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24 April 2024

Our Ref: 88114768/1/BE/MB

Submitted via email: planningpolicy@southkesteven.gov.uk

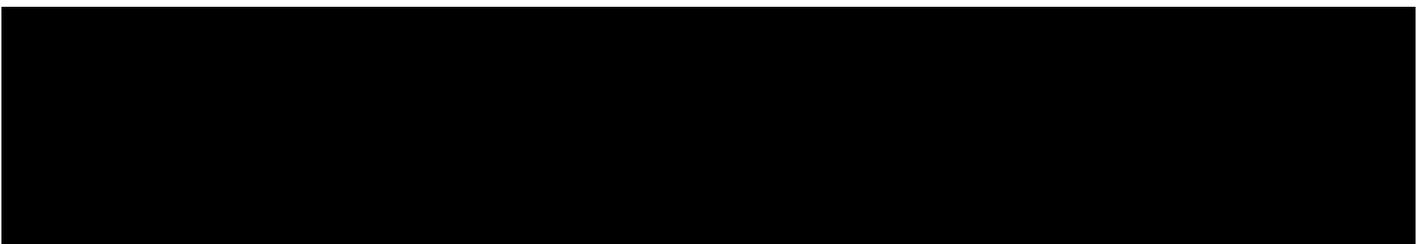
Dear Sirs,

SOUTH KESTEVEN DISTRICT COUNCIL: REGULATION 18 DRAFT LOCAL PLAN CONSULTATION

We act on behalf of Hanbury Properties Limited ("HPL") and are instructed to make representations to the Regulation 18 draft Local Plan consultation.

In summary, our representations comprise:

- Support for the overall economic ambition of the proposed Local Plan through the extent of the quantum of land that SKDC seeks to allocate for employment development.
- **OBJECTION** to Policy E2 on the basis of the distribution of the allocation of employment sites. The objection relates to the decision to allocate 172.7ha of greenfield land at Gonerby Moor. This is unjustified by evidence and the Gonerby Moor allocations perform poorly in respect of opportunities to connect to sustainable travel due to their remote location from Grantham town centre and the existing settlement.
- The solution is to maintain the overall economic ambition but through a re-distribution of proposed employment land to the south of Grantham. An expansion of the existing allocation (GR-SE1) through the land to the immediate west (reference SKPR-234) would represent a more sustainable focus for employment development, given future growth established by existing SUE/Garden Village allocations and the Grantham Southern Gateway. The expansion of the existing Grantham Southern Gateway allocation to include the SKPR-234 land enjoys full support and endorsement from Buckminster, the landowner of the majority of the Grantham Southern Gateway. SKPR-234 benefits from existing infrastructure and in combination with GR-SE1 would enhance the opportunity to attract major large-scale operators both regionally and nationally.
- The Employment Land Study misrepresents the access constraints of SKPR-234, identifying that there is a 'lack of a suitable access'. This fails to account for the clear strategy for



accessing the site through GR-SE1, which has been explained in previous submissions to SKDC and reaffirmed within this representation.

Key Background Information

HPL's principal interest in the Local Plan is in relation to employment development. HPL is promoting approx. 45ha of land to the west of employment allocation GR-SE1 'Grantham Southern Gateway' in the adopted South Kesteven Local Plan (2020) ("the Site"), which has secured full support and endorsement from Buckminster, the landowner of the Grantham Southern Gateway. Buckminster has advised that they be further supporting our promotion of the Site through their own representations.

A 'call for sites' submission was made to the Council in August 2021 (by Savills, prior to HPL's involvement). The Site is identified as reference number SKPR-234 in the 'Draft Site Assessment Report (February 2024).

HPL met with SKDC in December 2022 to introduce the Council to the opportunities of allocating the Site including providing a briefing note (12 December 2022, Freeths LLP) and a letter from, Buckminster, the owner of the adjacent allocation (GR-SE1) to HPL (dated 14 December 2022) advising that in principle the landowner was willing to permit access through the existing allocation, subject to agreement of commercial terms. This access arrangement has now been formalised, a corridor designed and excluded from the option agreement Buckminster has with Mulberry Developments, and as shown coloured blue on the enclosed plan GRN-PHP-WO-XX-DR-A-4674-902-PO4, at **Appendix A**.

