several areas. This is in the form of additional policies which expand upon the policies contained within the Core Strategy and guide development.

Policy SAP H1: Other Housing Development

Policies STM1, DE1 and LSC1 allocate land for residential development within Stamford, the Deepings and six of the 16 LSCs. It does not allocate land within Bourne because of the amount of housing already committed in the town. Neither does it allocate land for housing in most of the LSCs because there is no requirement for medium to large developments and/or no suitable sites were available. It is not considered that small sites (ie those which can accommodate fewer than 10 dwellings) should be allocated.
However, it is recognised that there is likely to be a need, especially within the villages, for small developments (which could be for only one or two houses). Core Strategy policy SP1 allows for development within the towns and LSCs, and this policy allows for small-scale infill and redevelopment sites within those settlements to come forward. The policy allows for developments which provide for 10 or fewer houses and provides the criteria to be used when determining planning applications for residential development.

**Policy SAP1: Retention of services and facilities in Local Service Centres**

This policy aims to prevent the loss of shops and community facilities to other uses. The policy was generally supported, although there was concern that it still allowed change of use from business to residential on the grounds of unviability.

Following consultation, it was decided to amend the wording of the evidence to be used by the Council when determining planning applications to refer to "convenience stores" rather than "general purpose convenience stores". This is to ensure that stores such as butchers, bakers, newsagents and florists are included. These are the types of retail premises which are likely to be affected by this policy, but their specialised nature means they cannot be regarded as "general purpose stores".

**Policy SAP2: Rural Exception Affordable Housing**

This policy identifies the villages where there is a known need for affordable housing, and where land is required for housing. The policy also provides for rural exception schemes within other villages and gives the criteria to be applied when considering site suitability.

Concerns were expressed that the policy may be too restrictive and may not be applicable to the Gypsy and Traveller community.

**Policy SAP3: Supporting Local Business in Local Service Centres**

This policy acknowledges the role that small-scale local employment has in supporting the rural economy. It provides the criteria to be used when assessing applications for new, or schemes to expand existing, employment development.

The policy has been generally supported. However, in the light of comments received, two small amendments have been made. The policy wording has been amended to make clear that there is support for proposals both within and on the edge of Local Service Centres. This ensures that the policy aims, as articulated in the text, are set out clearly in the policy wording. The policy criteria have also been amended to include the wider settings of natural, cultural or historic assets when assessing the impact of proposed development.
Policy SAP4: Business Development in the Countryside (including rural diversification)

This policy also acknowledges the role of small businesses in supporting the rural economy, especially those related to farming, forestry, equine activities, rural enterprises, sport, recreation and tourism. It provides criteria to be used when assessing proposals for economic development in the rural area outside the towns and Local Service Centres.

This policy was generally supported. Concern was expressed, however, that any future expansion or redevelopment plans of one of the District's larger employers, operating from a site in open countryside, may be restricted. The policy is specifically concerned with small business schemes and rural diversification projects to support the rural economy. The representation is concerned with the circumstances relating to a specific site and is, therefore, more appropriate to the policy Locally Important Existing Employment Sites.

Policy SAP5: Locally Important Existing Employment Sites

Fourteen areas have been identified as employment sites which have local importance. These sites have been selected because they provide significant employment opportunities and/or provide scope for expansion. This policy aims to enable these areas to remain in employment use and to protect them from redevelopment for other, non-employment-generating, uses.
**Stamford:**
The Core Strategy identifies Stamford as a Main Town which provides a range of services and facilities, and as a centre to which development will be directed. Policy H1 allows for a modest level of growth to help provide a better balance between homes and jobs, and to arrest the drift of households towards Peterborough. Policy E1 seeks to encourage employment development within Stamford. This is best achieved by allocating land for office, industrial and ancillary uses and by ensuring that existing employment areas are retained and, where possible, enhanced.

Four specific areas have been identified:

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<th>Area</th>
<th>Description</th>
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<tr>
<td>East of Ryhall Road</td>
<td>The area east of Ryhall Road comprises a mix of employment uses. These include Quash Way and Stamford Business Park as well as Markham Retail park. It is the location of many small businesses, as well as larger retail units. This area of Stamford is also a major destination for the larger retail operations which are usually found in out-of-centre locations. Ryhall Road offers easy access to much of the rest of the District. The protection of the areas including Quash Way and Stamford Business Park for employment use is considered essential to ensure that they are not subsumed into the neighbouring retail areas. It is considered that the whole of the area east of Ryhall Road benefits from the mixed economy of retail and employment/business uses which presently exist. The map boundary has been amended to include the premises known as Alltech UK. This site was erroneously identified as being part of the adjacent retail area, which is not included in the designation.</td>
</tr>
<tr>
<td>ExE S1</td>
<td></td>
</tr>
<tr>
<td>ExE S2</td>
<td></td>
</tr>
<tr>
<td>North of Uffington Road</td>
<td>This area comprises industrial/storage units and is the headquarters of CWG Ltd, Farming and Country Supplies, with stores throughout the Midlands and East Anglia, a long-standing user. This site offers good access to much of the District via the A16 route to The Deepings, enabling access east to the farming areas of eastern Lincolnshire and south to Peterborough.</td>
</tr>
<tr>
<td>ExE S3</td>
<td></td>
</tr>
<tr>
<td>North of Barnack Road</td>
<td>This is a single user location. The site is the headquarters of Cummins Generator Technologies Limited, an international company, and one of the District's largest employers. The loss of such an enterprise would have major impacts on the economy of the town.</td>
</tr>
<tr>
<td>ExE S4</td>
<td></td>
</tr>
</tbody>
</table>

**Bourne:**
The Core Strategy identifies Bourne as a Main Town which provides a range of services and facilities and as a centre to which development will be directed. There is a high level of residential development committed and/or taking place in Bourne (at Elsea Park) and so no housing allocations have been made. Policy E1 seeks to encourage employment development within Bourne. This is best achieved by allocating land for office, industrial and ancillary uses and by ensuring that existing employment areas are retained and, where possible, enhanced.

The eastern side of Bourne has long been seen as the "employment" sector, home to several large employers. All the sites border the Cherry Holt Road/Spalding Road route
which takes traffic east towards Spalding and the major agricultural/horticultural areas of Lincolnshire, and south to join the A15, which gives easy access south to Peterborough or west to the A1 for access to the rest of the country.

It is considered that the area along the Cherry Holt Road/A151 corridor should remain in employment use and that new industry and other employment-generating operations should be directed to appropriate sites in this location. It is considered that the town benefits from having one clearly identified industrial area.

Four areas have been identified:

<table>
<thead>
<tr>
<th>ExE B1</th>
<th>The Pinfold Industrial Estate site is an important area of industrial and mixed uses, on the edge of town and separate from it. This relative isolation makes it suitable for some &quot;bad-neighbour&quot; uses which are present, eg a waste transfer facility. The adjoining land is currently in agricultural use but there is room for expansion. There is little development on the adjacent road (Meadow Drove, which leads to Dyke) giving the possibility of widening/upgrading to give easier access to the Pinfold site as well as the rest of the east of Bourne.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ExE B2</td>
<td>This is a large site in single ownership and use. It is one of Bourne's major employers, Bakkavor Bourne Salads. The site includes land to enable the business to expand. The site adjoins the A151 which gives easy access to the major agricultural areas of Lincolnshire.</td>
</tr>
<tr>
<td>ExE B3</td>
<td>This is an area of predominantly industrial uses occupying premises of varying sizes. Part of the wider industrial area of Bourne, centred on Cherry Holt Road, and which locates most industrial uses to the east of the town.</td>
</tr>
<tr>
<td>ExE B4</td>
<td>An area of predominantly industrial uses and part of the wider industrial area of Bourne which is centred on Cherry Holt Road. The site includes Pinguin Foods, a major employer in the town.</td>
</tr>
</tbody>
</table>

**Deepings:**

The Core Strategy identifies the Deepings area as a Small Town which provides a range of services and facilities and as a centre to which development will be directed. Policy H1 allows for a modest level of growth in the Deepings to help provide a better balance between homes and jobs, and to arrest the drift of households towards Peterborough. Policy E1 seeks to encourage employment development within the Deepings. This is best achieved by allocating land for office, industrial and ancillary uses and by ensuring that existing employment areas are retained and, where possible, enhanced.

Two areas have been identified:
<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northfields Industrial Estate</td>
<td>This is an important area of the Deepings, containing units of varying sizes, housing a wide variety of employment uses. It includes several large employers, some of them of national importance, including Landis+Gyr and Park Air Systems. There has been considerable investment in this Industrial Estate in recent years, including new highway infrastructure and the construction of Eventus, the LCC business and innovation centre. There is easy access to Peterborough and the Spalding/Boston area via the A16 and A15. This is an area of strong demand for premises and includes land for expansion.</td>
</tr>
<tr>
<td>Spitfire Way, Market Deeping</td>
<td>This area of small industrial units occupies a site close to the northern entrance to Market Deeping. This is an area of strong demand for small industrial units. There is good access to both the A16 and A15.</td>
</tr>
</tbody>
</table>

**Local Service Centres:**
The Council wishes to broaden and diversify the employment base of the District. This is best achieved by allocating land for office, industrial and ancillary uses and by ensuring that existing employment areas are retained and, where possible, enhanced.

Four sites have been identified within or adjacent to Local Service Centres:

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gonerby Moor, Grantham</td>
<td>Gonerby Moor occupies a prominent location off the A1 to the north of Grantham. There is easy access from the site to the national road network. Existing uses include major employers and a retail superstore. The site also includes a motorway service area and Travelodge. The site has not been fully developed and there is, therefore, room to accommodate new employment uses. The A1 is a strategic transport route within, and through, the District. Core Strategy policy E1 focuses economic development on the four urban areas and the A1 corridor. Easy access to the national transport network and close proximity to Grantham make this site attractive to the market.</td>
</tr>
<tr>
<td>Land adjacent to A1 Colsterworth</td>
<td>The site is located immediately east of the A1, to which there is easy access. The A1 is a strategic transport route within, and through, the District. Core Strategy policy E1 seeks to allocate land for B2 and B8 uses along the A1 corridor at Colsterworth. This site is a good location for storage and distribution uses which require access to the national road network.</td>
</tr>
<tr>
<td>Long Bennington Business Park, Main Road, Long Bennington</td>
<td>The Core Strategy identifies the Long Bennington as one of a number of Local Service Centres which provide a range of services and facilities to a wider rural area, and where some growth will occur. Policy H1 of the Core Strategy allows for some growth in the these settlements to maintain their viability. Policy E1 seeks to support employment development within the Local Service Centres, provided it does not adversely impact on the village. This site is located to the north of the village, and accessed from the southbound A1 slip road. The site plays an important part in maintaining the sustainability of the village.</td>
</tr>
<tr>
<td>White Leather Square, Billingborough</td>
<td>The Core Strategy identifies the Billingborough as one of a number of Local Service Centres which provide a range of services and facilities to a wider rural area, and where some growth will occur. Policy H1 allows for some growth in the these settlements to maintain their viability. Policy E1 seeks to support employment development within the Local Service Centres,</td>
</tr>
</tbody>
</table>
provided it does not adversely impact on the village. This site, on the outskirts of Billingborough, is the location of several small industrial units providing local employment opportunities. Retention in employment use is important for maintaining the sustainability of the village.

There was concern that this policy is inflexible by allowing only for employment uses on the identified sites. Concern was also expressed that a large employment site at Easton, which is occupied by Norbert Dentressangle and PAS (Grantham) Ltd, has not been identified in the policy, and that this omission could potentially limit any plans they may have for expansion. The specific concern is that some of the buildings on site are in need of modernisation, and some have reached their operational capacity and, to enable the business to grow and remain competitive, new units are required. There is concern that any plans for expansion or modernisation would be contrary to local policy.

The Easton site is occupied by two of the District's larger employers; a major haulier and a major food processing company. Both operations have large workforces and both also have specific requirements which are satisfied by this relatively rural location. The site is in the countryside where development would not normally be permitted. However, operations such as the food processing (in this instance, frozen chips) require a site which has easy access to the raw material, neighbours who do not object to the smells, and good distribution links. The transport operation requires good access to the national road network and a large site for storage. These operational requirements could not easily be met elsewhere in the District. Although the Easton site is in the countryside, it is able to draw its workforce from Grantham and several surrounding villages which are within easy reach.

Other sites have been identified which have similar requirements for rural locations. There is a need to ensure that sites which have non-conforming uses, need isolated locations, or have specific requirements on specific sites, can be supported when they have proposals for development, which may include expansion, because of their role in supporting the local economy. It is not considered appropriate, or desirable, to identify all major employment or economic sites throughout the District which have special requirements which cannot be met within the towns and identified Local Service Centres.

Amendments have been made to the text and the policy to allow for site-specific expansion of existing established businesses, where it can be demonstrated that there are significant long-term economic benefits.

**Policy SAP6: Employment Land at Gonerby Moor**

The existing employment area at Gonerby Moor is identified in Policy SAP4 as a Locally Important Employment Area. It is well-located, adjacent to the strategic road network via the A1, and offers land and premises for a wide range of commercial, manufacturing, trade counter and transportation-related uses. Gonerby Moor is located away from Grantham town centre, but there are excellent road connections.
and there is a regular bus route. It is, therefore, considered to be a sustainable employment location.

Gonerby Moor is not included within the Grantham Area Action Plan, and does not, therefore, contribute to the employment land allocations identified within that plan. Its importance as a source of local employment has been recognised by Policy SAP4, and it is considered likely that there may also be scope for additional land to come forward during the plan period. This policy allows for the expansion of the area, and provides criteria to be used when assessing development proposals.

**Policy SAP7: Development within the Defined Town Centres**

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

There were few representations to the consultation document concerning Policy SAP6. One representation was received in connection with the Bourne Town Centre Boundary. This is considered below under the heading **Bourne Core Area**.

Support was expressed by the Keep Stamford Special Group, and the Stamford Chamber of Trade and Commerce stated that it agrees with the boundaries and supports the aims of the policy. The Stamford Town Council response was that High Street St Martins, St Georges Street and Scotgate should be added to the list of "Secondary Frontages".

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

To determine whether, or not, these streets should be designated as Secondary Shopping Frontages, and thus be included within the Defined Town Centre, Stamford town centre was visited on Thursday 7 April 2011 by planning officers, Margaret Parr and Rachel Armstrong. A survey was conducted to identify the uses of the properties on High Street St Martins, St Georges Street and Scotgate. A map was marked to show whether properties were Residential, Retail or Service uses.
High Street St Martins
The identified Town Centre ends at the north bank of the River Welland, and High Street St Martins begins at the south side of the river. The premises on the western side of the road comprise (N-S) Lord Burghley's Hospital (residential), The George Hotel and residential properties from number 67-42. On the eastern side is Pizza Express, nos 4-6 is NGI Design, 7 is an Antiques shop, nos 8-11 are service uses (Aromatic, SmithsGore, FootClinic and Harriets Beauty Room), nos 12-18 are residential properties, no 19 is The Bridal Room, the next property is St Martin's Church and then the street becomes residential up to Stamford High School.

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

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

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

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

As part of the survey, a note was made of the types of properties on St Paul's Street. Most of the properties on the south side, between nos 38 and 46 are retail or service, with the exception of no 40a and this is a residential property (although there is extant planning permission to demolish and create 9 residential units and 2 shops - S09/2662 & 2663). On the north side of St Paul's Street nos 1-4 are retail units (O2, YMCA and Cancer Research charity shops), no 5 is a Public House, nos 8 and 9 is a restaurant, and nos 7 and 10 are retail units. Other properties on St Paul's Street (immediately adjacent to the town centre boundary) are service and retail units. Stamford High Street has been pedestrianised and the properties in this area are predominantly retail with a few service uses (eg no 40 is Connells estate agency and the Citizen's Advice Bureau).

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

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

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

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

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

The Town Centre Boundaries
The Town Centre boundaries, and the primary and secondary shopping frontages, identified by NLP in the Retail Needs and Town Centre Study, for Stamford, Bourne and Market Deeping, are considered to be appropriate.

Policy SAP8: Town Centre Opportunity Areas
The Retail Needs and Town Centre Study (2009) identified a number of sites within, or on the edge of, the town centres as being suitable for redevelopment and which would go towards meeting the identified need for additional floorspace. These sites have been
the subject of public consultation, and a number of responses have been received. There was very little support for redevelopment of most of the sites, and concerns were expressed at the possible loss of the important local facilities.

In Stamford there was concern that redevelopment of the Bus Station would damage, rather than enhance, the viability and vitality of the town centre, and that redevelopment could aggravate the present traffic congestion. There is perceived to be a shortage of car parking spaces, a situation which would be made worse by any redevelopment of North Street car park. A similar concern was expressed about redevelopment of the bus station, clinic and petrol filling station in Bourne, although improvements to the site would be welcomed.

A review of the suggested Opportunity Areas has concluded that, with the exception of the Bourne Core Area, no areas should be specifically identified for redevelopment.

The following sites were considered:

| **Stamford:** |
|-------------------|--------------------------------------------------|
| **St Johns Lane/Bath Row:** this is an area of mixed uses, containing a garage, offices/storage, areas to the rear of properties fronting St Marys Street and residential properties. There is a pedestrian link to St Marys Street. | This site is part of the town centre and lies within the Conservation Area. It is a relatively open area, abutting a public car park and The Town Meadows. The site is in multiple ownerships, which would make any comprehensive redevelopment scheme difficult because of the problems of site assembly. There are pedestrian links between Bath Row and St Marys Street, and these will have to be maintained. It is considered that, although a scheme of redevelopment, which links the town centre and the river/meadows area and enhances the area, would be supported, it is not appropriate to identify the site as an area for redevelopment. |

| **Bus Station Sheep Market:** The site comprises the bus station and waiting area. | This site is adjacent to the town centre, and contains the Stamford bus station and waiting area. Any redevelopment would have to retain the bus station, or ensure that a bus hub facility is provided elsewhere. Concerns have been expressed that redevelopment of the site would damage the town centre and aggravate the present traffic congestion. The bus station is an important facility, which it is essential to retain. The Council would not, therefore, support any scheme of redevelopment which resulted in the loss of such assets. |

<p>| <strong>North Street Car Park:</strong> The site contains a public car park and Nelsons Butchers. | This site is located a short distance from the town centre, and within easy reach of the main shopping area. Most of the site is in use as a public surface car park. Concerns have been expressed that there is already a shortage of car parking spaces in the town. Any redevelopment scheme would have to make provision for replacement parking |</p>
<table>
<thead>
<tr>
<th>Bourne:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Burghley Centre Car Park:</strong> The site comprises the surface car park adjacent to the Burghley Centre.</td>
</tr>
<tr>
<td>This site is located adjacent to the Burghley shopping centre, a short walk to the main shopping areas of the town. Any redevelopment scheme would have to make provision for replacement parking spaces.</td>
</tr>
<tr>
<td>The car park is an important facility which contributes towards the economic well-being of the town. It is considered essential that this site is retained as a public car park. The Council would not, therefore, support any scheme of development which resulted in the loss of the such assets.</td>
</tr>
<tr>
<td><strong>Bus station, clinic and petrol filling station:</strong> The site contains the bus station, a petrol filling station and the Bourne Health Centre.</td>
</tr>
<tr>
<td>This site is located to the north of the town centre. It comprises a petrol filling station and health centre to the north of Gilbert Road and the Bourne bus station to the south of Gilbert Road. Concern has been expressed at the loss of any of these facilities, although it has been acknowledged that the area could be improved. The site is in multiple ownership, which may make site assembly difficult.</td>
</tr>
<tr>
<td>The health centre and the bus station are community facilities and it is considered essential that these are retained. The petrol filling station, which also includes a Tesco Express, is well used and in a good location on the A15. Any redevelopment of this site would have to retain the bus station and the health centre. While it is acknowledged that the site, especially the bus station, could be improved, it is not considered appropriate to include this site as an area for redevelopment.</td>
</tr>
<tr>
<td><strong>North Street Chapel Yard:</strong> The site contains various premises, some of them vacant.</td>
</tr>
<tr>
<td>This site is located a short distance from the town centre, and is within easy reach of the main shopping area. It is adjacent to the North Street Car Park.</td>
</tr>
<tr>
<td>The site lies close to the Recreation Ground, and would be a logical extension to the nearby residential areas of north Stamford. There is extant planning permission for residential development on part of the site. It is not, therefore, considered appropriate to identify the site as being suitable for redevelopment.</td>
</tr>
</tbody>
</table>

Spaces.