Further meetings between HPL and SKDC were held in July and December 2023 with the Head of Economic Development and Planning Policy Officers respectively. HPL has sought to engage with SKDC consistently through the preparation period of the Regulation 18 Local Plan.

HPL is a private property company specialising in strategic land and commercial development. With expertise across all phases of the development process, they have a proven track record of successfully delivering complex and diverse projects, with a particular focus on planning and major challenging infrastructure-led projects. HPL has successfully secured planning consents for over 2,000 residential units and are currently working on a pipeline which has the potential to deliver a further 4,500 units, alongside mixed-use development. Notable recent commercial projects include the delivery of a 60 acre site for Rolls Royce, Lidl, and Amazon in Bognor Regis, as well as a 12-acre mixed-use business park in Chichester, featuring drive-thrus, a hotel, a builder's merchant and over 8,000sqm employment floorspace.

The allocation of the Grantham Southern Gateway holds significant strategic employment importance for Grantham due to its connection and proximity to key growth areas. Expanding the allocation to include SKPR-234 would greatly boost the Gateway's appeal and its potential for large-scale manufacturing and employment development of which there are scarce few in the region of such large scale and potential high quality. HPL has the infrastructure expertise, experience, and market relationships to unlock and facilitate the site's full potential, aligning with the economic ambitions of the Local Plan.

Policy E2: Employment Sites

Firstly, HPL strongly supports the economic ambition of the proposed Local Plan. Policy E2 in combination with carrying forward the strategic allocation (GR-SE1- Grantham Southern Gateway) in the existing Local Plan, allocates approx. 338ha of new employment sites across the District. Whilst this commitment to employment and economic prosperity is welcomed, the location of the 'new' allocations, specifically Gonerby Moor, is not justified and shifts the economic focus from the Southern Gateway.

HPL OBJECTS to Policy E2 and specifically the extent of proposed allocation for employment development at the three Gonerby Moor sites, identified as the following within Policy E2:

- SKPR-202 Land at Gonerby Lane, Gonerby Moor Grantham – 29ha
- SKPR-100 Land South of Gonerby Lane, West of A1, Gonerby Moor, Grantham – 63.7ha
- SKPR-182 Grantham Oakdale, Gonerby Moor, Grantham – 82ha

The three sites which are clustered around existing employment sites EMP R3 and R10, and are proposed either side of the A1, amount to a total of 172.7ha of land.

Whilst HPL has no objection to an increase in employment land in this broad location per se, the extent of the proposed allocation is disproportionate and wholly unjustified. It shifts the economic focus established through the existing adopted Local Plan (2020) from the Southern Gateway, noting that Gonerby Moor was not identified as a growth location in the adopted Local Plan. The rationale of allocating GR-SE1 in the adopted Local Plan (and which is carried forward in the Local Plan review) was very clear given its presence directly adjacent to the A1, and critically, its proximity to strategic housing allocations GR3-H1 and GR-H4 and its connection to these allocations via the new £150m Grantham Southern Relief Road linking the A1 to the A52 road network . The site benefits from uniquely comprehensive road connectivity from North to South and East to West.

Paragraph 9.19 of the Local Plan states: *“the Employment Land Study (2023) recommended that in terms of planning for any further employment land, consideration should be given to the opportunities of each site by assessing their strengths and weaknesses, as well as the surrounding context and environment when making new designations. The Employment Land Study (2023) therefore undertook an assessment into a suite of proposed employment sites across the district (both vacant and occupied) and endorsed them for either designation, retention, or release. The outputs of these endorsements were used when determining the most appropriate employment land allocations as part of the Local Plan Review.”*

It is evident that SKDC is reliant on the Employment Land Study (“ELS”) to justify the proposed allocations and in particular the Gonerby Moor allocations. However, the justification is unconvincing, particularly for such a large allocation.

The ELS states *“Sites SKPR-100, SKPR-185, SKPR-202, and SKPR-41 comprise a suite of additional sites located around the A1 junction at Gonerby Moor and thus benefit from virtually direct access to the strategic road network and could facilitate intense HGV movements. The current low intensity of use on these sites, primarily for agriculture, presents opportunity for future development*

and intensification of use which, potentially in complement, could significantly increase the provision of employment land in this location. The adjacency of these sites indicates that, although suitable for a range of uses, industrial, storage and distribution functions could be successful here". (penultimate bullet point para. 6.35.)

"Two sites at Gonerby Moor were put forwards through a "call for sites". The sites are referenced as SKPR-100 and SKPR-202 (see Table 6.10 and Table 6.11), both are open greenfield/agricultural land and located north of Grantham, on the west of the A1. The sites are in two different ownerships, with both developers coming together to propose a combined delivery of their site. In total, the sites (based on master plans shared by developers) are expected to deliver in the region of 370,000 sqm of B2 and B8 space (4,000,000 sqft)." (Para. 6.43 ELS)

"Site SKPR-182 is also rated highly favourably in terms of redevelopment potential. The site forms part of the wider adopted Local Plan housing allocation GR3-H1 (Spitalgate Heath – Garden Village). This is a very large site adjacent to the A1 and B1174 routes meaning access to the strategic road network is virtually direct and a high volume of HGV movements could be easily facilitated. Moreover, there are no sensitive surrounding land uses. Ambitious redevelopment of the currently agricultural use site may utilise the adjacent railway line. The site would be suitable for a range of industrial and storage and distribution functions owing to its high accessibility." (Para. 6.34 ELS).

We question the reference to GR3-H1 in para 6.34 which is to the south-east of Grantham and far removed from the proposed allocations at Gonerby Moor. GR1-H2 & H3 are much closer, but even these are significantly separated from the proposed allocations, such that they do not have any potential for direct connections.

The above ELS extracts and a vague reference at para. 9.4 to 'strong market interest' constitutes the justification for the Gonerby Moor allocations but there is an absence of critical analysis of why they have been selected. There are other sites in close proximity to the A1, with established infrastructure and there is no recognition within the ELS of the sustainable transport challenges of the Gonerby Moor allocations.

Paragraph 109 of the NPPF states: *"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes."*

Paragraph 114 further advises *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- (a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location"*

There is no analysis in the ELS about how the Gonerby Moor allocations could be serviced by sustainable transport connections. As the site is remote from Grantham itself, prospects of access via walking are highly unlikely. Whilst there is a footway on the eastern side of the B1174, it is narrow and not an attractive walking route. There is also an absence of cycling connections.

Enclosed at **Appendix B** is an accessibility comparison plan, that analyses the proximity of the proposed Gonerby Moor allocations and site SKPR-234 to Grantham town centre. The drawing reinforces that the Gonerby Moor allocations are isolated from the principal built up areas of Grantham and that measures for encouraging walking and cycling to these sites are highly unlikely to be realistic in practice.

The reliance on private car trips is recognised in the Draft Site Assessments document. For SKPR-182 at page 325, comments from the Highway Authority (Lincolnshire County Council) state “*This site could take access from the B1174. However, due to its remote location from Grantham Town Centre and its access to the A1, it is likely to be predominantly reliant on the private car for travel. Active travel and sustainable modes would be unlikely to mitigate the impact of traffic which on the B1174 junctions is likely to be severe.*” A very similar comment is also made by LCC in relation to SKPR-100. For SKPR-202 LCC don’t specifically raise the same issue, but we would see no reason why the same concerns would not apply, given the proximity and the potential for cumulative impact. There are significant concerns relating to the proposed allocations’ ability to be accessed by sustainable transport and for the local road network to cope with the additional traffic, noting LCC’s conclusion that junctions with the B1174 are likely to experience ‘severe’ impact. There is no evidence as part of the Regulation 18 consultation that appraises this in any further detail. Although the ELS provides no reference to the number of jobs projected to be created by the three Gonerby Moor allocations, given the size of the respective sites, this would be in the magnitude of thousands and therefore having strong accessibility by non-car modes is critical to the overall sustainability of the allocations and the wider Plan.

Overall, across the evidence base there is a distinct lack of justification for the size and extent of the allocations at Gonerby Moor. The ‘Main Findings’ summary within the Draft Site Assessments for each of the proposed allocated sites (SKPR-100 P259; SKPR-202 P286; SKPR-182 P326) states:

“Employment Land Study 2023 recommends that the site is allocated for employment generating uses. The Employment Land Study 2023 concludes that the site benefits from direct access to the strategic road network and could facilitate intense HGV movements. The current low intensity of use on this site presents opportunity for future development and intensification, which can significantly increase the provision of employment land in this location.”