The car park is an important facility which contributes towards the economic well-being of the town. It is considered essential that this site is retained as a public car park. The Council would not, therefore, support any scheme of development which resulted in the loss of the such assets.
### Market Deeping:

| **Rear of The Original Factory Shop:** | The under-used part of the site is largely outside the identified town centre boundary, with a narrow access from Church Street. The site is in multiple ownership which could lead to problems of land assembly.  
The constraints to redevelopment of this site (multiple ownership and access) are such that it is not considered appropriate to identify it as an area for redevelopment. |
| **The Precinct and Car Park:** | This site is adjacent to a busy supermarket. The car park element is well used by customers of both the supermarket and the rest of the town. The Precinct contains a selection of small shops and serves as a pedestrian walkway to connect the car park with the centre of Market Deeping.  
The site, including the supermarket and all the land up to Godsey Lane, is now in single ownership. The owners are currently looking to maintain and improve the retail offer to the town. The site is not in danger of being lost to retail use. It is not, therefore, appropriate to identify it as an area for redevelopment. |
| **Adjacent the Co-op Store:** | This site is part of The Precinct, car park and Co-op supermarket development. There are possible contamination issues arising from its use as a petrol filling station.  
The site, including the supermarket and all the land up to Godsey Lane, is now in single ownership. The owners are currently looking to maintain and improve the retail offer to the town. The site is not in danger of being lost to retail use. It is not, therefore, appropriate to identify it as an area for redevelopment. |
| **Herewards Discount site, High Street:** | This is a small site which is located on the main street. It lies within the Conservation Area.  
Since the report was prepared, the premises at the road frontage have been in use as a delicatessen. It is not, therefore, appropriate to identify the site as an area for comprehensive redevelopment. |

### Policy SAP9: Bourne Core Area

Only one representation relating to the Bourne Town Centre boundary and Bourne Core Area Opportunity Area was received, on behalf of Sainsbury's Supermarkets Ltd. No comment was received from the Bourne Town Council.

Sainsbury's Supermarket Ltd occupies a large site which is adjacent to the identified Town Centre Boundary. The representation urges that the Town Centre boundary
should be extended to include the store and car park, in recognition of its key role in the retail offer of the town and surrounding area. Concern was also expressed that the criteria relating to redevelopment of sites within the town centre [in policy SAP7] do not accord with PPS4, especially with reference to the Sequential Test.

That the store is a major part of the convenience provision of the town is not disputed, especially given its edge of centre location and ease of access to the town centre. Bourne Core Area has been identified as an Opportunity Area; to be redeveloped to increase the retail offer of the town, to include some residential and other appropriate town centre uses, including retention of public car parking. Although redevelopment is to be "retail-led", this is to be achieved by small-scale units to reflect the town’s existing pattern of shop frontages, rather than a large store.

Policy EC3 of PPS4 requires Local Authorities to define the extent of town centres and primary shopping areas [EC3.1c], to identify sites or buildings within centres for redevelopment [EC3.1g] and to use measures such as area action plans to achieve the redevelopment [EC3.1h]. A Sequential Test should be applied when determining planning applications for town centre uses. It requires demonstration that no other suitable sites are available in the town centre before edge of centre sites are acceptable [Policy EC15 of PPS4]. This test would be applicable for the construction of a new store. This is, however, an established store, which has been trading since 1999. It is acknowledged that the test would be required if an application was made for an extension in excess of 200 sqm to the existing store [EC14.3], but it is likely that the store location, adjacent to the town centre and having easy pedestrian access to it, would enable the criteria to be met.

As stated in the previous section, the Council considers the Bourne Town Centre boundary, to be appropriate. There is, therefore, no justification for including the Sainsbury Supermarket store and car park within the Defined Town Centre boundary. National policy [PPS12, 4.30 & 5.2] is clear that DPDs should not repeat or reformulate national policies. It would not, therefore, be appropriate to include explicit references to the PPS4 sequential approach within the policy.

Policy SAP10: Open Space Provision

This policy sets out the standards to be used when assessing development proposals, and provides protection for existing open space, including allotments, parks and sports pitches, as well as informal natural open space.

Concerns were expressed that the policy does not make provision for large sports halls and swimming pools, and it was suggested that Uffington Meadows and the Welland Flood plain should be identified for protection. The policy is concerned with the provision of open space for recreation purposes. It would not, therefore, be appropriate to include provision for indoor facilities, such as swimming pools and sports halls. The recreation value of public open space, including Uffington Meadows and the Welland Flood Plain, is recognised by the Council. Core Strategy policy EN1 includes criteria against which all proposals are assessed, and which have been used when
assessing sites for allocation within the Site Allocation and Policies DPD. These criteria include local distinctiveness and sense of place and protection of existing open space. The Council is not, therefore, proposing

Small changes to the wording of the policy text have been made for emphasis and clarity.

8 Local Plan Allocations

The Local Plan contains policies which specifically allocate land for employment development and for residential development across the District; most of which have been developed. There are, however, a number of sites which have either not been developed or have been developed in part.

As part of the preparation of the Site Allocation and Policies DPD, all the undeveloped, or part developed, Local Plan allocations were considered to establish whether they should be retained or de-allocated. These are discussed below and the full assessment of these allocations is included in Appendix 4.

Employment Allocations

Planning Policy Statement 4 (PPS4) Planning for Sustainable Economic Growth is clear that, as part of the plan making process, Local Authorities should not carry forward existing allocations from one plan to the next unless there is evidence of need and a reasonable prospect that the land will be utilised. If there is no reasonable prospect of a site being used for economic purposes, then the allocation should not be retained.

The 1995 Local Plan included 30 employment allocations in Stamford (5), Bourne (15), Deepings (1) and the Rural area (9). As part of the process of identifying sites for inclusion in the Site Allocation and Policies DPD, all these allocations were reviewed. Some of the sites have been developed and are, therefore, not suitable for continued allocation. Some of the sites are part of established local employment areas, and have been identified for protection in Policy SAP5: Locally Important Existing Employment Sites.

An Employment Land Capacity Study was prepared for the Council by NLP [March 2010]. As part of this study the Local Plan allocations were assessed and their use, market attractiveness and future potential discussed. These assessments are included in the following table:

**Stamford:**

<table>
<thead>
<tr>
<th>Local Plan Allocation</th>
<th>Conclusion:</th>
</tr>
</thead>
<tbody>
<tr>
<td>E2.1 former sewage works S of Uffington Road</td>
<td>NLP study shows the site to be predominantly vacant brownfield land, part of which is being used for car parking/storage for the adjoining industrial development &amp; car sales, and part of which is operated by Anglian Water. The site is not within the identified flood zone, although it is adjacent to the river. The site has poor access from Uffington Road.</td>
</tr>
</tbody>
</table>
NLP suggest that the viability of the site is compromised because of possible contamination and access issues, and the lack of a frontage to Uffington Road.

The Highways Authority has expressed concerns about the access to this site, although it is possible that these may be overcome. The site should not be re-allocated.

**E2.2**

**east of Cherry Holt Road**

NLP study shows mixed uses on site, including electricity station, offices, allotments and substantial vacant grassland. The site is entirely within the identified flood zone. The site forms part of area which has previously been identified for redevelopment as "Welland Quarter".

The site is within an identified flood zone. There are concerns about the access to Priory Road. Part of the site contains allotments. It is not, therefore, suitable for development and should not be re-allocated as employment land.

**E2.3**

**east of Ryhall Road**

NLP study (on part of the site) shows that the site is vacant. There are access constraints, although it could be accessed from the adjoining industrial/retail park. The study suggested that this site could be attractive for B1/B2/B8 uses. This site is largely greenfield, and much of it falls within the flood zone.

Part of this allocation has been promoted as part of an extension to Stamford, for mainly residential use. This site should not be re-allocated as employment land.

**E2.4**

**South of Ryhall Road**

NLP study shows this site to be fully occupied by South Lincolnshire Skills Academy.

The site has been developed and should not, therefore, be retained as an allocation.

**E2.5**

**land at Barnack Road**

NLP study shows the site remains suitable for employment uses. The land is in the ownership of The Burghley House Preservation Trust (2006). Planning permission (S06/0551) was granted for business use in 2006, but not implemented.

The site is adjacent to Locally Important Existing Employment site ExE S4. It has been assessed as being suitable for employment use.

---

**Bourne:**

<table>
<thead>
<tr>
<th>Local Plan Allocation</th>
<th>Conclusion:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>E3.1</strong> North of Manning Road between Car Dyke &amp; Pinfold Road Ind Estate</td>
<td>The NLP study states that the site is well related to existing employment uses in Bourne. The site is adjacent to land identified as Locally Important Existing Employment Site ExE B1. It has been assessed as being suitable for employment use.</td>
</tr>
<tr>
<td><strong>E3.2</strong> Northern end of Pinfold Road Industrial Estate</td>
<td>The NLP study states that the site is well related to existing employment uses in Bourne.</td>
</tr>
<tr>
<td><strong>E3.4</strong> West of Meadow Drove adjacent to Pinfold Road Industrial Estate</td>
<td>These two allocations form the site which has been identified, along with the adjoining Industrial Estate, as Locally Important Existing Employment Site ExE B1.</td>
</tr>
<tr>
<td><strong>E3.4</strong> South of A151</td>
<td>The site of Bourne Salads, and land in their ownership which could be used for expansion.</td>
</tr>
<tr>
<td>E3.11</td>
<td>North of Bourne Eau</td>
</tr>
<tr>
<td>--------</td>
<td>---------------------</td>
</tr>
<tr>
<td>E3.5</td>
<td>West of Cherry Holt Road &amp; South of Bourne Eau</td>
</tr>
<tr>
<td>E3.6</td>
<td>West of Cherry Holt Road &amp; South of Wilsons Road</td>
</tr>
<tr>
<td>E3.14</td>
<td>West of Cherry Holt Road &amp; East of Roman Bank</td>
</tr>
<tr>
<td>E3.8</td>
<td>between Long Drove &amp; Tunnel Bank</td>
</tr>
<tr>
<td>E3.9</td>
<td>East of A15 to the North &amp; East of Bourne Hospital</td>
</tr>
<tr>
<td>E3.7</td>
<td>South of Long Drove</td>
</tr>
<tr>
<td>E3.12</td>
<td>West of Cherry Holt Road &amp; South of Bourne Eau</td>
</tr>
<tr>
<td>E3.13</td>
<td>East of Cherry Holt between Bourne Eau &amp; Long Drove</td>
</tr>
<tr>
<td>E3.15</td>
<td>East of Cherry Holt Road &amp; North of Tunnel Bank</td>
</tr>
<tr>
<td>E3.10</td>
<td>North of A151</td>
</tr>
</tbody>
</table>

**Deepings:**

<table>
<thead>
<tr>
<th>Local Plan Allocation</th>
<th>Conclusion:</th>
</tr>
</thead>
<tbody>
<tr>
<td>E4.1 East of Northfields Industrial Estate</td>
<td>This site has been developed for employment use, and little land remains available. This site has been identified, along with adjacent land, as Locally Important Existing Employment Site ExE D1.</td>
</tr>
</tbody>
</table>

**Rural:**

<table>
<thead>
<tr>
<th>Local Plan Allocation</th>
<th>Conclusion:</th>
</tr>
</thead>
<tbody>
<tr>
<td>E7.1 East of White Leather Square, Billingborough</td>
<td>These two sites have been identified as Locally Important Existing Employment Site ExE LSC4.</td>
</tr>
<tr>
<td>E7.2 South of Grosvenor Road, Billingborough</td>
<td></td>
</tr>
<tr>
<td>E7.3</td>
<td>This site remains undeveloped. Local policies within the emerging Site</td>
</tr>
</tbody>
</table>
### Housing Allocations

Planning Policy Statement 3 (PPS3) Housing, is clear that Local Authorities should identify specific sites that will enable a continuous delivery of housing for at least 15 years from the date of adoption of the plan. Sites must be deliverable, developable and available. To be considered developable, there should be a reasonable prospect that a site will be developed.

The 1995 Local Plan included 81 housing allocations in Stamford (10), Bourne (15), Deepings (7) and the Rural area (49). Only four of these sites have not been developed for housing or are without a current planning permission for residential development. These sites, included in the table below, are not considered to be suitable for allocation for residential use:

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>adj Industrial Estate</strong>&lt;br&gt;between Cowgate Drain &amp; Home Farm, Billingborough</td>
<td>&amp; Policies DPD will allow for development, if there is a proven demand and the criteria are fulfilled. It should not, therefore, be retained as an allocation.</td>
</tr>
<tr>
<td><strong>E7.4</strong>&lt;br&gt;former British Steel Corporation workshops, Colsterworth</td>
<td>This site has been developed and should not, therefore, be retained as an allocation.</td>
</tr>
<tr>
<td><strong>E7.5</strong>&lt;br&gt;East of A1 &amp; South of A151, Colsterworth</td>
<td>This site has been identified as Locally Important Existing Employment Site ExE LSC2.</td>
</tr>
<tr>
<td><strong>E7.6</strong>&lt;br&gt;East of A1 &amp; North of Honey Pot Lane, Colsterworth</td>
<td>NLP study confirms that the site is in use for employment purposes. The lack of two-way access to A1 can be problematic. The study found that the land is likely to remain Class B use. This site is part of an established industrial area. It has not been identified as a site for protection. It should not, therefore, be retained as an allocation.</td>
</tr>
<tr>
<td><strong>E7.7</strong>&lt;br&gt;North of Playing Field &amp; East of A1, Long Bennington</td>
<td>This site has been identified, along with land to north, as Locally Important Existing Employment Site ExE LSC3.</td>
</tr>
<tr>
<td><strong>E7.8</strong>&lt;br&gt;South of old railway, South Witham</td>
<td>The Highways Authority has expressed concerns about the access to this site. The site is outside the main village, has limited access and is located in open countryside. Retention as an employment allocation would imply Council support, which could not be given in the light of Highways Authority concerns. It should not, therefore, be retained as an allocation.</td>
</tr>
<tr>
<td><strong>E7.9</strong>&lt;br&gt;The Old Quarry, Castle Bytham</td>
<td>There have been various applications for residential development on this site. There are also environmental constraints because of the SSSI. The site should not, therefore, be retained as an employment allocation.</td>
</tr>
<tr>
<td>Local Plan Allocation</td>
<td>Conclusion:</td>
</tr>
<tr>
<td>-----------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>H2.5 Land at Sharmans, Barnack Road, Stamford</td>
<td>This site is in employment use.</td>
</tr>
<tr>
<td>H2.10 Cattle Market, Stamford</td>
<td>This site is in use as a public car park.</td>
</tr>
<tr>
<td>H3.10 Land at the junction of Manor Lane and Churchill Avenue, Bourne</td>
<td>This site is in use as a car park.</td>
</tr>
<tr>
<td>H3.14 Land to the east of Cherry Holt Road and north of Bourne Eau, Bourne</td>
<td>This site is in employment use.</td>
</tr>
</tbody>
</table>

The Local Plan also includes allocation H3.15 (land between the A151 West Road and the A15 South Road, Bourne). This large development, known as Elsea Park has outline planning permission and is being developed in stages.

The re-allocation of Elsea Park is not considered to be necessary, as a 20-year outline planning consent was granted for the whole site in 2001. About a third of the site has now been built, or has permission for reserved matters, and it is expected that the remaining portion of the site will be developed throughout the plan period to 2026. Because of the size and scale of the Elsea Park development, no additional housing allocations have been made in Bourne. The extant planning permission and the past planning history of this site, means that it is not considered appropriate or necessary to re-allocate the site in the Site Allocation and Policies DPD.
APPENDIX 1: Full assessment of each site (by settlement)
Site Reference: ANC01 (12.72 ha)  
Location: Pottergate Pit (disused)

**Site Description**
Large site located on the northern edge of the village. Comprises a large agricultural field with a small wooded area to the northwest corner which was a former pit. Has previously had a planning application for residential development refused.

**Summary of Assessment**

**Constraints:**
- Highways Authority: No direct access permissible from the High Dyke/Ermine Street.
- Lincolnshire Heritage: No archaeological remains recorded, but Ermine St to the east and Pottergate to the west. Archaeological evaluation prior to determination of a planning application is required.
- IDB: surface water discharge to existing rates.

**Impact:**
Edge of settlement site which is large and slopes up to the ridge. Development here would encroach on open countryside and have a significant impact on landscape character (medium/high) of the open countryside and the visual character of the village.

**Consultation Response:**
7 representations were received as a result of the consultation in October 2009 covering the following points:
- concerns about size of site - it would double the size of the village
- the site is too far from bus stop
- English Heritage concerned about proximity of site to Scheduled Ancient Monument

**Conclusion**
Not considered to be suitable for allocation:
Development on this large, sloping site, could be over-dominant, unless located adjacent to the St Martins Way development. However, to be adjacent to the existing housing, access must be from Ermine Street. The Highway Authority will not allow access from Ermine Street. Because of these Highway objections, this site is rejected.
Site Reference: **ANC02** (2.70 ha)
Location: **Land West of St Martins Way**

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**Site Description**
Grass paddock which slopes south towards the railway line. The field is hedged to the boundaries and is being used for grazing. There is residential development to the east and west and open countryside to the north. Previous planning applications for residential development have been refused.

**Summary of Assessment**

**Constraints:**
- There is likely to be some contamination at the southern edge of the site from the adjacent railway use.
- Highway Authority: Access only possible via St Martin's Way, although there is no direct link currently. Land, therefore, required, and this may be a constraint on the size of development.
- Lincolnshire Heritage: Pottergate to the west Archaeological evaluation prior to determination of a planning application is required.
- The site lies adjacent to a Restricted Byway.
- Water main crosses site.
- IDB: surface water discharge to existing rates.

**Impact:**
The site lies adjacent to existing estate type housing development on the edge of the village. It is reasonably well related to the existing built form and the topography of the site means that development here will have a limited impact on the open countryside.

**Consultation Response:**
7 representations were received as a result of the consultation in October 2009 covering the following points:
- concerns about loss of open field
- English Heritage concerned about proximity to Scheduled Ancient Monument

**Conclusion**
**Part of site considered suitable for allocation:**
Small part of site may be suitable for development. However, the access may restrict number of houses.
Site Reference: **ANC03** (2.86 ha)  
**REJECTED**

**Location:** East of Ermine St, south of railway

---

**Site Description**
Agricultural field, situated adjacent to the main road through the village and having residential properties to the north and south.

**Summary of Assessment**

**Constraints:**
- Highways Authority: Access via Ermine Street. Good visibility at this point.
- Lincolnshire Heritage: Romano-British kiln and cemetery on northern edge. Archaeological evaluation prior to determination of a planning application is required.
- Part of the site lies within the identified flood zone.
- The site falls within Anglian Water's defined "cordon sanitaire".
- IDB: surface water discharge to existing rates.

**Impact:**
The site has previously been identified as an open area important to the character and setting of the built up area.

**Consultation Response:**
7 representations were received as a result of the consultation in October 2009 covering the following points:
- concerns about loss of agricultural land
- development would extend the village into open countryside
- support - a natural infill site

**Conclusion**
**Not considered to be suitable for allocation:**
Part of the site falls within the Flood Zone. The site falls within the "cordon sanitaire", therefore the Anglian Water objection rules the site out. The site is considered to be an important open area within the built-up part of the village and is not therefore suitable for development.
**Site Reference:** ADD1 (18.52 ha)
**Location:** land south of railway line and west of Brookside

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### Site Description
Large field in agricultural production, which slopes upwards away from village and towards the railway line. A Restricted Byway runs north-south through the site, and the land to the east side is an enclosed pony paddock.

### Summary of Assessment

**Constraints:**
Highways Authority; Constraints to accessibility. Only readily available access is via Water Lane, which is unacceptable due to its lack of width, footways and general geometry, with likely capacity issue accessing Ermine Street. Development of this site is not likely to be supported.

A Restricted Byway runs north-south through the eastern part of the site and a public footpath runs along the southern boundary.

Part of the site contains the site of a significant Roman Camp, and the site lies close to the Moor Closes SSSI. The south east corner of the site lies within the identified flood zone.

**IDB:** surface water discharge to existing rates.

**Impact:**
This is a large, edge of settlement site which slopes up towards the railway. Development would encroach upon the open countryside and have a significant impact on the landscape character (medium/high) of the open countryside.

**Consultation Response:**
5 representations were received as a result of the consultation in August 2010 covering the following points:
- concerns about impact on significant Roman Camp site
- size of site could have adverse impact
- adjacent to SSSI + Lincs Wildlife Trust nature reserve
- facilities & bus & train service inadequate
- houses not needed

**Conclusion**
Not considered to be suitable for allocation:
Development of this large site would encroach upon the countryside and could be over-dominant. Heritage and floodzone concerns mean that only a small part may be suitable for development. However, development is unlikely to be supported by the Highways Authority because of access concerns.
Site Reference: ADD2 (0.58 ha) Location: Ant House Farm, Willoughby Road

**Site Description**
This is a semi-derelict site adjacent to the main A153 Grantham to Sleaford road, which appears to be used for storage. It contains various buildings in a bad state of repair.

**Summary of Assessment**
**Constraints:**
Highway Authority: Concerns over Residential development at this site – there is no footway and so the local highways authority has concerns about pedestrians crossing the A153. Commercial use which utilised the access from the adjacent Highways Depot might be acceptable.
IDB: surface water discharge to existing rates.

**Impact:**
The site lies outside the main village

**Consultation Response:**
7 representations were received as a result of the consultation in August 2010 covering the following points:
- concerns about traffic (A153)

**Conclusion**
Not considered to be suitable for allocation:
Highway Authority objection to residential development because of a lack of a pedestrian footway and the need for pedestrians to cross A153. Highways would not accept a residential use at this site, but would accept an employment use if the existing access to the LCC Highways Depot could be utilised.
Site Reference: BARK01  (1.29 ha)  
Location: South of The Stables, Hough Road

Site Description
Field in agricultural production, lying west of Hough Road on the edge of the village. There are stables to the north of the site.