However, there is a lack of justification in the ELS or the Draft Site Assessments for the selection of the allocations. In short anyone analysing the Plan and the evidence base is unable to clearly distinguish why the proposed allocations at Gonerby Moor perform better than reasonable alternatives. We have identified significant sustainable transport issues with the location of such a vast allocation and LCC has raised serious concerns about the ability of the local road infrastructure to accommodate the development. Further these allocations would represent significant incursions into the open countryside, detached from settlement boundaries.

In addition to the above concerns, we are very surprised by the absence of a specific policy for the allocation of these three sites. At a combined total of 172.7ha, the three sites are comfortably the largest allocation within the Plan and evidently would require a detailed site-specific policy to guide future development and delivery. The omission of such a policy within the Regulation 18 version of the Plan makes further analysis of the suitability of the sites extremely difficult. Further, there is no information on what infrastructure would be required and how this may be delivered. This contrasts sharply with the approach to the Grantham Southern Gateway. This strategic site has its own policy

(E1) which sets out in detail, the key parameters for development and secures that appropriate infrastructure is in place. It is also noteworthy that the final sentence of the policy for this strategic site states “*Proposals will not be supported that cause harm to the strategic employment focus of this site.*” Whilst we acknowledge the purpose of the wording in the policy, we would suggest that the Gonerby Moor allocation approach directly harms the strategic employment focus of the Grantham Southern Gateway.

The examination of the Local Plan will be subject to the tests in paragraph 35 of the NPPF and we submit that Policy E2, by virtue of the scale of the allocations at Gonerby Moor would fail the ‘justified’ test in that it is not an appropriate strategy, having regard for alternatives, and it is not based on clear evidence. Further, it would not be consistent with national policy in respect of sustainable transport objectives.

Recommendations

To address the above objection and to ensure that any Regulation 19 Submission Draft has strong prospects of meeting the tests of soundness, HPL submits that the location of new employment allocation should be re-distributed. The adopted Local Plan has a strong focus for both residential and employment development to the south of Grantham through the Southern Gateway site and the very large Sustainable Urban Extensions. In summary terms this area offers the best opportunity to deliver sustainable employment development in a timely manner, benefiting from immediate access from the A1 and with the advantage of significant infrastructure already in place through the construction of the new A1 junction and the Southern Relief Road (which we understand will be complete in 2025).

HPL’s site (SKPR-234) should be a significant part of the solution here. Having examined the evidence base, there are some concerns with how the Site has been appraised.

The ELS states:

Site SKPR-234 is a large greenfield site which presents as being suitable for redevelopment in light of present low intensity agricultural use. The site could support a range of industrial functions given the lack of sensitive surrounding land uses, although in reality the lack of suitable access is prohibitive for most uses. The unsuitable access routes represent constraints on the viability of future developments in this location without significant investment in upgrading access routes. (Our emphasis) (para 6.35 of Employment Land Study.)