Summary of Assessment
Constraints:
Highway authority Concerns over visibility and intensification of junction Hough Road/Main Road. Highway improvements required to Hough Road (to include footway provision).
Surface water flooding may be an issue
Capacity of Marston treatment works means that development would have to be delayed until a later phase in plan period.
IDB: surface water discharge requires regulation - River Witham has problems downstream.

Impact:
Edge of settlement site. The properties on the east side of Hough Road are single storey. Development on this site would have a significant impact on landscape character (medium) of the open countryside and on the visual character of the village.

Consultation Response:
122 representations were received as a result of the consultation in October 2009 covering the following points:
- concerns about traffic increase at junction Hough Road and Church Street
- Hough Road too narrow and not on bus route
- concerns about effect on village amenities, noise & light pollution
- concerns about wildlife - greenfield site, owls, woodpeckers etc
- village changed to dormitory suburb
- two-storey development would overlook adjacent bungalows
- support - small site not a serious threat to local amenities
- support - but only for small development
- support - need for affordable houses

Conclusion
Not considered suitable for allocation:
Development of this site would encroach into open countryside. There are Highways Authority concerns about development of sites along Hough Road, which has a poor junction with the A607. Development would require major highways improvements, including footways.
Site Reference: BARK02 (2.41 ha)  
Location: Opposite 10-22 Hough Road

Site Description
Large field in agricultural use, to the west of Hough Road, on the edge of the village. Part of the site adjacent to Hough Road is allotments, which appear to be well-used. Planning permission has been refused for the erection of a parsonage in 1990.

Summary of Assessment
Constraints:
Highway Authority: There are concerns about the impact of development on the junction with the A607 and highway improvements would be required to Hough Road (to include footway provision).  
The allotments would need to be relocated.  
Capacity of Marston treatment works means that development would have to be delayed until a later phase in plan period.  
Sewer crosses site.  
IDB: surface water discharge requires regulation - River Witham has problems downstream.

Impact:
Large edge of settlement site. The properties on the east side of Hough Road are single storey. Development on this site would have a significant impact on landscape character (medium) of the open countryside and on the visual character of the village. Development would involve the loss of allotments.

Consultation Response:
126 representations were received as a result of the consultation in October 2009 covering the following points:
- concerns about traffic increase at junction Hough Road/A607 - Hough Road too narrow
- concerns about effect on village amenities
- change nature of village, noise & disturbance
- concerns about loss of allotments - well used and with waiting list
- support - suitable site and need affordable housing
- support - best site BUT reduce numbers
- support (owner) BUT to include community & recreational facilities

Conclusion
Not considered suitable for allocation:
Development of this site would encroach into open countryside. There are Highways Authority concerns about development of sites along Hough Road, which has a poor junction with the A607. Development would require major highways improvements, including footways.
**Site Description**
Small wooded area adjacent to The Granary, and accessed of West Road. Previous applications for residential development have been refused.

**Summary of Assessment**

**Constraints:**
Highway Authority: Objection access is off the public highway via a private drive. Concerns about access and parking along West Street.
The site falls within Anglian Water's defined "cordon sanitaire".
Capacity of Marston treatment works means that development would have to be delayed until a later phase in plan period.
IDB: surface water discharge requires regulation - River Witham has problems downstream.

**Impact:**
The site is within the village settlement, and within the present curtilage of The Granary. Development would not have an adverse impact on the village.

**Consultation Response:**
101 representations were received as a result of the consultation in October 2009 covering the following points:
- concerns about traffic on West Street which is too narrow
- concerns about loss of privacy and overlooking
- sewage system is already a problem
- support - minimal impact

**Conclusion**
Not considered suitable for allocation:
Highways Authority objection: access off private drive, and parking issues along West Street, make site unsuitable for allocation. Site is too small to allocate.
Site Reference: BARK04 (2.74 ha) Location: East of Honington Road

Site Description
Large site located on the eastern edge of the village. It comprises an agricultural field which is in productive use. The site slopes down towards Honington Road. Previous applications for residential development have been refused.

Summary of Assessment
Constraints:
Highways Authority: concerned about drainage and parking along Honington Road. There are capacity issues with the junction of Main road through to Church Street. Improvements and footways would be required.
Capacity of Marston treatment works means that development would have to be delayed until a later phase in plan period.
IDB: surface water discharge requires regulation - River Witham has problems downstream.

Impact:
An edge of settlement site which is large and slopes upwards, away from the village towards the ridge. Development would encroach on open countryside and have an impact on the landscape character (medium) of the open countryside and the visual character of the village.

Consultation Response:
126 representations were received as a result of the consultation in October 2009 covering the following points:
• English Heritage - impact on setting of church and CA
• intrusion into open countryside
• support - best site if flooding issues addressed and one-way traffic system implemented
• National Trust - considerable impact on CA
• support - most suitably located (school & playing field on same side main road)
• support - BUT lower density and designed to reflect existing
• localised flooding issues - remedial action not solved - runoff
• suggest use part of site for car park
• Parish Council object - landscape value and views over countryside

Conclusion
Not considered suitable for allocation:
Highways Authority has concerns about access, but small development to front of site may be possible. However, this is a sloping site prominently located in an open area. It is not, therefore, considered suitable for development.
Site Reference: ADD3 (4.44 ha)  
Location: land north of playing field & east of A607

Site Description
Large site located on the eastern edge of the village. It comprises a large field in agricultural production.

Summary of Assessment
Constraints:
Highway Authority: A new access and major highway improvements would be required (including a ghost island right turn lane, footway link and crossing facilities). There are also drainage concerns with the site.
Lincolnshire Heritage: Bronze age barrow cropmarks within & just outside site, evaluation prior to determination required.
Capacity of Marston treatment works means that development would have to be delayed until a later phase in plan period.
IDB: surface water discharge requires regulation - River Witham has problems downstream.

Impact:
The site is outside the village and away from the main settlement. It lies in open countryside and development would have a significant impact on landscape character (medium) of the open countryside and the visual character of the village.

Consultation Response:
20 representations were received as a result of the consultation in August 2010 covering the following points:
- site is outside confines of village
- development disproportionate to size of village,
- concerns about traffic and infrastructure capacity
- concerns about school capacity
- housing density excessive
- concerns about loss of prime agricultural land

Conclusion
Not considered suitable for allocation:
Development of this large site would encroach into countryside. There are Highway Authority concerns about access from the A607, and development would require major highway improvements.
Site Reference: ADD4 (1.32 ha)  
Location: land west of Hough Road (opp Nos 26-32)  

**Site Description**  
Small site located to the west of Hough Road. It is in agricultural use, including storage of hay.

**Summary of Assessment**  
**Constraints:**  
Highway authority: Junction offset issues and possible visibility concerns. Footway link required & possible TRO - to reduce speed limit.  
Lincolnshire Heritage: no remains recorded, in area of interest, DMV to S, prehistoric cropmarks to N, evaluation prior to determination required.  
Capacity of Marston treatment works means that development would have to be delayed until a later phase in plan period.  
Anglian Water pipes cross site.  
IDB: surface water discharge requires regulation - River Witham has problems downstream.

**Impact:**  
Edge of settlement site. Residential properties on the east side of Hough Road are single storey. Development here would have a significant impact on landscape character (medium) of the open countryside and the visual character of the village.

**Consultation Response:**  
22 representations were received as a result of the consultation in August 2010 covering the following points:  
- too far out of village  
- highway concerns (narrow road, junction with A607, National Cycle route)  
- loss of open aspect  
- concerns about school capacity  
- housing density excessive  
- concerns about loss of agricultural land  
- development disproportionate to size of village

**Conclusion**  
Not considered suitable for allocation:  
Development of this site would encroach into open countryside. There are Highways Authority concerns about development of sites along Hough Road, which has a poor junction with the A607. Development would require major highways improvements, including footways.
Site Reference: ADD5 (1.81 ha)  
Location: land off Hough Road (adjacent to The Granary)

**Site Description**
Residential property and grounds, accessed via a narrow private drive which serves another property. Previously had a planning application for residential development refused.

**Summary of Assessment**
**Constraints:**
Highway Authority: Capacity concerns due to existing width of West Street and the West Street/Main Road junction. 
Lincolnshire Heritage: no remains recorded, in area of interest, DMV to N, prehistoric cropmarks to N, evaluation prior to determination required. 
Capacity of Marston treatment works means that development would have to be delayed until a later phase in plan period. 
Potential surface water flooding risks 
IDB: surface water discharge requires regulation - River Witham has problems downstream.

**Impact:**
Edge of settlement site. The site is to the rear of existing properties and there is unlikely to be any adverse visual impact.

**Consultation Response:**
21 representations were received as a result of the consultation in August 2010 covering the following points:
- concerns about access and road safety
- highway concerns (narrow road, junction with A607, National Cycle route)
- loss of open aspect
- concerns about school capacity
- housing density excessive
- concerns about loss of agricultural land
- development disproportionate to size of village

**Conclusion**
Not considered suitable for allocation:
Highway Authority unlikely to support development because of access and visibility concerns.
Site Reference: ADD6 (0.34 ha)
Location: land at 12 West Street

Site Description
Domestic garden to a residential property on West Street. The site can only be accessed via the private drive which runs past the cottage.

Summary of Assessment
Constraints:
Highways authority: would not support development at this location because of access and visibility concerns.
There are concerns about the impact of development on the Conservation Area.
Lincolnshire Heritage: no remains recorded, in area of interest, DMV to S, prehistoric cropmarks to N, evaluation prior to determination required.
Capacity of Marston treatment works means that development would have to be delayed until a later phase in plan period.
IDB: surface water discharge requires regulation - River Witham has problems downstream.

Impact:
The site is within the Conservation Area.

Consultation Response:
20 representations were received as a result of the consultation in August 2010 covering the following points:
• concerns about access and road safety
• highway concerns (narrow road, junction with A607, National Cycle route)
• loss of open aspect
• concerns about school capacity
• housing density excessive
• concerns about loss of agricultural land
• development disproportionate to size of village

Conclusion
Not considered suitable for allocation:
There is no access to this site.
Rejection

**Site Description**

Large site located to the east and south of the village. It comprises a large field in agricultural production. The site occupies the land between the village and the A1 trunk road, and acts as a separation between Barrowby and Grantham.

**Summary of Assessment**

**Constraints:**

Highway Authority: There are serious concerns, no direct access will be permitted from the A1 slip, extensive Section 278 works (ghost island) are likely to be required. There are issues with capacity on Dysart Road and further into Grantham.

Lincolnshire Heritage: SE corner of historic settlement. Romano-British finds & flints. Archaeological evaluation prior to determination of a planning application may be required.

There is a Pipeline buffer zone to front/south of site - along boundary with Low Road. A public footpath crosses the site.

High voltage power cables and pylons cross the site in a north - south direction.

Sewers cross the site and the capacity of the Marston treatment works will restrict any planned development in Barrowby until a later phase in the plan period.

**Impact:**

This is a large site on the edge of the settlement. Development would encroach on open countryside and have a significant impact on landscape character (medium) of the open countryside and the visual character of the village. The site was designated as an EN5 site (Prevention of Coalescence) in the Local Plan. The retention of this space between Barrowby and Grantham remains an important consideration.

**Consultation Response:**

14 representations were received as a result of the consultation in October 2009 covering the following points:

- support - development should be on edge of village
- support - most practical site with easy access to Dysart Road and not detrimental to village
- concerns at scale of suggested development
- concerns that part of site which may be suitable is not identified

**Conclusion**

Not considered to be suitable for allocation:

The site has previously been identified for protection to separate Barrowby and Grantham (Local Plan policy EN5). The site as a whole is unsuitable because of its impact on the landscape. A small part of the site, adjacent to BARR02 and accessed off Low Road, was considered for development, but was rejected because of highway concerns.
Site Reference: BARR02 (2.05 ha)
Location: Land adjacent Low Road

Site Description
Field in agricultural use, adjacent to residential properties on the edge of the village. The site is hedged to the road frontage.

Summary of Assessment
Constraints:
Highways Authority: access should be from the north end of the road frontage.
Lincolnshire Heritage: Historic settlement. Archaeological evaluation prior to determination of a planning application may be required.
Sewer crosses site
The capacity of the Marston treatment works will restrict any planned development in Barrowby until a later phase in the plan period.

Impact:
The site lies adjacent to existing estate type residential development on the edge of the village. It is reasonably well related to the existing built form and the topography of the site means that development here will have a limited impact on the open countryside. There is residential development to the south of the site which is presently separated from the village. Development here would consolidate the village.

Consultation Response:
13 representations were received as a result of the consultation in October 2009 covering the following points:
• support - most suitable site
• concerns about possible traffic issues

Conclusion
This site is considered to be suitable for allocation:
This site is considered suitable for housing development.
Site Reference: BARR03 (1.67 ha)  
Location: Adj The Knolls

Site Description
The site consists is small agricultural paddocks with hedges and trees to the boundary. It is completely within the settlement and can be accessed only via a small residential street.

Summary of Assessment
Constraints:
Highway Authority object to development on this site: concerns that the only means of access is via The Knolls which would result in an intensification of movements along a road that cannot support this.
Lincolnshire Heritage: Historic settlement. Archaeological evaluation prior to determination of a planning application may be required.
Water main crosses site.
The capacity of the Marston treatment works will restrict any planned development in Barrowby until a later phase in the plan period.

Impact:
The site was previously identified as an open area important to the character and setting of the built-up area.

Consultation Response:
33 representations were received as a result of the consultation in October 2009 covering the following points:
- concerns about loss of historic pasture land
- concerns about loss of important open space
- concerns about access to site
- NT state site is important to character of village

Conclusion
Not considered to be suitable for allocation:
This site is not suitable due to highway constraints and the impact of development on Conservation Area. The site has previously been identified as an open area important to the setting and character of the area (Local Plan policy EN6).
**Site Reference:** ADD7 (2.48 ha)  
**Location:** land east of The Drift & south of Westry Close

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**Site Description**
Site located on the southern edge of the village. It is a slightly sloping, field in agricultural production, which is part of a larger field. A public footpath crosses the site.

**Summary of Assessment**
**Constraints:**
- Highway Authority: Development could create crossroads which is not acceptable - concerns with junction with Westry Corner/Low Road. Possible highway improvements and comprehensive drainage proposals required.
- Public footpath crosses the site.
- Lincolnshire Heritage: no remains recorded but prehistoric & Roman finds nearby, evaluation prior to determination required.
- Sewer crosses site.

The capacity of the Marston treatment works will restrict any planned development in Barrowby until a later phase in the plan period.

**Impact:**
The site lies south of the village in open countryside. Development here would encroach upon open countryside and have a significant impact on the landscape character (medium) of the open countryside and the visual character of the village.

**Consultation Response:**
2 representations were received as a result of the consultation in August 2010 covering the following points:
- concerns about loss of prime agricultural land
- concerns about capacity of roads, school and utilities

**Conclusion**
**Not considered to be suitable for allocation:**
Highway Authority constraints may make site unviable.
Site Description
Pony paddock on the edge of the settlement. Accessed via Chilvers Close, a small development to the southwest of the village.

Summary of Assessment

Constraints:
Highways Authority: concerns about the junction with Low Road and Westry Corner. Comprehensive drainage proposals would be required.
Lincolnshire Heritage: no remains recorded but prehistoric & Roman finds nearby, evaluation prior to determination required.
The capacity of the Marston treatment works will restrict any planned development in Barrowby until a later phase in the plan period.

Impact:
The site is adjacent to existing residential development on the edge of the village. It is reasonably well related to the existing built form, although it is some distance from the main village facilities/amenities. Development here would have minimal impact on the landscape and visual character of the village.

Consultation Response:
2 representations were received as a result of the consultation in August 2010 covering the following points:
- concerns about loss of prime agricultural land
- concerns about capacity of roads, school and utilities

Conclusion
This site is considered suitable for allocation:
May be suitable for residential development, but is some distance from village facilities
Site Reference: **ADD9** (14.33 ha)  
**REJECTED**

Location: **land west of Low Road & south of Casthorpe Road**

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**Site Description**
Large site located on the western side of the village. Comprises a large agricultural field with residential properties to the north. Public footpaths run along the southern boundary and part of the eastern boundary.

**Summary of Assessment**

**Constraints:**
Highway Authority: unlikely to support development at this site - access issues, concerns about Westry Corner, access onto Low road and possible impact on Trent Road, Low Road and Barrowby Gate. Comprehensive drainage proposals will be required.
Tree Preservation Order (No 123) to the north boundary.
Public footpaths to south boundary and east boundary.
Lincolnshire Heritage: no remains recorded but prehistoric & Roman finds nearby, evaluation prior to determination required.
The capacity of the Marston treatment works will restrict the scale of development. Any planned development in Barrowby could only be considered in a later phase in the plan period.

**Impact:**
This is a large site which is located outside the confines of the village, away from the main settlement. There are residential properties to the north edge of the site only. Development in this location would have a significant impact on landscape character (medium) of the open countryside and the visual character of the village.

**Consultation Response:**
10 representations were received as a result of the consultation in August 2010 covering the following points:
- concerns about access to site and narrow roads
- no requirement for large developments,
- concerns about infrastructure capacity
- concerns about impact on landscape - site has sweeping views over open countryside
- school at capacity
- concerns about loss of good agricultural land

**Conclusion**
**Not considered to be suitable for allocation:**
This is a large site in open countryside, which can only be accessed via a track. The site is unsuitable due to size, impact on landscape and existing village and Highway Authority constraints.
Site Reference: **ADD10** (3.05 ha)  
**REJECTED**

**Location:** Land East of Scalford Lodge

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**Site Description**  
Large site located south of the village. Comprises part of a larger field which is in agricultural production.

**Summary of Assessment**

**Constraints:**  
Highway Authority: highway improvements may be necessary (ghost island right turn lane, road widening, speed limit extension) and comprehensive drainage proposals are required. May support small frontage development only, adjacent to existing.  
Lincolnshire Heritage: no remains recorded but prehistoric & Roman finds nearby, evaluation prior to determination required.  
The capacity of the Marston treatment works will restrict any planned development in Barrowby until a later phase in the plan period.

**Impact:**  
This site is adjacent to existing residential development on the edge of the settlement. It is a large site which, if fully developed, would extend the village, encroach on the open countryside and have a significant impact on landscape character (medium) of the open countryside and the visual character of the village. Some small-scale frontage development, adjacent to the existing residential properties, may be appropriate but it is some distance from the village facilities/amenities and would increase ribbon development.

**Consultation Response:**  
2 representations were received as a result of the consultation in August 2010 covering the following points:  
- concerns about loss of prime agricultural land  
- concerns about capacity of roads, school and utilities

**Conclusion**  
**Not considered to be suitable for allocation:**  
This is a large site on the edge of the village. Development here would extend ribbon development, have an adverse impact on the landscape and extend the village towards the A1 and Grantham.
Site Reference: BAST01 (15.94 ha)  
Location: Land West of A15 and East of King Street

**Site Description**
Large site to south and east of village. Comprises large fields in agricultural production. Has previously had a planning application for residential development refused.

**Summary of Assessment**

**Constraints:**
Highway Authority: access issues relating to this site, and no direct access off the A15 permitted. Improvement works including signalisation of the crossroads would be required. Unlikely to support development.
Lincolnshire Heritage: Anglo-Saxon cremation cemetery; Iron Age, Romano-British & medieval remains; ring ditches; Iron Age farmstead. Finds: Saxo-Norman & medieval pottery. Archaeological fieldwork undertaken in the area. Archaeological evaluation prior to determination of a planning application may be required.
The site falls within Anglian Water's defined "cordon sanitaire". Septicity issues due to distance from STW. Public footpath crosses the site. Within the identified floodzone and at risk of surface water flooding.
Water Main crosses the site.
IDB: Sustainable system to limit flows required.

**Impact:**
Very large site which lies on the edge of, and outside, the settlement. Development in this location would encroach on open countryside and have a significant impact on landscape character (low-medium) of the open countryside and the visual impact of the village.

**Consultation Response:**

**Conclusion**
Not considered to be suitable for allocation:
Septicity issues due to distance from STW. Site is within flood zone. Access constraints. Not suitable for residential development.
Site Reference: **BAST02 (4.81 ha)**
Location: **Land South of Chesham Drive**

**Site Description**
Field in agricultural production, located on the southern edge of the village. Accessed from layby off A15 south of the village.

**Summary of Assessment**

**Constraints:**
- Highway Authority: Serious concerns relating to the access. Direct access from lay-by is undesirable. Access from Chesham drive would be restrictive. Object to development.
- Septicity issues because of distance from STW.
- Public footpath crosses the site.
- Potential impact of surface water on Baston Fen SAC.
- IDB: Sustainable system to limit flows required.

**Impact:**
The site is adjacent to existing residential estate-type development on the edge of the village. It is reasonably well related to the existing built form, although development would encroach on open countryside and would have a significant impact on the landscape character (low-medium) of the open countryside.

**Consultation Response:**
13 representation were received as a result of the consultation in October 2009 covering the following points:
- concerns site intrudes into open countryside
- concerns about loss of agricultural land
- concerns about access point - should not be through adjoining estate
- support as site is the only practical one

**Conclusion**
**Not considered to be suitable for allocation:**
This is the only suggested site in Baston which is not within the flood zone. However, Highway Authority concerns, which mean the site cannot be accessed from the A15, and encroachment on countryside make the site less suitable. There are environmental concerns about the drainage impact to Baston Fen SAC, and Septicity issues because of distance from STW, which make the site unsuitable. A small part of the site, adjacent to Chesham Drive, was considered for development, but was rejected because of highway concerns.
Site Reference: **BAST03** (20.13 ha)  
Location: **Land at Thetford House Farm**  

**Site Description**  
Large site located on the northern edge of the village. Comprises large agricultural fields.

**Summary of Assessment**  
**Constraints:**  
Highway Authority: Access concerns and undesirable from the A15 - visibility issues. Objection to development.  
Lincolnshire Heritage: Car Dyke - Archaeological evaluation prior to determination of a planning application will be required.  
Site falls within the identified floodzone.  
Septicity concerns because of distance from STW.  
Pond on site.  
Potential impact of surface water on Baston Fen SAC.  
IDB: Sustainable system to limit flows required.

**Impact:**  
This is a large site on the edge, and outside the confines, of the village. It is largely unrelated to the village. Development in this location would encroach on open countryside and have a significant impact on landscape character (low-medium) of the open countryside.

**Consultation Response:**  
7 representation were received as a result of the consultation in October 2009 covering the following points:  
- concerns about location of access  
- concerns about flooding and loss of agricultural land  
- concerns about visual impact  
- support for phased development including country park, would be direct access from A15 with potential for relief road

**Conclusion**  
Not considered to be suitable for allocation:  
Septicity issues due to distance from STW. Site is within flood zone. Highway constraints. Not suitable for residential development.
Site Reference: BAST04 (12.32 ha)
Location: Thetford House Farm, Baston

Site Description
Large site located to the north of the village and separate from it. It comprises large agricultural fields.

Summary of Assessment
Constraints:
Highways Authority: Access concerns. Objection to development.
Lincolnshire Heritage: Thetford House and Park at northern edge; Car Dyke. Archaeological evaluation prior to determination of a planning application will be required.
Site falls within the identified floodzone.
Septicity concerns because of distance from STW.
Potential impact of surface water on Baston Fen SAC.
IDB: Sustainable system to limit flows required.

Impact:
This is a large site located outside the confines of the village. It is largely unrelated to the village. Development in this location would encroach on open countryside and have a significant impact on landscape character (low-medium) of the open countryside.

Consultation Response:
6 representation were received as a result of the consultation in October 2009 covering the following points:
- concerns about location of access
- concerns about flooding and loss of agricultural land
- concerns about visual access

Conclusion
Not considered to be suitable for allocation:
Septicity issues due to distance from STW. Site is within flood zone. Not suitable for residential development.
Site Reference: BAST05 (1.49 ha)  
Location: North of Greatford Road

Site Description
Field located on the western edge of the village. It is in agricultural use.

Summary of Assessment
Constraints:
Highways Authority: Access via Greatford Road to the east of the site. Improvement works (including crossing improvements at A15) would be required.
Site falls within the identified floodzone. Greater risk of surface water flooding.
Septicity concerns because of distance from STW.
Potential impact of surface water on Baston Fen SAC.
IDB: Sustainable system to limit flows required.

Impact:
The site is on the western edge of the village and lies opposite residential properties along Greatford Road. Development in this location would encroach on open countryside and impact on landscape character (low-medium) of the open countryside.

Consultation Response:
7 representation were received as a result of the consultation in October 2009 covering the following points:
• support - flooding issues can be resolved
• concerns about loss of open countryside
• concerns about traffic implications
• support - good access to site

Conclusion
Not considered to be suitable for allocation:
Septicity issues due to distance from STW. Site is within flood zone. Not suitable for residential development.
Site Reference: **BIL01** (8.05 ha)  
Location: **Land at Piper Holt Farm, 4 Folkingham Road**

**Site Description**  
Large site located at the northeast of the village. It comprises mainly agricultural fields with some farm buildings. The site includes a residential property, a farmhouse, located at the road frontage of Folkingham Road. Previous planning applications for residential development and B1/B8 uses have been refused.

**Summary of Assessment**  
**Constraints:**  
Highway Authority: would have concerns if the whole site was to be developed. The existing access via Piper Holt Farm would need to be improved.  
Lincolnshire Heritage: Building: Ivy House, Cropmarks. Archaeological evaluation prior to determination of a planning application may be required.  
Most of the site lies within the identified floodzone and is at risk of surface water flooding  
Listed Building on site.  
Contamination issues associated with the farm buildings have been identified

**Impact:**  
Large site located at the edge of the settlement. The site is adjacent to existing residential development along Folkingham Road. Development in this location would encroach on open countryside. Large-scale development would have a significant impact on landscape character (low-medium) of the open countryside and the visual character of the village.

**Consultation Response:**  
8 representations were received as a result of the consultation in October 2009 covering the following points:  
- support development of part of site around farmhouse  
- flood risks on site  
- concerns development would extend village into open countryside  
- concerns about loss of arable land

**Conclusion**  
**Not considered to be suitable for allocation:**  
This is a large site on the edge of the village, where development would encroach upon the open countryside. Most of the site is within the Flood Zone. It is not, therefore, suitable for development.
Site Description
The site is located within the main body of the village. It comprises industrial buildings, large areas of hard standing and the site of the former station. The site has access north to Station Road and east to West Road. There is likely to be contamination on the site from previous railway use and latterly from its use as a haulage depot.

Summary of Assessment
Constraints:
Highways Authority: Development acceptable based on existing access to residential at northern edge with access onto Station road. Would not want "through road" to West Road.
Possible contamination on site.
Former station on site - not listed but of local significance.
Possible surface water flood risk
The Water Cycle Study has identified that there is a high risk of pluvial flooding affecting this site. Effective sustainable drainage techniques will be critical to the success of development of this site.

Impact:
The site lies within the village and adjacent to existing residential development. It is well-related to the existing built form of the village. It is currently in used for employment.

Consultation Response:
9 representations were received as a result of the consultation in October 2009 covering the following points:
- support because Grimers has ceased trading and other employment use is unlikely
- old station platforms should be protected

Conclusion
Not considered to be suitable for allocation:
The site is in employment use and this should remain.
Site Reference: BIL03 (3.15 ha)  
Location: Adj 30-32 Birthorpe Road

**Site Description**
Large field on the eastern edge of the village, which does not appear to be cultivated, and is used for grazing horses. The site has trees and is hedged to the boundaries and there is a large pond in the centre. The site is accessed from Birthorpe Road, and most of the site lies to the rear of properties along this road.

**Summary of Assessment**

**Constraints:**
- Highway Authority: Highway improvements, including footway links required. Development of small part of site, to road frontage, should not be problematic.
- Possible contamination from previous use of adjacent site (which has planning permission for residential development).
- Site crossed by overhead lines.

**Impact:**
This is a large, level site, located on the edge of the village. It is opposite a large secondary school which is expected to close within a few years. Most of the site is lies to the rear of properties along Birthorpe Road. Development of the front part of the site would be reasonably well related to the existing built form and have limited impact on the open countryside to the north of the site.

**Consultation Response:**
8 representations were received as a result of the consultation in October 2009 covering the following points:
- would extend village into open countryside
- drainage issues on site - suggest adjacent disused factory site more suitable
- site preferable to BIL01 or BIL02

**Conclusion**
Not considered to be suitable for allocation:
Highway concerns make this site unsuitable for development. Small part of the site fronting onto Birthorpe Road has been considered separately as BIL03a.
Site Reference: BIL03a (0.5ha)
Location: Adj 30-32 Birthorpe Road

**Site Description**
The site is that part of site BIL03 which fronts Birthorpe Road. It comprises an open area of grassland.

**Summary of Assessment**
**Constraints:**
Highway Authority: Highway improvements, including footway links required. Development of small part of site, to road frontage, should not be problematic.
Possible contamination from previous use of adjacent site (which has planning permission for residential development).
Site crossed by overhead lines.

**Impact:**
This is a level site, located on the edge of the village. It is opposite a large secondary school which is expected to close within a few years. The site is reasonably well related to the existing built form and development here would have limited impact on the open countryside to the north of the site.

**Consultation Response:**
8 representations were received as a result of the consultation in October 2009, relating the larger site, covering the following points:
- would extend village into open countryside
- drainage issues on site - suggest adjacent disused factory site more suitable
- site preferable to BIL01 or BIL02

**Conclusion**
It is considered that the smaller number of units accommodated here will satisfactorily address the concerns raised by the Highway Authority, and that development would be appropriate in this location.
Site Reference: **BIL04** (5.54 ha)

**Location:** Land between Pointon Road & Bithorpe Road

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**Site Description**
Large site located to the south and east of the village. Comprises a large field in agricultural use. Has previously had a planning application for residential development refused.

**Summary of Assessment**

**Constraints:**
Highway Authority: concerns with the capacity of the site. Bithorpe Road is problematic at peak times. Access to be via Pointon Road. Highway improvements required. Smaller development would be acceptable.
Lincolnshire Heritage: Cropmarks. Archaeological evaluation prior to determination of a planning application may be required.

There may be an area of contamination (through the centre of the site) from previous railway use.

**Impact:**
This is a large site on the edge of the settlement. The topography of the site is flat and development would encroach on open countryside and have a significant impact on landscape character (low-medium) and the visual character of the village.

**Consultation Response:**
7 representations were received as a result of the consultation in October 2009 covering the following points:
- support small development at northern edge to round off village
- suggestion that school site allocated for 90 residential units - then approx one third of site could provide all village requirements (150-175)
- concerns site is too large and extends into open countryside

**Conclusion**
Not considered to be suitable for allocation:
This is a large site on the edge of the village, where development would encroach upon the open countryside. A small part of the site, to be accessed from Bithorpe Road, and a small part to be accessed from Pointon Road were considered for development but were rejected because of highway concerns and the impact on the open countryside.
Site Reference: BIL05 (0.79 ha)  
Location: 5-9 Pointon Road, Billingborough

Site Description
Agricultural field to the rear of properties on the southeastern edge of the village. The field is open and there are no obvious boundaries to the site. The site has no direct access to the public highway.

Summary of Assessment
Constraints:
Highway Authority: objection to development. This site can only be developed with BIL06, with access through BIL06, and there is likely to be an objection because the junction arrangements are unsatisfactory.
Site is at risk of surface water flooding.
Lincolnshire Heritage: Boundary features. Archaeological evaluation prior to determination of a planning application may be required.

Impact:
The site lies to the rear of residential properties on Pointon Road and has no access to it. It is an edge of settlement site which is level and open. Development in this location would encroach on the open countryside and have a significant impact on landscape character (low-medium) of the open countryside and the visual character of the village.

Consultation Response:
8 representations were received as a result of the consultation in October 2009 covering the following points:
• concerns site is in open countryside and has drainage issues
• support as small site will not have great impact

Conclusion
Not considered to be suitable for allocation:
Site has no direct access and can only be developed in conjunction with adjacent site (BIL06).
Site Reference:  BIL06  (0.70 ha)  
Location:  R/O 5 Pointon Road

Site Description
The site is located to the rear of properties on Pointon Road and Brewery Lane. It comprises the garden of No 5 Pointon Road and can only be accessed by a narrow drive next to the dwelling. A previous application for residential development on this site was refused.

Summary of Assessment
Constraints:
Highway Authority: Objection. The junction arrangements are unsatisfactory. Site is at risk of surface water flooding.

Impact:
The site lies adjacent to, and behind, existing residential development. It is reasonably well related to the existing built form. However, access is only possible if the main house was demolished.

Consultation Response:
8 representations were received as a result of the consultation in October 2009 covering the following points:
- undesirable backland development
- support as small site will not have great impact

Conclusion
Not considered to be suitable for allocation:
The Highways Authority is likely to object to development because of access concerns.
**Site Reference:** BIL07 (2.70 ha)  
**Location:** W of village bt Vine St & White Leather Square

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**Site Description**
Large site located to the east of the village. Comprises a large agricultural field in agricultural use with a large agricultural building and hardstanding on the western side. The site has limited access via single track roads from the north and south.

**Summary of Assessment**

**Constraints:**
Highway Authority: Objection. Already an area with parking issues and inadequate road widths leading to the site, and lack of footways and street lighting. Alternative access has been proposed which might overcome concerns and allow a small development. Considered with BIL08.
Lincolnshire Heritage: Cowgate drain; former gasworks. Archaeological evaluation prior to determination of a planning application may be required.
Footpath to site boundary.
Site is at risk of surface water flooding.

**Impact:**
Edge of settlement site which has limited access. The site lies adjacent to residential properties and is reasonably well related to the existing built form, although those properties on the northwestern boundary are single storey. Adjacent to CA but development would have very little impact on it. The main part of the site is contained by development on two sides and tree line to East. Development beyond the tree line would encroach on open countryside and have a significant impact on landscape character (low-medium) of the open countryside.

**Consultation Response:**
9 representations were received as a result of the consultation in October 2009 covering the following points:
- site is too large and intrudes into open countryside
- concerns about loss of arable land

**Conclusion**
Not considered to be suitable for allocation:
The site may be suitable for development. However, the Highway Authority has raised an objection to development, because this site has no obvious means of access.
Site Reference: BIL08 (0.19 ha)
Location: Hurn Farmyard, Low Street, Billingborough

Site Description
Small site which comprises farm buildings and stables. A previous application to convert the stable block was approved.

Summary of Assessment
Constraints:
Highway Authority: potential for small number of units with improvement works. Considered with BIL07.
Conservation Area
Listed Building adjacent
Site is at risk of surface water flooding.

Impact:
This small site is adjacent to existing residential development within the centre of the village. It is well related to the existing built form and development here will have a limited impact, provided that development respects both the Conservation Area and the setting of the adjacent Listed Building.

Consultation Response:
7 representations were received as a result of the consultation in October 2009 covering the following points:
• support but retain farmhouse and barns

Conclusion
Not considered to be suitable for allocation:
This site is suitable for development (by conversion or for a small number of new units). However, the site is considered too small to allocate.
**Site Reference:** BIL09 (0.18 ha)
**Location:** Grimers Transport, High St/West St

**Site Description**
Small site within the centre of the village. Comprises a house and garden with a car park and industrial building to the rear.

**Summary of Assessment**

**Constraints:**
- Highway Authority: suitable for small number of units, some with access to West Street.
- Conservation Area
- Listed Buildings (opposite and adjacent)
- Site is at risk of surface water flooding.

**Impact:**
The site is located in the centre of the village and is well related to the existing built form. Development here will have a limited impact, provided that development respects both the Conservation Area and the setting of the adjacent Listed Building.

**Consultation Response:**
6 representations were received as a result of the consultation in October 2009 covering the following points:
- support but develop from West Road and retain High Street frontage

**Conclusion**
**Not considered to be suitable for allocation:**
This site is too small to allocate. SP2 seeks to retain shops etc within LSCs and to allocate this would be contrary to policy. Core Strategy policies would allow for appropriate redevelopment.
Site Reference: **BIL10 (4.73 ha)**
Location: **South of Folkingham Road**

**Site Description**
Large site on the western edge of the village. Comprises a large level field in agricultural use. The frontage is marked by trees and a ditch/dyke.

**Summary of Assessment**

**Constraints:**
Highway Authority: Concerns if whole site to be developed. Site would require new access and highway improvements/extension of footways etc. frontage development not to be encouraged on village edge.  
Electricity poles cross site.  
Public footpath. 
Site is at risk of surface water flooding. 
The Water Cycle Study has identified that there is a high risk of pluvial flooding affecting this site. Effective sustainable drainage techniques will be critical to the success of development of this site.

**Impact:**
Edge of settlement site which is away from the main settlement. Development here would encroach on open countryside and have a significant impact on the visual character of the village.

**Consultation Response:**
7 representations were received as a result of the consultation in October 2009 covering the following points:  
• would extend village into open countryside  
• concerns about loss of good farmland

**Conclusion**
Not considered to be suitable for allocation:
Large site on edge of village. Highway Authority concerns if whole site developed. Will require new access and highway improvements.
Site Reference: **BIL11** (0.64 ha)  
Location: **Sandygate Home Farm Paddock, Horbling**

**Site Description**  
Grass paddock located in Horbling, away from the main LSC settlement.

**Summary of Assessment**  
**Constraints:**  
Highway Authority: concerns with the visibility being achieved in accordance with specification.  
TPOs to the edge of the site.  
Electricity lines cross site.  
Public footpath crosses site.

**Impact:**  
Site lies adjacent to residential properties along the main road, and is reasonably well related to the existing built form. Development here would have a limited impact on the visual character of the settlement, however located in Horbling away from the majority of village facilities in Billingborough.

**Consultation Response:**  
2 representations were received as a result of the consultation in October 2009 covering the following points:  
• site is in Horbling, outside main settlement and is, therefore, in appropriate

**Conclusion**  
Not considered to be suitable for allocation:  
There are Highway Authority concerns re access. There are other, sequentially better located sites available within Billingborough.
Site Reference: BIL12 (0.90 ha)  
Location: Sandygate Home Farmyard and House, Horbling

Site Description
Farmhouse and yard located in Horbling, away from the main settlement.

Summary of Assessment
Constraints:
Highway Authority: concerns with visibility from proposed point of access.
Lincolnshire Heritage: Possible building remains. Archaeological evaluation prior to determination of a planning application may be required.
Site is at risk of surface water flooding.

Impact:
Site lies adjacent to residential properties along the main road, to the rear of properties along Donnington Road. Development here would have some impact on the landscape character of the open countryside and the visual character of the settlement and is located in Horbling away from the majority of village facilities in Billingborough.

Consultation Response:
2 representations were received as a result of the consultation in October 2009 covering the following points:
• site is in Horbling, outside main settlement and is, therefore, in appropriate

Conclusion
Not considered to be suitable for allocation:
There are Highway Authority concerns re access. There are other, sequentially better located sites available within Billingborough.
**Site Reference:** BIL13 (5.35 ha)  
**Location:** The Limes, Billingborough Road, Horbling

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**Site Description**
Large site, on the southern edge of Horbling, away from the main settlement. Comprises a large agricultural field with farm buildings and farmhouses.

**Summary of Assessment**

**Constraints:**
- Highway Authority: visibility concerns to the north of the site. Highway improvements and speed limit extension required.
- Lincolnshire Heritage: Horbling Hall Park; Horbling Camp. Archaeological evaluation prior to determination of a planning application may be required.
- TPO along the road frontage.
- The site falls within Anglian Water's defined "cordon sanitaire".
- Site is at risk of surface water flooding.

**Impact:**
Edge of settlement site which is large and has no suitable access to the rest of the village. Development here would have a significant impact on landscape character of the open countryside and the visual character of the village. Also located in Horbling away from the majority of village facilities in Billingborough.

**Consultation Response:**
4 representations were received as a result of the consultation in October 2009 covering the following points:
- site is in Horbling, outside main settlement and is, therefore, in appropriate
- concerns about possible impact on SAM (250m to south)

**Conclusion**
Not considered to be suitable for allocation:
This large site is located in open countryside, where development would have a significant impact on the area. There are Highway Authority concerns re access. There are other, sequentially better located sites are available within Billingborough. The site is within Cordon Sanitaire, therefore AW objection rules it out.
Site Reference: **BOUR01** (40.10 ha)  
Location: **Land West of Meadow Drove**

---

**Site Description**

**Summary of Assessment**

**Constraints:**

**Impact:**

**Consultation Response:**

**Conclusion**  
**Not considered to be suitable for allocation:**  
No residential development required (Core Strategy Policy H1), therefore site not assessed.
Site Reference: **BOUR02** (15.67 ha)  
Location: **Land North of Stephenson Way**

---

**Site Description**

**Summary of Assessment**

**Constraints:**

**Impact:**

**Consultation Response:**

**Conclusion**

**Not considered to be suitable for allocation:**
No residential development required (Core Strategy Policy H1), therefore site not assessed.
Site Reference: BOUR03 (2.91 ha)
Location: Land to the East of North Road

Site Description

Summary of Assessment

Constraints:

Impact:

Consultation Response:

Conclusion
Not considered to be suitable for allocation:
No residential development required (Core Strategy Policy H1), therefore site not assessed.
Site Reference: **BOUR04** (74.48 ha)  
Location: **Land to the North-West of Bourne between A151 & A1**

**Site Description**

**Summary of Assessment**

**Constraints:**

**Impact:**

**Consultation Response:**

**Conclusion**  
Not considered to be suitable for allocation:  
No residential development required (Core Strategy Policy H1), therefore site not assessed.
## Site Description

## Summary of Assessment

### Constraints:

### Impact:

### Consultation Response:

### Conclusion

**Not considered to be suitable for allocation:**
No residential development required (Core Strategy Policy H1), therefore site not assessed.
Site Reference: BOUR06 (5.82 ha)
Location: Land West of Hazelwood Drive

Site Description

Summary of Assessment

Constraints:

Impact:

Consultation Response:

Conclusion
Not considered to be suitable for allocation:
No residential development required (Core Strategy Policy H1), therefore site not assessed.
Site Description

Summary of Assessment

Constraints:

Impact:

Consultation Response:

Conclusion
Not considered to be suitable for allocation:
No residential development required (Core Strategy Policy H1), therefore site not assessed.
### Site Description

### Summary of Assessment

### Constraints:

### Impact:

### Consultation Response:

### Conclusion
**Not considered to be suitable for allocation:**
No residential development required (Core Strategy Policy H1), therefore site not assessed.
Site Reference: **BOUR09** (0.97 ha) REJECTED

Location: **Commercial Premises, South Street (W)**

**Site Description**

**Summary of Assessment**

**Constraints:**

**Impact:**

**Consultation Response:**

**Conclusion**

*Not considered to be suitable for allocation:*

No residential development required (Core Strategy Policy H1), therefore site not assessed.
Site Reference: **BOUR10** *(0.51 ha)*

Location: **Land at Southfield Business Park**

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**Site Description**

**Summary of Assessment**

**Constraints:**

**Impact:**

**Consultation Response:**

**Conclusion**

**Not considered to be suitable for allocation:**

No residential development required (Core Strategy Policy H1), therefore site not assessed.
Site Reference: BOUR11 (15.89 ha)
Location: S/E of former hospital, Bourne

---

**Site Description**
Large site located to the southeast of Bourne. Comprises a large field in agricultural use.

**Summary of Assessment**

**Constraints:**
Highway Authority: dependant on the adjacent land. Relief road, Transport Assessment and highway improvement/contribution required.
Lincolnshire Heritage: Car Dyke on western edge - Earthwork bank. Archaeological evaluation prior to determination of a planning application is likely to be required.
Public footpath to western boundary.
Drains on site.
The may be areas of contamination from adjacent sewage treatment works.
Sewer crosses site.
IDB: Sustainable system to limit flows required, or Board may allow developer to provide off-site drainage works.
The Water Cycle Study has identified that there is a high risk of pluvial flooding affecting this site. Effective sustainable drainage techniques will be critical to the success of development of this site.

**Impact:**
The site lies in open countryside on the edge of the settlement. Access to the public highway is only achieved through adjoining land. Development in this location would encroach on open countryside and have a significant impact on landscape character (low-medium) of the open countryside and the visual character of the town.

**Consultation Response:**
6 representations were received as a result of the consultation in October 2009 covering the following points:
- historically important Carr Dyke
- important to preserve open space between Bourne & Thurlby
- environmental impact - important wildlife corridor
- support for employment use

**Conclusion**
Could be suitable for employment use, if access issues can be addressed.
Site Reference: **BOUR12** (20.41 ha)
Location: **South of Tunnel Bank, Bourne**

**Site Description**
Large site located on the southeast edge of the town. Comprises factory premises and associated infrastructure, including areas of undeveloped land.

**Summary of Assessment**

**Constraints:**
Highway Authority: Dependant on the adjoining land. Relief road, Transport Assessment and highway improvement/contribution required. [Tunnel Bank not suitable to serve this site and BOUR11]
Lincolnshire Heritage: prehistoric finds; medieval pottery. Some fieldwork already undertaken. Archaeological evaluation prior to determination of a planning application is likely to be required.
Sewage treatment on site.
Pipeline buffer.
Public footpath to western boundary.
Sewer crosses site.
Water Main crosses site.
IDB: Sustainable system to limit flows required, or Board may allow developer to provide off-site drainage works. The Water Cycle Study has identified that there is a high risk of pluvial flooding affecting this site. Effective sustainable drainage techniques will be critical to the success of development of this site.

**Impact:**
The site lies on the edge of the settlement. The site is used for employment purposes and there would be limited impact as a result of any further development, or re-development, in this location.

**Consultation Response:**
5 representations were received as a result of the consultation in October 2009 covering the following points:
- loss agricultural land
- environmental impact - important wildlife corridor
- important to preserve open space between Bourne & Thurlby

**Conclusion**
The site is considered still to be suitable for employment use. This could be improved if access to the A15 could be effected to the south of the site (possible that access to A15 could be achieved by integration with adjoining site BUOR11 and via adjacent land).
Site Description
Large site located to the east of Bourne. Comprises agricultural fields, allotments, dwellings and a nursery.

Summary of Assessment
Constraints:
Highway Authority: access concerns as no direct link to public highway. [link road required with sites BOUR 14,15,17] Lincolnshire Heritage: Dismantled railway on northern edge. Archaeological evaluation prior to determination of a planning application is likely to be required.
There may be contamination on part of the site resulting from old railway workings.
Water Main crosses site.
IDB: Sustainable system to limit flows required, or Board may allow developer to provide off-site drainage works.

Impact:
The site lies in open countryside outside the confines of the town. The site lies on both sides of South Fen Road, with allotments and a nursery to the north and agricultural fields to the south. The road is raised above the land on either side. Development in this location would encroach on open countryside and have a significant impact on landscape character (low-medium) of the open countryside and the visual character of the town.

Consultation Response:

Conclusion
Not considered to be suitable for allocation:
Site in open countryside. Part of site in use as Nursery and part as allotments. Not suitable for development. There are Highway Authority concerns re access to this site.
Site Reference: **BOUR14** (1.77 ha)  
Location: **South Fen Road, Bourne**

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**Site Description**  
Large site located to the east of Bourne. Comprises farm yard.

**Summary of Assessment**  
**Constraints:**  
Highway Authority: access concerns as no direct link to public highway. [link road required with sites BOUR 13,15,17]  
Part of the site falls within the identified floodzone.  
IDB: Sustainable system to limit flows required, or Board may allow developer to provide off-site drainage works.

**Impact:**  
The site lies in open countryside, outside the confines of the town. Development in this location would encroach on open countryside and have a significant impact on landscape character (low-medium) of the open countryside and the visual character of the town.

**Consultation Response:**

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**Conclusion**  
Not considered to be suitable for allocation:  
This site is remote from the settlement and has poor access, and is not suitable for development. There are Highways Authority concerns with access to this site.
Site Reference: **BOUR15** (7.49 ha)  
Location: **Spalding Road, Bourne**

**Site Description**  
Large site located to the east of Bourne. Comprises field in agricultural use.

**Summary of Assessment**  
**Constraints:**  
Highway Authority: access concerns as no direct link to public highway. [link road required with sites BOUR 13,14,17]  
Lincolnshire Heritage: Dismantled railway on southern edge. Finds - flint scatter. Archaeological evaluation prior to determination of a planning application is likely to be required.  
The site falls within Anglian Water’s defined "cordon sanitaire".  
Part of the site falls within the identified floodzone.  
IDB: Sustainable system to limit flows required, or Board may allow developer to provide off-site drainage works.

**Impact:**  
The site lies to the east of the town and is accessed via a track known as The Slipe. The site is located in open countryside, adjacent to existing employment development. Development in this location would encroach on open countryside and have a significant impact on landscape character (low-medium) of the open countryside.

**Consultation Response:**

**Conclusion**  
*Not considered to be suitable for allocation:*  
Cordon sanitaire, therefore Anglian Water objection rules site out for residential development. There are Highway Authority concerns as the site has poor access and can be considered only as part of larger, comprehensive scheme which would include access road.
Site Reference: BOUR16 (0.57 ha)  REJECTED
Location: Land adjacent Drummond Road

Site Description

Summary of Assessment

Constraints:
Lincolnshire Heritage: Route of road shown on 1825 map Evaluation may be required.

Impact:

Consultation Response:

Conclusion
Not considered to be suitable for allocation:
No residential development required (Core Strategy Policy H1), therefore site not assessed.
Site Reference: BOUR17 (3.67 ha)
Location: Bone Mill, The Slipe, Bourne

Site Description
Site located to the east of Bourne. Comprises the site of a former Bone Mill. Has previously had planning approvals for change of use to general industrial use.

Summary of Assessment
Constraints:
- Highway Authority: access concerns as no direct link to public highway. [link road required with sites BOUR 13,14,15]
- The site falls within Anglian Water's defined "cordon sanitaire".
- Part of the site falls within the identified floodzone.
- There may be contamination from the previous use.
- IDB: Sustainable system to limit flows required, or Board may allow developer to provide off-site drainage works.
- The Water Cycle Study has identified that there is a high risk of pluvial flooding affecting this site. Effective sustainable drainage techniques will be critical to the success of development of this site.

Impact:
The site lies in open countryside, outside the main confines of the town, and is derelict, fenced and in an "unsafe" condition. There would be limited impact from redevelopment of this site.

Consultation Response:

Conclusion
Cordon Sanitaire, therefore Anglian Water objection rules site out for residential development. May be suitable for "bad neighbour" uses, subject to suitable access being established.
Site Reference: BOUR18 (1.06 ha)
Location: Car Auction Site, Cherry Holt Road

Site Description
Site on the east edge of Bourne. Comprises buildings used as a Car Auction Centre and associated land, and a number of residential properties. Has previously had an application for residential development refused.

Summary of Assessment
Constraints:
Highway Authority: Cherry Holt Road is the only connection to the public highway. Junction improvements required and a Transport Assessment.
Lincolnshire Heritage: Post-medieval pottery workshop and croft; medieval pottery kilns. Already evaluated.
Further archaeological work is required.
The site falls within Anglian Water's defined "cordon sanitaire".

Impact:
The site lies adjacent to existing employment land and some residential properties on the edge of Bourne, and is in use as commercial premises. It is well related to the existing built form and the topography of the site means that development here will have a limited impact on the open countryside.

Consultation Response:
4 representations were received as a result of the consultation in October 2009 covering the following points:
• retain for employment use

Conclusion
Not considered to be suitable for allocation:
Cordon sanitaire, therefore Anglian Water objection rules site out for residential development. This site has been identified as part of a locally important employment area.
Site Reference: **BOUR19** (3.62 ha)
Location: North of Bourne Eau, east of Car Dyke, Bourne

**Site Description**
Large site on the eastern edge of Bourne. Comprises land in agricultural use.

**Summary of Assessment**
**Constraints:**
Highway Authority: No connection to the public highway, therefore, access concerns.
Lincolnshire Heritage: medieval/post medieval pottery. Archaeologically evaluated - no further work required.
The site falls within Anglian Water's defined "cordon sanitaire".
There may be contamination as a result of the adjacent sewage treatment works.

**Impact:**
The site lies to the south of Bakkovar Bourne Salads. It relates well to the existing built form and development here would have a limited impact.

**Consultation Response:**

**Conclusion**
Cordon Sanitaire, therefore Anglian Water objection rules site out for residential development. Suitable as expansion land for adjacent employer.
**Site Reference:** **BOUR20** (8.19 ha)

**Location:** Land south of Spalding Road, Bourne

---

**Site Description**
Large site located to the east of Bourne. Comprises a large field in agricultural use.

**Summary of Assessment**

**Constraints:**
Highway Authority: access/visibility concerns. Visibility not achieved via access onto A151. Development undesirable based on this.
The site falls within Anglian Water's defined "cordon sanitaire".
Parts of the site fall within the identified floodzone.
There may be contamination to part of the site resulting from the adjoining sewage treatment works.

**Impact:**
This site is located in the open countryside, outside the confines of the town. It is adjacent to a large food processing plant. Development in this location would encroach on open countryside and have a significant impact on landscape character (low-medium) of the open countryside.

**Consultation Response:**
4 representations were received as a result of the consultation in October 2009 covering the following points:
- retain for employment use

**Conclusion**
Cordon sanitaire, therefore Anglian Water objection rules site out for residential development. Development would be an incursion into open countryside. Area of weak demand for employment use, but could be suitable if additional employment land is required. May be suitable for single use - food processing.
Site Reference: BOUR21 (1.05 ha)  
Location: Carlsburg UK, Spalding Road

Site Description

Summary of Assessment

Constraints:

Impact:

Consultation Response:

Conclusion  
Not considered to be suitable for allocation:
No residential development required (Core Strategy Policy H1), therefore site not assessed.
Site Reference: **BOUR22** (1.83 ha)
Location: **Bourne Core Area**

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**Site Description**
Large site within the town centre of Bourne. Comprises retail units, warehousing, car park, housing and other town centre uses.

**Summary of Assessment**

**Constraints:**
Highway Authority: development may affect existing parking arrangements. Burghley street requires widening, junction upgrade at either end. Transport Assessment required.
Lincolnshire Heritage: Conservation area King St Roman road. Buildings: 15 North St & 17 North St. Desk-based assessment requested. Further archaeological work will be required.
Water Main crosses site.
Sewer crosses site.

**Impact:**
The site lies within the town centre of Bourne. It is adjacent to existing residential development and also to retail and other town centre premises. The site has been identified for a major redevelopment scheme of town centre uses. Care will be taken to ensure there are no adverse impacts resulting from this redevelopment.

**Consultation Response:**
4 representations were received as a result of the consultation in October 2009 covering the following points:
- care needed to preserve and enhance the setting of the Conservation Area

**Conclusion**
Town centre redevelopment scheme for mix of uses
Site Reference: **BOUR23** (4.58 ha)
Location: **Land North of Manning Road**

**Site Description**
Large site on the east of Bourne. Comprises a large paddock. Has previously had an application for residential development refused.

**Summary of Assessment**

**Constraints:**
Highway Authority: may be concerns due to increased traffic generation impacting on existing infrastructure and, in particular, residential roads and junctions that may not have the capacity. Meadow Drove may be suitable for access, but with extensive improvement works.
Lincolnshire Heritage: Car Dyke on western edge. Possible prehistoric activity; medieval/post medieval activity; Roman pottery and loomweight. Trial trenching already undertaken. Further archaeological work required.
Public footpath adjacent to the western boundary.
Sewer crosses site.
The Water Cycle Study has identified that there is a high risk of pluvial flooding affecting this site. Effective sustainable drainage techniques will be critical to the success of development of this site.

**Impact:**
The site lies adjacent to an existing industrial estate. It relates well to the existing built form and there will be limited impacts resulting from further industrial development here.

**Consultation Response:**
6 representations were received as a result of the consultation in October 2009 covering the following points:
- retain for employment use
- support - residential would not prejudice Bourne’s growth
- should be allocated for combination affordable housing & housing for the elderly

**Conclusion**
Suitable for development. Residential use not required.
Site Reference:  **BOUR24 (2.07 ha)**
Location:  **Between Car Dyke and Meadow Drove, Bourne**

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**Site Description**
Site located on the northern edge of established industrial estate. Comprises waste transfer station and land used for storage of aggregates.

**Summary of Assessment**

**Constraints:**
Highway Authority: may be concerns due to increased traffic generation impacting on existing infrastructure and, in particular, residential roads and junctions that may not have the capacity. Meadow Drove may be suitable for access, but with extensive improvement works.
Lincolnshire Heritage: Medieval/post medieval activity on western edge. Evaluation may be required.
Sewer crosses site.

**Impact:**
The site lies adjacent to an existing industrial estate to the east of Bourne. It relates well to the built form and there will be limited impact resulting from further industrial development here.

**Consultation Response:**

**Conclusion**
Retain in employment use. This site has been identified as part of a locally important employment area.
Site Reference: **BOUR25** (4.09 ha)
Location: **Land West of Meadow Drove**

**Site Description**
Large site located to the east of Bourne. Comprises a field in agricultural use.

**Summary of Assessment**

**Constraints:**
Highway Authority: may be concerns due to increased traffic generation impacting on existing infrastructure and, in particular, residential roads and junctions that may not have the capacity. Meadow Drove may be suitable for access, but with extensive improvement works.
Possible sewer to road frontage.
Water Main crosses site.

**Impact:**
The site lies adjacent to an existing industrial estate, in open countryside on the outskirts of Bourne. Development here would encroach on open countryside and have a significant impact on landscape character (low-medium) of the open countryside and the visual character of the town.

**Consultation Response:**

**Conclusion**
Could be suitable if additional employment land is required, although not a priority site.
Site Reference: BOUR26 (3.06 ha)
Location: Land West of Meadow Drove

**Site Description**
Site located to the east of Bourne. Comprises field in agricultural use.

**Summary of Assessment**
**Constraints:**
Highway Authority: may be concerns due to increased traffic generation impacting on existing infrastructure and, in particular, residential roads and junctions that may not have the capacity. Meadow Drove may be suitable for access, but with extensive improvement works.

**Impact:**
This site is located in open countryside on the edge of Bourne. It lies adjacent to an existing industrial estate, but has no connection with it, or with the public highway. Development in this location would encroach on open countryside and have a significant impact on landscape character (low-medium) of the open countryside and the visual character of the town.

**Consultation Response:**
5 representations were received as a result of the consultation in October 2009 covering the following points:
- retain for employment use

**Conclusion**
Could be suitable if additional employment land is required, although not a priority site.
Site Reference: BOUR27 (2.92 ha)  REJECTED
Location: Land West of Meadow Drove

Site Description
Site located to the east of Bourne. Comprises a field in agricultural use.

Summary of Assessment
Constraints:
Highway Authority: may be concerns due to increased traffic generation impacting on existing infrastructure and, in particular, residential roads and junctions that may not have the capacity.
Lincolnshire Heritage: Car Dyke on western edge. Archaeological evaluation prior to determination of a planning application is likely to be required.
Public footpath to western boundary.

Impact:
This site is in open countryside on the edge of the town. It has no connection to the public highway. Development in this location would encroach on open countryside and have a significant impact on landscape character (low-medium) of the open countryside and the visual character of the town.

Consultation Response:

Conclusion
Not considered to be suitable for allocation:
The site is not considered suitable for employment use, unless adjacent land already developed. No residential development required (Core Strategy Polich H1), therefore not assessed for residential use.
Site Reference: **BOUR28** (5.69 ha)  
Location: **Land West of Meadow Drove**

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**Site Description**
Large site located to the east of Bourne. Comprises a field in agricultural use.

**Summary of Assessment**

**Constraints:**
Highway Authority: may be concerns due to increased traffic generation impacting on existing infrastructure and, in particular, residential roads and junctions that may not have the capacity.
Possible sewer to road frontage.
Water Main crosses site.

**Impact:**
This site is located in open countryside, outside the confines of the town. Development in this location would encroach on open countryside and have a significant impact on landscape character (low-medium) of the open countryside and the visual character of the town.

**Consultation Response:**
4 representations were received as a result of the consultation in October 2009 covering the following points:
- support as employment site

**Conclusion**
**Not considered to be suitable for allocation:**
The site is not considered suitable for employment use, unless adjacent land already developed. No residential development required (Core Strategy Polich H1), therefore not assessed for residential use.
Site Reference: **BOUR29** (6.47 ha)  
**REJECTED**

**Location:** Land South of Mill Drove/East of Arnhem Way

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### Site Description
Large site located on the eastern edge of the town. Comprises a large field in agricultural use.

### Summary of Assessment

**Constraints:**
- Highway Authority: may be concerns due to increased traffic generation impacting on existing infrastructure and, in particular, residential roads and junctions that may not have the capacity.
- Lincolnshire Heritage: medieval pottery. Archaeological evaluation prior to determination of a planning application is likely to be required.
- Covenant on land: 10m wide strip along eastern boundary over main sewer.
- Public footpath to western boundary.
- Car Dyke to western boundary.
- Water Main crosses site.

**Impact:**
This site is located in open countryside, outside the confines of the town. Development in this location would encroach on open countryside and have a significant impact on landscape character (low-medium) of the open countryside and the visual character of the town.

**Consultation Response:**
4 representations were received as a result of the consultation in October 2009 covering the following points:
- not required before 2026

**Conclusion**
Not considered to be suitable for allocation:
The site is not considered suitable for employment use. Development would be an incursion into open countryside.
No residential development required (Core Strategy Polich H1), therefore not assessed for residential use.
Site Reference: BOUR30 (2.38 ha)  
Location: The Croft, North Road, Bourne

**Site Description**

**Summary of Assessment**

**Constraints:**

**Impact:**

**Consultation Response:**

**Conclusion**  
Not considered to be suitable for allocation:  
Site already has planning permission.
Site Reference: BOUR31 (15.17 ha) REJECTED
Location: Land North of Mill Drove

Site Description

Summary of Assessment

Constraints:

Impact:

Consultation Response:

Conclusion
Not considered to be suitable for allocation:
No residential development required (Core Strategy Polich H1), therefore not assessed for residential use.
Site Reference: BOUR32 (6.92 ha)
Location: Land South of West Road - Part of Elsea Park

Site Description
Large site located on the western edge of Bourne. Comprises a large field in agricultural use.

Summary of Assessment
Constraints:
Highway Authority: footway/cycleway contributions and Transport Assessment required. Access already exists onto roundabout.
Lincolnshire Heritage: Post medieval building remains; clay extraction pit. Site already evaluated therefore no further work.

Impact:
The site lies adjacent to existing estate type housing development on the approach to Bourne from the west. It is also adjacent to the bypass constructed as part of the nearby Elsea park housing development. It is reasonably well related to the existing built form and has been identified in the Elsea Park masterplan for employment use. Careful design will ensure impacts resulting from development are kept to a minimum.

Consultation Response:
4 representations were received as a result of the consultation in October 2009 covering the following points:
- support - ideal site for service station & roadside services (motel, fast food, convenience store)
- support employment use
- loss of agricultural land

Conclusion
Best site for new employment/business use. Identified in Elsea Park masterplan for employment use.
Site Reference: ADD33 (2.31 ha)  
Location: land at junction of A15 South Road and B1193 Cherr

Site Description

Summary of Assessment

Constraints:

Impact:

Consultation Response:  
3 representations were received as a result of the consultation in August 2010 covering the following points:
- should have smaller retail and include petrol station

Conclusion  
Not considered to be suitable for allocation:  
A recently built Tesco superstore has opened on this site.
**Site Reference:** ADD34 (111.61 ha)  
**Location:** Land North West of Bourne Urban Area

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**Site Description**
Large site located on the northwestern edge of Bourne. Comprises large fields in agricultural use.

**Summary of Assessment**

**Constraints:**
Highway Authority: concerns with the size of the proposed area for development, along with the impact on the A15 via existing infrastructure. Substantial distributor road required and new access/junction onto A15 north of Bourne.
Possible roundabout. Transport Assessment required.
Lincolnshire Heritage: King Street Roman road crosses, Chalybeate Well - some evaluation done but whole site requires evaluation prior to determination.
Adjacent to Bourne Wood (Ancient Wood) and Site of Wildlife Interest.

**Impact:**
The site lies in open countryside, outside the confines of the town. Development here would encroach on open countryside and have significant impacts on this flat, open landscape and on the visual character of both Bourne and Cawthorpe.

**Consultation Response:**
74 representations were received as a result of the consultation in August 2010 covering the following points:
- area suitable for recreational/leisure use, needs facilities for young people, not to include many buildings
- use inappropriate in this location, would impinge on amenity value of Woods
- concerns about impact on Bourne Woods
- suggestion that best use of land would be as a bypass from A151 to A15
- leisure park not needed [facilities exist at Tallington & Ferry Meadows]
- concerns about loss of ag land
- not object to use as quiet park but fear leisure use could include lots of buildings and roads
- use for football, rugby or cricket pitches supported
- development should not compromise building of relief road
- support for leisure use only
- impact on village of Cawthorpe
- noise pollution
- landowner not make site available for leisure use

**Conclusion**
Site assessed as Nature Park with associated facilities eg car parking, hotel/conference centre.

**Not considered to be suitable for allocation:**
This is a large site which has no direct access to the public highway. Development would have major impacts on adjacent residential areas. Whilst a nature park on its own might be appropriate here, if access could be achieved, it is not suitable for any form of built development.
Site Reference: **CAS01 (3.23 ha)**
Location: **Land West of Cumberland Gardens**

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**Site Description**
Large site located on the western approach to the village. Comprises a large agricultural field.

**Summary of Assessment**

**Constraints:**
- Highways Authority: Objection. Visibility issues in relation to this site, an area with drainage issues. Drainage works and carriageway widening required.
- Part of site falls within the identified floodzone
- Public footpath crosses the site.
- Site is at risk of surface water flooding.
- Anglian Water state direct connection to STW is required.

**Impact:**
Edge of settlement site which is large and slopes up towards the village. The site is located outside the confines of the village. Development in this location would encroach on open countryside and have a significant impact on landscape character (medium-high) of the open countryside. Site located adjacent to the conservation area and a wildlife site.

**Consultation Response:**
6 representation were received as a result of the consultation in October 2009 covering the following points:
- concerned about impact on CA
- development will alter the character of the village

**Conclusion**
Not considered to be suitable for allocation:
Direct connection to STW required. The site is outside the village; constraints (including drainage and flood risk) make it unsuitable for development.
Site Reference: **CAS02 (1.40 ha)**
Location: **South of Water Lane**

**Site Description**
Large site located on the northern edge of the village. Comprises a large agricultural field. Previous application for residential development refused.

**Summary of Assessment**

**Constraints:**
Highway Authority: Objection. Access arrangement concerns - Water Lane not suitable to serve development without major widening, drainage and highway improvements.
Site falls within identified floodzone.
Previously identified as an open area important to the character and setting of the built-up area.
Falls within the Conservation Area.
Site is at risk of surface water flooding

**Impact:**
Edge of settlement site which is outside the main confines of the village. Development in this location would encroach on open countryside and have a significant impact on landscape character (medium-high) of the open countryside.

**Consultation Response:**
5 representation were received as a result of the consultation in October 2009 covering the following points:
- concerns about impact on CA - site is open area which is important for CA
- site in CA therefore not acceptable
- concerns access from Water Lane would be dangerous

**Conclusion**
Not considered to be suitable for allocation:
Impact on Conservation Area, flood risk and Highway Authority concerns make this site unsuitable for development.
Site Reference: CAS03 (0.77 ha)

Location: Priory Farm Yard (OS 8726), Station Road

Site Description
Farmyard located within the village and accessed from the main road.

Summary of Assessment
Constraints:
Highway Authority: Objection. Serious access and visibility concerns. Concerns over intensification at this location. Site is adjacent to a Wildlife site. There may be contamination as a result of the adjacent railway.
Listed Buildings adjacent
Within Conservation Area
Water main crosses site

Impact:
The site lies within the village, adjacent to existing residential properties. It is reasonably well related to the existing built form and development here will have limited impact, provided that it respects the Conservation Area and the adjacent Listed Buildings.

Consultation Response:
4 representation were received as a result of the consultation in October 2009 covering the following points:
• concerns about impact on CA
• in CA therefore not acceptable

Conclusion
Not considered to be suitable for allocation:
Impact on Conservation Area & Highway Authority concerns make this site unsuitable for development.
Site Description
Large site located towards the south of the village away from the main settlement. Comprises a large agricultural field.

Summary of Assessment
Constraints:
Highway Authority: access to be via Clipsham Road along with carriageway widening and footway links with kerbing.
Lincolnshire Heritage: Quarry and lime kilns on northern edge. No archaeological work likely unless new information comes to light.
Adjacent to SSSI
Anglian Water state direct connection to STW is required.

Impact:
Edge of settlement site which is located outside the main confines of the village. Although there are residential properties on the opposite side of Clipsham Road, this site is not well related to them. Development in this location would encroach on open countryside and have a significant impact on landscape character (medium-high) of the open countryside.

Consultation Response:

Conclusion
Not considered to be suitable for allocation:
Direct connection to STW required. The site is located outside the main village, not suitable.
Site Reference: **CAS05 (4.66 ha)**
Location: **Adj Bytham Heights**

**Site Description**
Large site located on the southwestern edge of the settlement and outside the main confines of it. Comprises a large agricultural field.

**Summary of Assessment**

**Constraints:**
Highway Authority: access to be via Clipsham Road along with carriageway widening and footway links with kerbing.

**Impact:**
Edge of settlement site which is located outside the main confines of the village. Although the site is adjacent to existing estate type housing, it is not well related to the village. Development in this location would encroach on open countryside and have a significant impact on landscape character (medium-high) of the open countryside.

**Consultation Response:**

**Conclusion**
*Not considered to be suitable for allocation:*
Located outside the main village, and has a poor relationship to existing development. Not suitable.
**Site Reference:** CAS06 (1.02 ha)  
**Location:** Land adjacent to 45 Station Road (Plot C)

---

**Site Description**  
Field in agricultural use located on the southern edge of the settlement and outside the main confines of the village.

**Summary of Assessment**  
**Constraints:**  
Highway Authority: access to be at northern point. Highway improvement works required.  
Site is at risk of surface water flooding  
Sewer crosses site.

**Impact:**  
The site lies adjacent to existing residential development on the edge of the settlement. It is well related to the existing built form of this part of the village. Development in this location would encroach on open countryside and may have an impact on landscape character (medium-high) of the open countryside.

**Consultation Response:**  
3 representation were received as a result of the consultation in October 2009 covering the following points:  
- site considered to be acceptable

**Conclusion**  
Located outside main village, where development would impact on area. Site may be suitable if other, better located sites, are not available.
Site Reference: CAS07 (0.51 ha)
Location: Land adjacent to 45 Station Road (Plot B)

Site Description
Small site located on the southeastern edge of the settlement and outside the main confines of the village. Comprises small grass paddock.

Summary of Assessment
Constraints:
Highway Authority: highway improvement works required, concerns about capacity.
TPO adjacent to the site.

Impact:
Edge of settlement site which lies outside the main confines of the village. It is not well related to the existing built up form of the village. Development in this location would encroach on open countryside and have a significant impact on landscape character (medium-high) of the open countryside.

Consultation Response:

Conclusion
Not considered to be suitable for allocation:
Located outside main village, where development would impact on area. not suitable
Site Reference: CAS08 (0.63 ha)  
Location: East of Station Road, North of Little Bytham Road

Site Description
Agricultural field located towards the south of the settlement, outside the main confines of the village.

Summary of Assessment
Constraints:
Highway Authority: footway links to be provided and carriageway widening. Access to be via Station Road. Sewer crosses site.

Impact:
The site is located at a busy crossroads, outside the main confines of the village. Development in this location would encroach on open countryside and have a significant impact on landscape character (medium-high) of the open countryside.

Consultation Response:
3 representation were received as a result of the consultation in October 2009 covering the following points:
• reference to Wildlife Site are erroneous

Conclusion
Not considered to be suitable for allocation:
Located outside main village, where development would impact on area. Not suitable.
<table>
<thead>
<tr>
<th>Site Reference:</th>
<th><strong>CAS09</strong> (0.11 ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location:</td>
<td><strong>Land adjacent to 36 Station Road</strong></td>
</tr>
</tbody>
</table>

**Site Description**
Small site towards the south of the village. It is a backland site which comprises the garden and land to the rear of a residential property fronting the main road. Previous applications for residential development have been refused.

**Summary of Assessment**

**Constraints:**
- Highway Authority: Objection to development. Access and visibility concerns in relation to this site.
- Adjacent to wildlife site.
- Water Main crosses site.

**Impact:**
The site is the land to the rear of an existing house. It is, therefore, well related to the existing built form of the village. Development in this location will have a limited impact.

**Consultation Response:**

**Conclusion**
**Not considered to be suitable for allocation:**
Highway objection. Site too small to allocate.
Site Reference: **ADD11** (6.89 ha)  
Location: The Old Quarry, Station Road

**Site Description**
Large site located towards the south of the village. It comprises a former quarry and is not visible from the highway. Has a complex planning history including previous allocation and planning permission for employment development, and consent for medical centre and care home on part.

**Summary of Assessment**

**Constraints:**
Highway Authority: site has planning permission with highway approval along with necessary improvements SSSI on site.
There may be contamination for the previous quarrying operations.
Site is at risk of surface water flooding.
Proposed number of units would exceed capacity of STW.
The Water Cycle Study has identified that there is a high risk of pluvial flooding affecting this site.

**Impact:**
Large edge of settlement site which is outside the main confines of the village. It is a former quarry and, therefore, located below the level of the surrounding land. Development in this location would encroach on the SSSI and may impact on the landscape character of the open countryside (medium-high). Site is a quarry and has been identified as being susceptible to surface water flooding.

**Consultation Response:**
5 representation were received as a result of the consultation in August 2010 covering the following points:
- must avoid impact on LBs and CA
- Natural England - concerns that the SSSI site is struggling in unfavourable conditions - needs a fully managed approach to bring back into condition
- LWT - eco-survey essential

**Conclusion**
**Not considered to be suitable for allocation:**
Development has been agreed in principle through employment, medical centre and nursing home approvals. However, the site is considered to be unsuitable for major residential development due to concerns about SSSI, surface water flood risk and capacity of the STW.
Site Reference: ADD12 (0.08 ha)  
Location: Land adjacent 37 Station Road  

Site Description  
Grass paddock located on the eastern edge of the village, adjacent to the railway line.

Summary of Assessment  
Constraints:  
Highway Authority: support. Development could be achieved for a couple of units only, subject to access/parking/turning in accordance with guidelines.  
There may be contamination from the adjacent railway line.

Impact:  
The site lies adjacent to existing residential properties along the main road at the eastern edge of the village. It is reasonably well related to the existing built form of the village. Development of one or two units in this location would have a limited impact on the open countryside.

Consultation Response:  
2 representation were received as a result of the consultation in August 2010 covering the following points:  
• LWT suggest eco-survey because of proximity to Quarry.

Conclusion  
Not considered to be suitable for allocation:  
This site is suitable for residential development. However, the small size makes it unsuitable for allocation.
Site Reference: CAY01 (5.27 ha)  REJECTED

Location: West of Back Lane

**Site Description**
Large site on the western edge of the village. Comprises a large field in agricultural use, with residential properties to the north and south of the site. The boundary with Back Lane is tree-lined and the site is opposite residential properties and the primary school. The properties to the south of the site are on lower ground.

**Summary of Assessment**

**Constraints:**
Highway Authority: Extensive Section 278 works will be likely along Back Lane (road widening and provision of a footway). Concerns over the intensification of Caythorpe Village roads as they are narrow in nature and have a lot of on-street parking. Would consider a small scheme at road frontage. There are issues of capacity of drainage for surface water in the village.
Public footpath along southern boundary.
IDB: discharge from site must be regulated so that the River Brant will not affect properties downstream.

**Impact:**
This is a large site which is located on the edge of the settlement. The properties to the north are single storey and the land is higher than the properties to the south of the site. Development in this location would encroach on the open countryside and have a significant impact on landscape character (medium) of the open countryside and the visual character of the village. However a smaller development in the southern part of the site would have less impact on the countryside.

**Consultation Response:**
6 representation were received as a result of the consultation in October 2009 covering the following points:
- acknowledge need for development but feel site is too large
- concerns about narrow roads leading to site
- concerns that school, doctors and drainage infrastructure are at capacity
- small development welcomed but concerns that the scale of development is out of proportion to the village size
- broadband update urgently needed to accommodate more users
- suggestions that Glebe land near church and land adj to A607 would be more suitable

**Conclusion**
Not considered to be suitable for allocation:
Development would encroach into open countryside. There are highway concerns about development on this site. Smaller site area considered but access constraint would restrict site numbers and may make site unviable.
Site Reference: **COL01** (0.73 ha)  
Location: **Land South of Woolsthorpe Road**

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**Site Description**  
Site located on the western edge of the village. Comprises a field in agricultural use.

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**Summary of Assessment**

**Constraints:**
Highway Authority: contributions to Woolsthorpe improvements and footway links (including kerbing) would be required. Unlikely to support development.

Water main crosses site.

**Impact:**
The site lies adjacent to existing housing on the edge of Woolsthorpe, and away from the main settlement. The site is located in open countryside. Development in this location would encroach on the open countryside and have a significant impact on landscape character (medium-high) of the open countryside and the visual character of the village.

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**Consultation Response:**
6 representations were received as a result of the consultation in October 2009 covering the following points:
- support as natural extension of settlement
- concerns about impact on approach to settlement
- concerns development will have a negative impact on CA

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**Conclusion**

**Not considered to be suitable for allocation:**
Site located furthest from village amenities, and has a poor relationship to existing development. Not suitable.
Site Reference: **COL02** (0.58 ha)  
Location: **Land North of Woolsthorpe Road**

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**Site Description**  
Playing field comprising children's play equipment and open recreational grass area.

**Summary of Assessment**  
**Constraints:**  
Highway Authority: contribution to Woolsthorpe improvement would be required, and access must be at western point. Unlikely to support development t this location.
Public footpath adjacent to site.
Site falls within Anglian Water's defined "cordon sanitaire".
Site of Wildlife Interest adjacent.

**Impact:**  
This site is in use as a playing field, complete with children's play equipment, for use by the residents of the neighbouring properties. Development in this location would reduce the quantity and quality of the local facilities available.

**Consultation Response:**  
4 representations were received as a result of the consultation in October 2009 covering the following points:
- concerns about impact on wildlife and play space
- concerns about negative impact on Woolsthorpe Manor
- support - play space could be relocated

**Conclusion**  
Not considered to be suitable for allocation:  
Cordon sanitaire, therefore AW objection rules out site. Site should be retained as playing field.
**Site Reference:**  **COL03 (1.33 ha)**  
**Location:**  **Former Railway Sidings, Woolsthorpe Road**

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**Site Description**
Site located on the northern edge of the village. Comprises a grass field and adjoins a sewage works.

**Summary of Assessment**

**Constraints:**
Highway Authority: contribution to Woolsthorpe improvement would be required, and access must be at western point. Unlikely to support development at this location.  
Site falls within Anglian Water’s defined "cordon sanitaire".  
Adjacent to Site of Wildlife Interest.  
There may be contamination from use of adjacent site.  
There may be potential nuisance issues from use of adjacent sewage works.

**Impact:**
The site lies at the northern edge of the settlement and is located away from the main village. It has a poor relationship with the existing built-form. The site is adjacent to the existing housing and provides a buffer between the residential development and the sewage works.

**Consultation Response:**
3 representations were received as a result of the consultation in October 2009 covering the following points:
- support - opportunity to positively enhance the area
- site is key to maintaining separation between settlements and development would detract from approach to village

**Conclusion**
Not considered to be suitable for allocation:  
Cordon sanitaire, therefore AW objection rules out site. Site has poor relationship to existing development.  
Potential nuisance (smell etc) from STW. Located in Woolsthorpe rather than Colsterworth - not suitable.
Site Reference: **COL04** (3.82 ha)
Location: **Site off Bridge End Road**

**Site Description**
Large site located on the northeastern edge of the village. Comprises a large grass field.

**Summary of Assessment**

**Constraints:**
Highway Authority: Highway improvements to Bridge End required. Access should be OK for some frontage development, and may serve development of some small part of COL05. Development may be limited by proximity of access to new development on western side of Bridge End.
Lincolnshire Heritage: Historic settlement. Archaeological evaluation prior to determination of a planning application may be required.
Electricity lines cross site.
Sewer crosses site.

**Impact:**
Large, gently sloping, edge of settlement site. There are several tracks running through, but no public footpaths. The site is located outside the village, and has a poor relationship with it. However, a small area of the site, adjacent to Bridge End will not have a significant impact on the character of the village.

**Consultation Response:**
2 representations were received as a result of the consultation in October 2009 covering the following points:
- concerned that site is not a natural extension of village

**Conclusion**
**Not considered to be suitable for allocation:**
This is a large site which, if developed fully, would encroach on open countryside and impact on the landscape and village character. A part of the site fronting Bridge End Road together with a part of COL05 is considered separately as COL4a.
Site Reference: **COL04a (ha)**
Location: **Site off Bridge End Road**

**Site Description**
Site located on the northeastern edge of the village. Comprises a large grass field parts of site COL04 and COL05.

**Summary of Assessment**

**Constraints:**
- Highway Authority: Smaller scale would be acceptable. Highway improvements required, access to be located on western side.
- Lincolnshire Heritage: Historic settlement. Archaeological evaluation prior to determination of a planning application may be required.
- TPO to Woodland Drive road frontage.
- Electricity lines cross site.
- Sewer crosses site.
- The Water Cycle Study has identified that there is a high risk of pluvial flooding affecting this site. Effective sustainable drainage techniques will be critical to the success of development of this site.

**Impact:**
Gently sloping, edge of settlement site. There are several tracks running through, but no public footpaths. The site is located outside the village, adjacent to Bridge End, and will not have a significant impact on the character of the village.

**Consultation Response:**
Representations received as a result of the consultations in October 2009 and August 2010 are reported under references COL04 and COL05 respectively.

**Conclusion**
Site is considered to be suitable for allocation:
This site comprises the road frontage part of site COL04 and an area of land to the rear of properties fronting Bridge End Road, part of site COL05. It is considered that this site addresses the concerns raised by the Highway Authority in relation to both of the larger sites, and that development in this location would be acceptable.
Site Reference:  **COL05** (3.65 ha)  
Location:  **Land North of Woodlands Drive**

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**Site Description**  
Large site located on the northern edge of the village. Comprises a large grass field which slopes steeply away from the adjacent residential development. There are mature trees to the southern boundary.

**Summary of Assessment**

**Constraints:**
Highway Authority: concerns with access to the site. Woodlands Drive is not suitable to serve development and no other form of connection to the public highway. Could be accessed from COL04.
Lincolnshire Heritage: Historic settlement; site of almshouses, ridge and furrow. Archaeological evaluation prior to determination of a planning application may be required.
TPO to Woodland Drive road frontage.
Anglian Water state direct connection to STW is required.

**Impact:**
Edge of settlement site, which is adjacent to existing residential development. Site is steeply sloping and has no suitable access. Development in this location would encroach on open countryside and impact on the landscape character (medium-high) of the landscape and the visual character of the village.

**Consultation Response:**
3 representations were received as a result of the consultation in October 2009 covering the following points:
- concerns that site is too large and will impact on views from Woolsthorpe Manor

**Conclusion**
**Not considered to be suitable for allocation:**
This is a large site which, if developed fully, would encroach on open countryside and impact on the landscape and village character. Part of the site is considered together with part of COL04 as a separate site COL04a.
Site Reference: **COL06** (4.90 ha)
Location: **Field adjacent to A1 and B676**

**Site Description**
Large site located on the southeast corner of the village. Comprises a large field in agricultural use which is bounded by the A1 trunk road to the east and residential properties to the north and west. There is no access to the site from the village estate roads.

**Summary of Assessment**

**Constraints:**
- Highway Authority: concerns about capacity. Roundabout can be reconfigured to serve development.
- Highways Agency: small amount of development would not have a significant impact on the operation of the A1 at this location.
- Possible noise impact from adjacent A1.
- Anglian Water state direct connection to STW is required.
- Water Main crosses site.

**Impact:**
The site lies in open countryside on the edge of the settlement. Although the site is adjacent to existing residential development to the north and west, it cannot be accessed from the estate roads. The site acts as a buffer between the village and the A1 trunk road to the east. Development in this location would encroach on the open countryside, although the impact should be limited.

**Consultation Response:**

**Conclusion**
This site may be suitable for either employment or residential use. However, the impacts of noise and localised flooding issues must be considered. Highway capacity constraints limit the amount of development likely to be accessible. May be suitable for small scheme if no other better sites are available.
Site Reference: **COL07** (5.87 ha)
Location: **Adj A1, north of roundabout, Colsterworth**

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**Site Description**
Large site located outside the village. Comprises a mix of agriculture, petrol station and disused former Travelodge. The site is immediately adjacent to the A1 trunk road.

**Summary of Assessment**

**Constraints:**
- Highway Authority: objection. Concerns about safety at junction.
- Highways Agency: small amount of development would not have a significant impact on the operation of the A1 at this location.
- Lincolnshire Heritage: Ridge and furrow; cropmarks; Ermine Street. Archaeological evaluation prior to determination of a planning application may be required.
- Anglian Water state direct connection to STW is required.

**Impact:**
The site is located away from the village and separated from it by the A1 trunk road. The site is in use as a petrol station and also includes a former Travelodge. Development on the agricultural part of this site would encroach on the open countryside and impact on the landscape character of the area. Development on the southern part of the site would have limited impact.

**Consultation Response:**

**Conclusion**
Suitable for employment use, providing access concerns can be addressed to the satisfaction of the Highways Agency.
Site Reference: **COL08 (4.17 ha)**  
Location: **North of A151, East of Colsterworth Roundabout, Co**

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**Site Description**  
Large site located outside the village and separated from it by the A1 trunk road. Comprises a large field in agricultural use.

**Summary of Assessment**  

**Constraints:**  
Highway Authority: objection. Access concerns. Existing roundabout would likely need to be reconfigured to support any sizeable development. Proximity of industrial access a further constraint.  
Highways Agency: small amount of development would not have a significant impact on the operation of the A1 at this location.  
Lincolnshire Heritage: Ridge and furrow. Archaeological evaluation prior to determination of a planning application may be required.  
Anglian Water state direct connection to STW is required.

**Impact:**  
This large site is located in open countryside, away from the village, and separated from it by the A1 trunk road. The site is adjacent to a petrol station and opposite a Travelodge and Truck Stop. The land opposite has planning approval for B uses. This site relates well to the nearby uses and employment development at this location will have a limited impact on the open countryside.

**Consultation Response:**

**Conclusion**  
Suitable for employment use, provided that access concerns can be addressed.
Site Reference: **COL09** (8.99 ha)  
Location: **Land adjacent Bourne Road & Stamford Road**

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**Site Description**
Large site located to the south of the village. Comprises a large agricultural field which slopes upwards away from the residential development along Bourne Road. Previous applications for residential development have been refused.

**Summary of Assessment**

**Constraints:**
- Highway Authority: objection. Major highway concerns about the capacity of Bourne Road junction.
- Public footpath crosses the site.
- Anglian Water state direct connection to STW is required.

**Impact:**
Edge of settlement site which is large and slopes upwards away from the existing residential development. Development in this location would encroach on open countryside and impact on the landscape character (medium-high) of the landscape and the visual character of the village.

**Consultation Response:**

**Conclusion**
*Not considered to be suitable for allocation:*
This is a large site located in open countryside, outside village confines. There are Highway Authority concerns about access.
Site Reference: **ADD13** (10.92 ha)  
Location: **land south of B676 Bourne Road and west of A1**

**Site Description**  
Large site located adjacent to the A1 trunk road, and outside beyond the confines of the village. Comprises a large agricultural field.

**Summary of Assessment**

**Constraints:**
Highways Authority: Outside of national speed limit site. Re-design of roundabout to accommodate further development.
Highways Agency: small amount of development would not have a significant impact on the operation of the A1 at this location.

**Impact:**  
This site is located in open countryside away from the village and adjacent to the A1 trunk road. The site does not relate to the built form of the village. Development in this location would encroach on open countryside and impact on the landscape character (medium-high) of the landscape and the visual character of the village.

**Consultation Response:**
4 representations were received as a result of the consultation in August 2010 covering the following points:
- adj Twyford Wood (ancient site) butterfly habitat - managed by Lincs branch of Butterfly Conservation
- west of A1 suitable for residential - industrial suited to east of A1
- support - site better than others in area
- no proven need - unused allocations exist

**Conclusion**
**Not considered to be suitable for allocation:**
Impact on the open countryside and requirements for highway improvements and Highways Agency concerns make this a less suitable and attractive option for new employment development.
Site Reference: ADD14 (3.54 ha) REJECTED
Location: north of Honey Pot Lane

**Site Description**
Large site within an established industrial area. Part of the site is in use for vehicle hire.

**Summary of Assessment**

**Constraints:**
Highways Authority: some improvements required to Honey Pot Lane to overcome some highway concerns, including drainage.
Highways Agency: this site should be acceptable, although the impact on the A1/Honey Pot Lane junction will need to be assessed from an accident risk point of view as development may increase traffic utilising this at grade junction. There may be contamination from previous use as military land.

**Impact:**
This site is within an established industrial area. The site relates well to the neighbouring uses and development here will not adversely impact the surrounding area.

**Consultation Response:**
4 representations were received as a result of the consultation in August 2010 covering the following points:
- adj Twyford Wood (ancient site) butterfly habitat - managed by Lincs branch of Butterfly Conservation
- dj Twyford Wood Ancient Woodland - 20m exclusion - eco-survey required
- low level commercial/industrial units are acceptable - NOT waste recycling

**Conclusion**
Not considered to be suitable for allocation:
This site may be suitable for employment use in conjunction with the existing development. There are, however, concerns about the impact on the landscape and the areas location away from the main village of Colsterworth which make it a less sustainable option.
Site Reference: CORB01 (1.04 ha)  
Location: Land at rear of 2 & 4 Tanners Lane

**Site Description**
Site located on the northwest edge of the village. Comprises an agricultural field.

**Summary of Assessment**

**Constraints:**
Highway Authority: objection. No link or connection to public highway. No such development supported.

**Impact:**
Edge of settlement site which is in an elevated position to the rear of residential properties along Tanners Lane. Development in this location would encroach on open countryside and have a significant impact on landscape character (medium-high) of the open countryside and the visual character of the village.

**Consultation Response:**

**Conclusion**
Not considered to be suitable for allocation:
Highway objection - no suitable access. Development would extend development into the countryside. Not suitable.
**Site Reference:** CORB02 (2.94 ha)  
**Location:** Land adjacent Hill House, Tanners Lane

**Site Description**  
Large site located on the western edge of the village. Comprises a large agricultural field and a paddock and domestic garden to Hill House. Previous applications for residential development have been refused.

**Summary of Assessment**  
**Constraints:**  
Highways Authority: Major improvements, including drainage, to Tanners Lane required.  
Part of site within floodzone.

**Impact:**  
Edge of settlement site which is large and slopes upwards away from properties on Tanners Lane. Development in this location would encroach on open countryside and have a significant impact on landscape character (medium-high) of the open countryside and the visual character of the village.

**Consultation Response:**

**Conclusion**  
Not considered to be suitable for allocation:  
Highway Authority concerns would need to be addressed (major improvements, including drainage, to Tanners Lane required).
**Site Reference:** CORB03 (0.75 ha)  
**Location:** Land off Tanners Lane

**Site Description**  
Grass paddock on southwestern edge of village.

**Summary of Assessment**  
**Constraints:**  
Highway Authority: access and drainage concerns in relation to this site. Major improvement required to Tanners Lane prior to any development.  
Site falls within identified floodzone.

**Impact:**  
Site lies on the edge of the village. Development in this location would encroach on open countryside and have a significant impact on landscape character (medium-high) of the open countryside and the visual character of the village. The site falls entirely within the floodzone and development would be contrary to policy.

**Consultation Response:**

**Conclusion**  
**Not considered to be suitable for allocation:**  
The whole site is within flood zone, and there are Highway Authority concerns about access and drainage, requiring major improvements.
**Site Reference:** CORB04 (0.62 ha)  
**Location:** Allotment Gardens, Tanners Lane

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**Site Description**  
Former timber yard located on the edge of the village. Comprises an area of scrubland.

**Summary of Assessment**  
**Constraints:**  
Highway Authority: access and visibility concerns - major improvements required along Tanners Lane prior to any development.  
There may be contamination resulting from previous use as a timber yard.  
A small part of the site falls within the identified floodzone.  
Sewer crosses site.  
The Water Cycle Study has identified that there is a high risk of pluvial flooding affecting this site. Effective sustainable drainage techniques will be critical to the success of development of this site.

**Impact:**  
The site lies adjacent to existing estate type housing development on the edge of the village. It is reasonably well related to the existing built form and the topography of the site means that development here will have a limited impact on the open countryside.

**Consultation Response:**  
Despite flooding concerns would be parish council’s preferred option.

**Conclusion**  
**Not considered to be suitable for allocation:**  
Part of the site falls within the identified floodzone where development is not appropriate. The Water Cycle Study also identifies high risk of surface water flooding. These, and the Highway Authority concerns about visibility and access, mean this site is not suitable for residential development.
Site Reference: CORB05 (1.46 ha)  REJECTED
Location: Land at Pridmoor Road

**Site Description**
Large site at the western approach to the village. Comprises part agricultural field and part playground. Previous applications for residential development have been refused.

**Summary of Assessment**

**Constraints:**
Highway Authority: access and visibility concerns - major improvements required along Tanners Lane prior to any development.
Lincolnshire Heritage: Archaeological evaluation prior to determination of a planning application may be required.
There may be contamination on part of the site resulting from the previous use of the adjoining land as a timber yard.
Sewer crosses site.
Part of site falls within the identified floodzone.

**Impact:**
The site lies adjacent to existing estate type housing development on the edge of the village. The site is reasonably well related to the existing built form, but it is in a prominent position on the western approach to the village. Development here would have a significant impact on the visual character of the village.

**Consultation Response:**

**Conclusion**
**Not considered to be suitable for allocation:**
There are Highway Authority concerns re access. Part of site is within flood zone. Part of site is used as a playing field, the loss of which is contrary to policy SP2 and emerging policy SAP6. Other more suitable sites are likely to be available.
**Site Description**
Large site located on the southern edge of the village. Comprises a large field in agricultural use, which is in an elevated position above the nearby residential properties.

**Summary of Assessment**

**Constraints:**
Highway Authority: visibility and access issues relate to this site. Access to A151 is undesirable in this location. The site falls within Anglian Water's defined "cordon sanitaire".

**Impact:**
Edge of settlement site which is large and slopes upwards away from the village. Development in this location would encroach on open countryside and have a significant impact on landscape character (medium-high) of the open countryside and the visual character of the village.

**Consultation Response:**

**Conclusion**
Not considered to be suitable for allocation:
Cordon sanitaire, therefore AW objection rules out site. Site is in prominent position on the outskirts of the village. Highway Authority concerns about access to A151, and would be unlikely to support development. Not suitable for development.
### Site Reference
**CORB07** (0.71 ha)

### Location
Land to R/O 25 Station Road

#### Site Description
Large site which is located outside the village on its southwestern approach. Comprises an agricultural field.

#### Summary of Assessment

**Constraints:**
Highway Authority: visibility and access concerns relate to this site. Access to A151 is undesirable in this location. The site falls within Anglian Water's defined "cordon sanitaire". Part of the site falls within the identified floodzone.

**Impact:**
The site falls within open countryside outside the settlement. Development in this location would encroach on open countryside and have a significant impact on landscape character (medium-high) of the open countryside and the visual character of the village.

#### Consultation Response:

#### Conclusion
Not considered to be suitable for allocation:
Cordon sanitaire, therefore AW objection rules out site. Site is in prominent position on the outskirts of the village. Highway Authority concerns about access to A151, and would be unlikely to support development. Not suitable for development.
Site Reference: CORB08 (2.74 ha)  
Location: Land South The Green

**Site Description**
Large site in open countryside outside the village confines. Comprises a large agricultural field.

**Summary of Assessment**

**Constraints:**
Highway Authority: visibility and access issues relate to this site. Access to A151 is undesirable in this location. The site falls within Anglian Water's defined "cordon sanitaire".

**Impact:**
The site is located in the open countryside outside the confines of the village. It occupies a prominent position and does not relate well to the existing built form of the settlement. Development in this location would encroach on open countryside and have a significant impact on landscape character (medium-high) of the open countryside and the visual character of the village.

**Consultation Response:**

**Conclusion**
Not considered to be suitable for allocation:
Cordon sanitaire, therefore AW objection rules out site. Site is in prominent position on the outskirts of the village. Highway Authority concerns about access to A151, and would be unlikely to support development. Not suitable for development.
**Site Description**
Large site in open countryside outside the village confines. Comprises a large agricultural field.

**Summary of Assessment**

**Constraints:**
Highway Authority: visibility and access issues relate to this site. Access to A151 is undesirable in this location.
Lincolnshire Heritage: Site of windmill. Archaeological evaluation prior to determination of a planning application may be required.
The site falls within Anglian Water's defined "cordon sanitaire".

**Impact:**
The site is located in the open countryside outside the confines of the village. It occupies a prominent position and does not relate well to the existing built form of the settlement. Development in this location would encroach on open countryside and have a significant impact on landscape character (medium-high) of the open countryside and the visual character of the village.

**Consultation Response:**

**Conclusion**
**Not considered to be suitable for allocation:**
Site is in prominent position on the outskirts of the village. Highway Authority concerns about access to A151 and would be unlikely to support development. Not suitable for development.
Site Reference: **CORB10** (1.48 ha)
Location: **Land off Swinstead Road**

**Site Description**
Site on the southern edge of the village. Comprises mainly agricultural field.

**Summary of Assessment**

**Constraints:**
Highway Authority: carriageway improvements and footway links to be provided. Extension of speed limit would be required. Junction capacity should not be a problem. Anglian Water state direct connection to STW is required.

**Impact:**
This site lies adjacent to existing residential development along Swinstead Road and immediately north of the village hall and playing field. It relates well to the existing built form and the topography of the site means that development here will have a limited impact on the open countryside and the visual character of the village.

**Consultation Response:**
representations were received as a result of the consultation in October 2009 covering the following points:
- support - good location (adjacent village hall & school)

**Conclusion**
May be suitable if Highways Authority concerns can be addressed. Will require footways and carriageway improvements.
**Site Reference:**  CORB11  (9.76 ha)  
**Location:**  Land between Bourne and Swinstead Road

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**Site Description**
Large site located on the southeastern edge of the village. Comprises a large agricultural field.

**Summary of Assessment**

**Constraints:**
Highway Authority: no direct access to A151 Bourne Road, and Swinstead Road would require major improvements to serve such development. Unlikely to support development at this location. There may be contamination of a small part of the site at the Swinstead Road frontage resulting from previous uses of the site. Anglian Water state direct connection to STW is required.

**Impact:**
The site is located in the open countryside outside the confines of the village. Development in this location would encroach on open countryside and have a significant impact on landscape character (medium-high) of the open countryside and the visual character of the village.

**Consultation Response:**
representations were received as a result of the consultation in October 2009 covering the following points:
- support

**Conclusion**
Not considered to be suitable for allocation:
The Highway Authority will not allow access to Bourne Road. Development of this large site would encroach on the open countryside. Highways concerns and impact on open countryside make it unsuitable for development.
**Site Reference:** CORB12 (4.01 ha)  
**Location:** Land off Barn Owl Close

### Site Description
Site located on the eastern edge of the village. Comprises an agricultural field.

### Summary of Assessment
**Constraints:**
- Outside the speed limit.
- Public footpath to boundary.
- Anglian Water state direct connection to STW is required.

**Impact:**
Edge of settlement site which is located outside the confines of the village and has no direct access to it. It does not relate well to the existing built form. Development in this location would encroach on open countryside and have a significant impact on landscape character (medium-high) of the open countryside and the visual character of the village.

**Consultation Response:**

**Conclusion**
*Not considered to be suitable for allocation:*
Highway Authority objection and impact on countryside make this not suitable for development.
Site Reference: **CORB13** (1.80 ha)  
**REJECTED**

Location: **Land R/O St Johns Church, Church Street**

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**Site Description**
Large site located to the northeast of the village. Comprises an agricultural field.

**Summary of Assessment**

**Constraints:**
Highway Authority: objection. Access implications in relation to this site. All links are unadopted roads.
Adjacent to Listed Building: Church

**Impact:**
Edge of settlement site which is located outside the confines of the village, and has no direct access to it. The site does not relate well to the existing built form. Development in this location would encroach on open countryside and have a significant impact on landscape character (medium-high) of the open countryside and the visual character of the village.

**Consultation Response:**

**Conclusion**
Not considered to be suitable for allocation:
Highway Authority objection and impact on heritage assets make this not suitable for development.
Site Reference: CORB14 (0.36 ha)  
Location: Land off Coronation Road

Site Description
Grass paddock located on the edge of the village and which is accessible only on foot.

Summary of Assessment

Constraints:
Highway Authority: objection. Access concerns in an area with on street parking issues. High Street not suitable to serve such development.
Lincolnshire Heritage: Conservation Area Castle. Takes in part of a Scheduled Monument. Archaeological evaluation prior to determination of a planning application may be required.
Ancient Monument site adjacent.

Impact:
Edge of settlement site which is located outside the confines of the village, and has no direct access to it. The site does not relate well to the existing built form. Development in this location would encroach on open countryside and have a significant impact on landscape character (medium-high) of the open countryside and the visual character of the village.

Consultation Response:

Conclusion
Not considered to be suitable for allocation:
Highway Authority objection and impact on heritage assets make this not suitable for development.
**Site Reference**: CORB15 (0.60 ha)

**Location**: Adj 4 Irnham Road

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**Site Description**
Small, steeply sloping site located at the northern edge of the village. Comprises a grass embankment with trees to the road frontage.

**Summary of Assessment**

**Constraints**:
Highway Authority: objection. Access/visibility concerns. Major carriageway improvements/extension of speed limit. Drainage improvement works required in this problem area and footway links to be provided.
Within Conservation Area.

**Impact**:
This is a steeply sloping site on the edge of the village. The site does not relate well to the existing built form. Development in this location would encroach on open countryside and have a significant impact on landscape character (medium-high) of the open countryside and the visual character of the village.

**Consultation Response**:

**Conclusion**
Not considered to be suitable for allocation:
Steeply sloping site - unsuitable for development. Highway Authority objection to development on this site.
Site Description
Large site located on the southeastern edge of the village, and with frontages to two approach roads to the village. Comprises agricultural field to the Bourne Road frontage and scrub and trees to the Swinstead Road frontage. The site is divided by hedges. Previous applications for residential development have been refused.

Summary of Assessment
Constraints:
Highway Authority: concerns as this site is located adjacent to the fire station and outside the village speed limit. No access to A151 Bourne Road would be permitted. Development of part of site fronting Swinstead Road would be acceptable. Swinstead Road would require improvement works, including footpaths, to accommodate such development.

Impact:
Edge of settlement site which has two distinct parts. The Swinstead Road frontage is located adjacent to the school playing field and opposite the village hall and playing field. Development in this location would encroach into the open countryside and may have significant impacts on the landscape character of the countryside.

Consultation Response:
3 representations were received as a result of the consultation in August 2010 covering the following points:
- support - but must ensure a mixed range of property types
- support - but concerns about school capacity

Conclusion
Not considered to be suitable for allocation:
This is a large site which, if fully developed, would encroach upon open countryside. There are highway concerns which restrict the amount of development of this site. A smaller part of the site fronting onto Swinstead Road has been considered separately as ADD15a.
Site Reference: **ADD15a (1 ha)**
Location: **land between Bourne Road & Swinstead Road, adjacent to school**

### Site Description
Site located on the southeastern edge of the village. It comprises the part of the large site ADD15 which fronts Swinstead Road, along with a pedestrian walkway to Bourne Road. Previous applications for residential development have been refused.

### Summary of Assessment
**Constraints:**
Highway Authority: concerns as this site is located adjacent to the fire station and outside the village speed limit. No access to A151 Bourne Road would be permitted. Development of part of site fronting Swinstead Road would be acceptable. Swinstead Road would require improvement works, including footpaths, to accommodate such development.

**Impact:**
Edge of settlement site, located adjacent to the school playing field and opposite the village hall and playing field. Development in this location would encroach into the open countryside and may have significant impacts on the landscape character of the countryside.

**Consultation Response:**
3 representations were received as a result of the consultation in August 2010 (relating to the large site) covering the following points:
- support - but must ensure a mixed range of property types
- support - but concerns about school capacity

### Conclusion
**Site is considered to be suitable for allocation:**
This smaller site has vehicular access only from Swinstead Road, while allowing pedestrian access to Bourne Road. This will allow access to the village facilities (village hall from Swinstead Road, and medical, shops and school via Bourne Road). It is considered that this smaller site satisfactorily addresses the concerns raised by the Highway Authority in relation to the larger site. The site is therefore considered suitable for housing development.
Site Reference: **DEEP01** (33.62 ha)  
Location: **Land West of Linchfield Road**

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**Site Description**  
Large site located to the north of Deeping St James. Comprises large agricultural land.

**Summary of Assessment**  
**Constraints:**  
Highway Authority: provides potential for links (including footways) to Linchfield Road and junction with Towngate East, and link to A15 through employment area.  
Lincolnshire Heritage: Late Iron Age/Romano-British features (HER 35351) Findspots: post medieval finds (HER 35407, 35411); medieval pottery/finds (HER 35404, 35405, 35409); Roman tile (HER 35406); Roman pottery (HER 35410); flints (HER 35427, 35428) Some fieldwork already undertaken in the area. Archaeological evaluation prior to determination of a planning application is likely to be required.  
Public footpaths cross site.  
Water main and sewer cross site  
IDB: Sustainable system to limit flows required.  

**Impact:**  
Edge of settlement site which is large and prominently located outside the confines of Deeping St James, on the edge of open countryside. Because development here would encroach on open countryside an assessment of the landscape sensitivity has been made. The site has been assessed as having a low landscape sensitivity and a high capacity for development.

**Consultation Response:**  
2 representations were received as a result of the consultation in October 2009 covering the following points:  
• support - with DEEP02 will be sufficient to meet needs

**Conclusion**  
The site has been withdrawn and should therefore be considered unavailable.
Site Reference: DEEP02 (5.16 ha)
Location: Land West of Linchfield Road

Site Description
Large site located on the northern edge of Deeping St James. Comprises a large agricultural field with a dyke to its northern boundary.

Summary of Assessment

Constraints:
Highway Authority: Transport Assessment required to consider capacity issues on network and junction (if development in excess of 150 units considered). Highway improvements required including widening of Towngate and junction improvements will be necessary.
Lincolnshire Heritage: Late Iron Age/Romano-British features (HER 35351) Some fieldwork already undertaken in the area. Archaeological evaluation prior to determination of a planning application is likely to be required.
Public footpaths adjacent and crossing site.
Sewer crosses site

IDB: Sustainable system to limit flows required.

Impact:
The site lies immediately adjacent to existing estate type housing development on the edge of Deeping St James, and on the edge of open countryside. Because development here would encroach on open countryside an assessment of the landscape sensitivity has been made. The site has been assessed as having a low landscape sensitivity and a high capacity for development.

Consultation Response:
3 representations were received as a result of the consultation in October 2009 covering the following points:
• support - with DEEP01 will be sufficient to meet needs

Conclusion
The site is considered to be suitable for residential development, this could be as a stand alone development or as part of a larger comprehensive development including DEEP01 (but this site has been withdrawn).
Site Reference: DEEP03 (22.99 ha)  
Location: Land South Towngate East, and East of Linchfield R

Site Description
Large site located on the northeastern edge of Deeping St James. Comprises a large agricultural field.

Summary of Assessment
Constraints:
Highway Authority: concerns about size of development. Hall Meadow road and Linchfield - carriageway widening and other improvements. Footway/cycleway links. [sites DEEP03, 04, 05, 06, 08, 09 & 10 to be linked]
Lincolnshire Heritage: Late Iron Age/Romano-British features; Romano-British sites; flint & post medieval finds. Some fieldwork already undertaken in the area. Archaeological evaluation prior to determination of a planning application is likely to be required.
Public footpaths.
Water main crosses site.
IDB: Sustainable system to limit flows required.

Impact:
Edge of settlement site which is large and prominently located outside the confines of Deeping St James, on the edge of open countryside. Because development here would encroach on open countryside an assessment of the landscape sensitivity has been made. The site has been assessed as having a high landscape sensitivity and a low-medium capacity for development.

Consultation Response:
6 representations were received as a result of the consultation in October 2009 covering the following points:
• retain site as open space (including woodland and lake)
• concerns that site size is too great

Conclusion
Not considered to be suitable for allocation:
Development on this site would be a major incursion into open countryside. The southern part of the site is unsuitable for development in view of the flood zone issue. Whilst the remainder of the site might be suitable for residential, it is a large site which, if fully developed, could have a detrimental effect on the amenities of nearby residents.
Site Reference: **DEEP04** (20.34 ha)  
Location: **Land East of Linchfield Road**

**Site Description**  
Large site located on the eastern edge of Deeping St James. Comprises a large agricultural field.

**Summary of Assessment**  
**Constraints:**  
Highway Authority: concerns about size of development. Hall Meadow road and Linchfield - carriageway widening and other improvements. Footway/cycleway links. [sites DEEP03, 04, 05, 06, 08, 09 & 10 to be linked]  
Lincolnshire Heritage: Some fieldwork already undertaken in the area. Archaeological evaluation prior to determination of a planning application is likely to be required.  
Public footpath crosses site.  
Water main and sewer cross site  
IDB: Sustainable system to limit flows required.

**Impact:**  
Edge of settlement site which is large and prominently located outside the confines of Deeping St James, on the edge of open countryside. Because development here would encroach on open countryside an assessment of the landscape sensitivity has been made. The northeastern part of the site has been assessed as having a high landscape sensitivity and a low-medium capacity for development and the remainder as having a moderate landscape sensitivity and a medium-high capacity for development.

**Consultation Response:**  
5 representations were received as a result of the consultation in October 2009 covering the following points:  
- retain site as open space (including woodland and lake)  
- concerns that site size is too great

**Conclusion**  
**Not considered to be suitable for allocation:**  
Development on this site would be a major incursion into open countryside. Part of the site is unsuitable for development in view of the flood zone issue. Whilst the remainder of the site might be suitable for residential, it is a large site which, if fully developed, could have a detrimental effect on the amenities of nearby residents.
Site Reference: **DEEP05** (33.32 ha)  
**REJECTED**

Location: **Land off Spalding Road**

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**Site Description**  
Large site located to the east of Deeping St James. Comprises a large agricultural field.

**Summary of Assessment**  

**Constraints:**  
Highway Authority: concerns about size of development. Hall Meadow road and Linchfield - carriageway widening and other improvements. Footway/cycleway links. [sites DEEP03, 04, 05, 06, 08, 09 & 10 to be linked]  
Lincolnshire Heritage: Findspot: medieval/post medieval pottery (HER 36711) Archaeological evaluation prior to determination of a planning application is likely to be required.  
Part of the site falls within the identified floodzone.  
Public footpath crosses the site.  
Sewer crosses site.  
IDB: Sustainable system to limit flows required.

**Impact:**  
Edge of settlement site which is large and prominently located outside the confines of Deeping St James, in open countryside. Because development here would encroach on open countryside an assessment of the landscape sensitivity has been made. The site has been assessed as having a high landscape sensitivity and a low-medium capacity for development.

**Consultation Response:**  
6 representations were received as a result of the consultation in October 2009 covering the following points:  
- retain site as open space (including woodland and lake)  
- concerns that site size is too great

**Conclusion**  
**Not considered to be suitable for allocation:**  
Development would be a major incursion into open countryside. Part of the site is unsuitable for development in view of the flood zone issue. This is a large site, which could only be developed in association with adjacent sites (DEEP03 & 04).
Site Reference: DEEP06 (4.85 ha)
Location: Land to rear of 53-101 Spalding Road

**Site Description**
Site located to the east of Deeping St James. Comprises an agricultural field to the rear of properties on the outskirts of the settlement.

**Summary of Assessment**

**Constraints:**
- Highway Authority: concerns about size of development. Hall Meadow road and Linchfield - carriageway widening and other improvements. Footway/cycleway links. [sites DEEP03, 04, 05, 06, 08, 09 & 10 to be linked]
- Lincolnshire Heritage: Archaeological evaluation prior to determination of a planning application is likely to be required.
- Part of the site falls within the identified floodzone.
- IDB: Sustainable system to limit flows required.

**Impact:**
Landlocked site located in open countryside outside the confines of the settlement. Because development here would encroach on open countryside an assessment of the landscape sensitivity has been made. The site has been assessed as having a moderate landscape sensitivity and a medium-high capacity for development.

**Consultation Response:**
5 representations were received as a result of the consultation in October 2009 covering the following points:
- retain site as open space (including woodland and lake)
- concerns that site size is too great

**Conclusion**
Not considered to be suitable for allocation:
Landlocked site which has no access and could only be developed in association with adjacent sites.
Site Reference: DEEP07 (0.62 ha)
Location: Land at Spalding Road/Broadgate Lane

**Site Description**
Site located within the settlement. Comprises a redundant farmyard. Has previously had a planning application for housing development refused.

**Summary of Assessment**
**Constraints:**
- Highway Authority: number of units and access arrangements to be discussed.
- Sewer crosses site.
- IDB: Sustainable system to limit flows required.

**Impact:**
The site lies adjacent to existing estate type housing development on the edge of Deeping St James. It is well-related to the existing built form and the topography of the site means that development here will have a limited impact.

**Consultation Response:**

**Conclusion**
Site is considered to be suitable for residential use.
Site Reference: **DEEP08 (18.28 ha)**  
Location: **Land West of Hall Meadow Road**

### Site Description
Large site located to the east of Deeping St James. Comprises a large agricultural field, including allotments.

### Summary of Assessment
**Constraints:**
Highway Authority: concerns about size of development. Hall Meadow road and Linchfield - carriageway widening and other improvements. Footway/cycleway links. [sites DEEP03, 04, 05, 06, 08, 09 & 10 to be linked]  
Lincolnshire Heritage: Findspot: post medieval pottery. Archaeological evaluation prior to determination of a planning application is likely to be required.  
Part of the site falls within the identified floodzone.  
Water main crosses site.  
IDB: Sustainable system to limit flows required.

**Impact:**
The site is located in open countryside, outside the confines of the settlement. Because development here would encroach on open countryside an assessment of the landscape sensitivity has been made. The site has been assessed as having a high landscape sensitivity and a low-medium capacity for development.

**Consultation Response:**
6 representations were received as a result of the consultation in October 2009 covering the following points:  
- concerns that site size is too great  
- contains allotments created 5 years ago and has waiting list

**Conclusion**
**Not considered to be suitable for allocation:**
Development would be a major incursion into open countryside. There are allotments on this site, which should be retained. The site could only be developed in association with adjacent sites (DEEP03, 04 & 05).
Site Reference: DEEP09 (2.52 ha)  
Location: Land off Hall Meadow Road

**Site Description**
Site located to the east of Deeping St James. Comprises an agricultural field to the rear of properties on the outskirts of the settlement.

**Summary of Assessment**

**Constraints:**
Highway Authority: concerns about size of development. Hall Meadow road and Linchfield - carriageway widening and other improvements. Footway/cycleway links. [sites DEEP03, 04, 05, 06, 08, 09 & 10 to be linked]
Lincolnshire Heritage: Archaeological evaluation prior to determination of a planning application is likely to be required.
IDB: Sustainable system to limit flows required.

**Impact:**
The site is located in open countryside, to the rear of properties on the outskirts of the settlement. Because development here would encroach on open countryside an assessment of the landscape sensitivity has been made. The site has been assessed as having a high landscape sensitivity and a low-medium capacity for development.

**Consultation Response:**
4 representations were received as a result of the consultation in October 2009 covering the following points:
- concerns that site size is too great

**Conclusion**
Not considered to be suitable for allocation:
Would extend development into open countryside. Not sustainable location.
Site Description
Site located on the outskirts of Deeping St James. Comprises offices/commercial units and associated land.

Summary of Assessment
Constraints:
Highway Authority: concerns about size of development. Hall Meadow road and Linchfield - carriageway widening and other improvements. Footway/cycleway links. [sites DEEP03, 04, 05, 06, 08, 09 & 10 to be linked]

Impact:
The site lies adjacent to estate type properties on the outskirts of the settlement. It is well related to the built form and the topography of the site means that, if the employment use ceases and the site was redeveloped, there would be limited impact on the open countryside.
IDB: Sustainable system to limit flows required.

Consultation Response:
3 representations were received as a result of the consultation in October 2009 covering the following points:
• support for extension to nearby industrial area

Conclusion
Not considered to be suitable for allocation:
Site might be suitable for residential development if the employment use ceases.
Site Reference: **DEEP11** (3.52 ha)  
Location: **Land at Spalding Road/Hall Meadow Road**

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**Site Description**  
Large site located to the east of Deeping St James, in open countryside. Comprises an agricultural field.

**Summary of Assessment**  
**Constraints:**
- Highway Authority: Highway improvement scheme required as part of development. Cycleway to be provided and improvements to Hall Meadow Road.
- Lincolnshire Heritage: post medieval finds. Archaeological evaluation prior to determination of a planning application is likely to be required.
- IDB: Sustainable system to limit flows required.

**Impact:**  
The site is located in open countryside on the outskirts of the settlement. Development here would encroach on open countryside and have a significant impact on landscape character (low-medium) of the open countryside and the visual character of the village. Site located some distance from the town making it a less sustainable location.

**Consultation Response:**  
5 representations were received as a result of the consultation in October 2009 covering the following points:
- unacceptable extension into open countryside
- concerns about loss of valuable agricultural land

**Conclusion**  
**Not considered to be suitable for allocation:**  
Would extend development into open countryside. Not sustainable location. Development would be contrary to policy.
Site Reference: **DEEP12** (2.56 ha)  
Location: **Frognall Livery**  

### Site Description
Site located on the edge of Frognall, away from the main settlement of Deeping St James. Comprises paddock and livery yard.

### Summary of Assessment

**Constraints:**
- Highway Authority: objection. Extensive and expensive footway provision / upgrade required - to include extension of speed limits.
- IDB: Sustainable system to limit flows required.

**Impact:**
The site is located in open countryside on the edge of Frognall. Development in this location would encroach on open countryside and have a significant impact on landscape character (low-medium) of the open countryside and the visual character of the village. Site located some distance from the town making it a less sustainable location.

**Consultation Response:**
4 representations were received as a result of the consultation in October 2009 covering the following points:
- unacceptable extension into open countryside
- concerns about loss of valuable agricultural land

**Conclusion**
Not considered to be suitable for allocation:
Would extend development into open countryside. Not sustainable location. Development would be contrary to policy.
Site Reference:  **DEEP13 (2.30 ha)**
Location:  **Hards Lane, Frognall**

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**Site Description**
Site located on the edge of Frognall, away from the main settlement of Deeping St James. Comprises field in agricultural use.

**Summary of Assessment**
**Constraints:**
Highway Authority: major improvements required to Hards Lane. Extensive and expensive footway provision / upgrade required - to include extension of speed limits.
Lincolnshire Heritage: Ditch on eastern edge. Some fieldwork already undertaken in the area. Archaeological evaluation prior to determination of a planning application is likely to be required.
Water main crosses site.
IDB: Sustainable system to limit flows required.

**Impact:**
The site is located in open countryside on the edge of Frognall, adjacent to an established commercial development containing several businesses. Development in this location would encroach on open countryside and have a significant impact on landscape character (low-medium) of the open countryside and the visual character of the village. The site located some distance from the town making it a less sustainable location.

**Consultation Response:**
4 representations were received as a result of the consultation in October 2009 covering the following points:
- unacceptable extension into open countryside
- concerns about loss of valuable agricultural land

**Conclusion**
Not considered to be suitable for allocation:
Would extend development into open countryside. Not sustainable location. Development would be contrary to policy.
Site Description
Grass paddock within the built-up part of Deeping St James. Has had previous applications for residential development refused.

Summary of Assessment
Constraints:
Highway Authority: objection. Access concerns - cannot achieve the required width to serve the development.
Within Conservation Area
Site within the residual risk zone identified in the SFRA
IDB: Sustainable system to limit flows required.

Impact:
The site is surrounded by existing estate type housing development. It can only be accessed via a narrow passage between two small bungalows, on a narrow estate road. The site does not relate well to the existing built form.

Consultation Response:
7 representations were received as a result of the consultation in October 2009 covering the following points:
- development would not affect CA
- development would ruin street scene

Conclusion
Not considered to be suitable for allocation:
The site falls within the residual floodzone identified in the SFRA. The Highways Authority has raised an objection to development on this site because the access is unsatisfactory.
Site Reference: DEEP15 (9.12 ha)  
Location: Land South Rycroft Avenue

**Site Description**  
Large site on the eastern edge of Deeping St James. Comprises a large field in agricultural use.

**Summary of Assessment**  
**Constraints:**  
Highway Authority: A small scheme (up to 15 units) fronting Broadgate Lane, and accessed from Rycroft Avenue could be supported. Larger proposal would require Transport Statement to look at speeds and junction capacity. Improvements may be required to Broadgate Lane.  
Lincolnshire Heritage: Iron Age gold coin find. Archaeological evaluation prior to determination of a planning application is likely to be required.  
Electricity lines cross site.  
Public footpaths adjacent and cross site.  
Dyke along eastern boundary.  
Sewer crosses site.  
IDB: Sustainable system to limit flows required.  

**Impact:**  
The site lies immediately adjacent to existing estate type housing development on the edge of Deeping St James, and on the edge of open countryside. Contains a large agricultural building and associated hard-standing. Because development here would encroach on open countryside an assessment of the landscape sensitivity has been made. The site has been assessed as having a moderate landscape sensitivity and a low-medium capacity for development.

**Consultation Response:**  
6 representations were received as a result of the consultation in October 2009 covering the following points:  
- support BUT SADPD overstates capacity  
- site already identified as location for extension to burial ground  
- concerns site would extend development into open countryside  
The Parish Council is concerned about development on this site.

**Conclusion**  
Not considered to be suitable for allocation:  
Development on this site would encroach into open countryside. Two smaller areas, adjacent to the Broadgate Lane frontage and to the Rycroft Avenue frontages, were considered for development. These were rejected because of highway concerns.
**Site Reference:** ADD35 (0.41 ha)  
**Location:** land r/o 65/67 Eastgate, DSJ

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**Site Description**  
Small site on the outskirts of Deeping St James. Comprises a domestic garden.

**Summary of Assessment**  
**Constraints:**  
Highway Authority: objection. Back Lane is inadequate along with tortuous parking due to layout of the site.  
Lincolnshire Heritage: Prior Meadows SM nearby + Roman & medieval finds nearby, requires evaluation prior to determination.  
IDB: Sustainable system to limit flows required.

**Impact:**  
Edge of settlement site which is the domestic garden of premises along Eastgate on the edge of open countryside. Development here would encroach on the open countryside and have a significant impact on the landscape character of the open countryside and the visual character of the settlement.

**Consultation Response:**  
2 representations were received as a result of the consultation in August 2010 covering the following points:  
- development unacceptable - retain pastoral nature with uninterrupted views over countryside  
- object to backland development off only remaining Green Lane in DSJ

**Conclusion**  
**Not considered to be suitable for allocation:**  
Highway Authority objection to development of this domestic garden, not suitable for allocation.
Site Reference: ADD36 (102.04 ha)
Location: Land North of Spalding Road

Site Description
Large site located to the east of Deeping St James. Comprises large fields in agricultural use and allotment gardens. Suggested as for use as a country park.

Summary of Assessment
Constraints:
Highway Authority: This is a very large site. Linchfield Road is inadequate in width which will lead to rat-running/short cuts via existing estates. Towngate East is inadequate to serve further development. Poor junction capacity exists at junction Spalding Road with old A16. Development in this location is undesirable.
Lincolnshire Heritage: various sites & artifacts (refs supplied), SM to east, requires evaluation prior to determination.
Welland and Deepings IDB: Hallmeadow Drain discharges into Cross Drain (SSSI site).
Part of the site falls within the identified floodzone.
Public footpaths cross the site.
Site contains allotments.
Sewer and water main cross site.
IDB: Sustainable system to limit flows required.

Impact:
Large site which is located in open countryside outside the confines of the settlement. Because development here would encroach on open countryside an assessment of the landscape sensitivity has been made. The northeast part of the site has been assessed as having a high landscape sensitivity and a low-medium capacity for development and the southwest part has been assessed as having a moderate landscape sensitivity and a medium-high capacity for development.

Consultation Response:
2 representations were received as a result of the consultation in August 2010 covering the following points:
- should be preserved as public open space incorporating lake and woodland
- support use, might be opportunities to link with nearby SSSI and increase biodiversity of area

Conclusion
The site has been assessed for use as country park. The small area of flood risk is not incompatible with the suggested use. The allotment areas should be retained. The site is considered to be suitable for use as a Country Park, but is not suitable for any form of built development.
**Site Reference:** Gгон01 (0.61 ha)  
**Location:** Land adjacent 27 Belton Lane

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**Site Description**
Located on the northern edge of the village. Comprises an open grass field in an elevated position on the top of a ridge. Previous applications for residential development have been refused.

**Summary of Assessment**

**Constraints:**
Highway Authority: possible amalgamation of junction with Grave Yard - not accept another access at this location.  
IDB: unlikely sites can discharge directly into Running Furrows Drain.

**Impact:**
The site occupies an elevated position at the top of the ridge overlooking open countryside to the north of Grantham. Development in this location would encroach on open countryside and have a significant impact on landscape character (high) of the open countryside and the visual character of the village.

**Consultation Response:**
5 representations were received as a result of the consultation in October 2009 covering the following points:
- sensible extension to existing development
- frontage infilling supported

**Conclusion**
Not considered to be suitable for allocation:
Site in prominent location. Highway Authority objection and visual impact on landscape make site unsuitable for allocation.