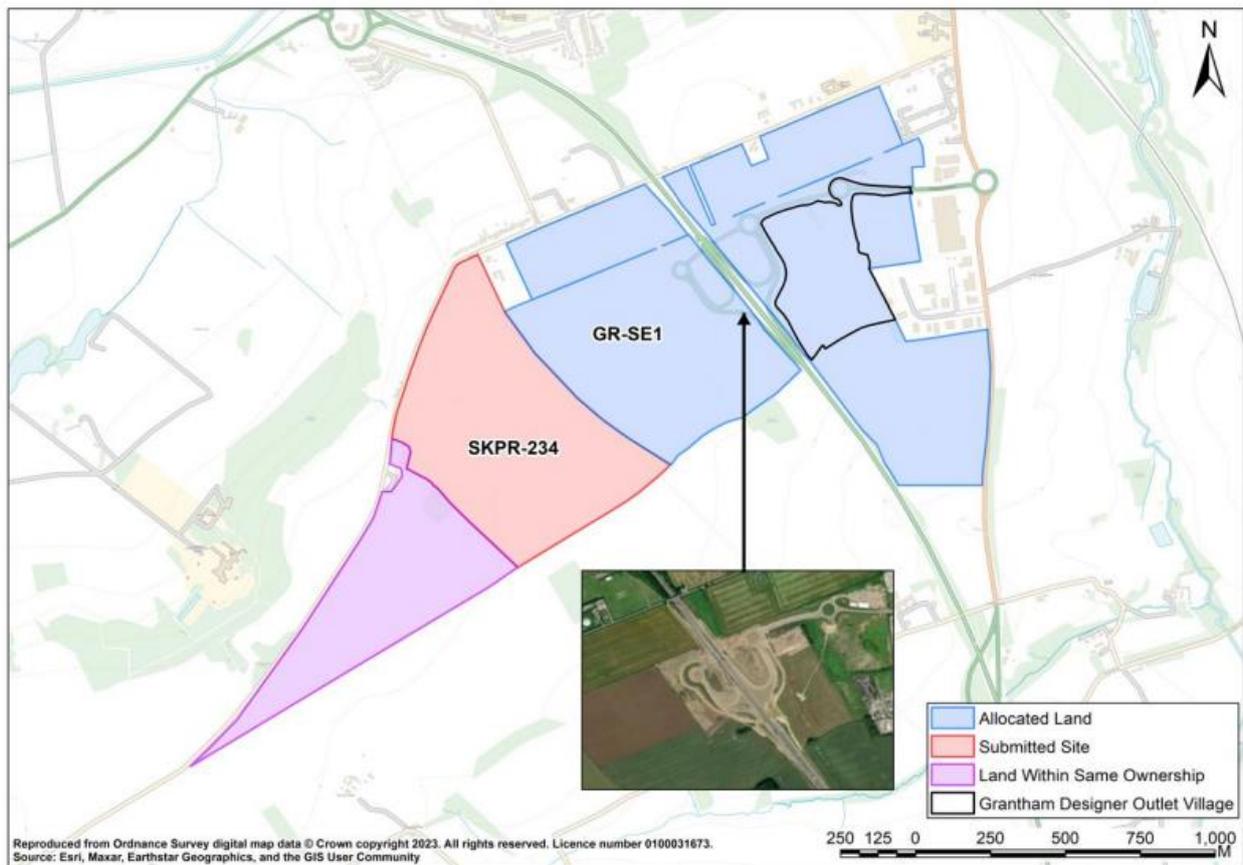
The underlined text is significantly misrepresentative of the proposed access solution for the Site. In promoting the Site HPL has always identified that access would need to be achieved through the existing allocation GR-SE1. This access proposal actually pre-dates HPL’s involvement and we note from the call for sites submission in August 2021, submitted by Savills, that it was identified at this stage that access would need to be achieved through GR-SE1. The call for sites submission states:

“We are aware of the planned construction of a new access junction onto the A1 as part of Phase 2 of the Grantham Southern Relief Road project which we understand will be fully operational by 2023. The site would therefore be able to utilise this new road infrastructure and gain access through the allocated Grantham Southern Gateway employment site, subject to further negotiations with the

adjacent landowner, to enable the use of their land for through access to the subject site in due course.”

As referenced earlier in these representations, a letter from the landowner of GR-SE1 has been submitted, confirming that the principle of access through their site is acceptable. Further the ELS contains a plan provided by HPL to demonstrate access will be provided via the new A1 junction (see figure 6.1 extracted from ELS below). Whilst the plan did not expressly show a road connecting through GR-SE1, supporting correspondence submitted by HPL, including the letter from the landowner evidently demonstrated that this was the intent. We have above provided the further detail. You will note on the plan enclosed as **Appendix C** - GRN-PHP-W0-XX-DR-A-4674-003-P01 the two new arms on the existing roundabout. The detail is included in the Pre-application by Mulberry Developments made to SKDC in March 2024. The initial response of County Highways and National Highways towards the pre-application transport scoping assessment was positive, although formal responses are awaited.

Figure 6.1 Land southeast of Gorse Lane, Harlaxton Manor (SKPR-234)



Source: AECOM

Having regard to this, it is difficult to understand how the ELS has arrived at a conclusion that there is an absence of a suitable access or that it would be prohibitive for most uses. As identified above, SKDC has always been aware that access to SKPR 234 was via the existing allocation (GR-SE1) and plans have previously been submitted to demonstrate this. In addition, further drawings are

enclosed with these representations, which propose this. These comprise the Development Framework Plan (2151-11-02) as **Appendix D**, and the Context, Connectivity and Access Plan (2151-12-02) as **Appendix E**. These re-enforce that not only is access achievable but it is based on a coherent strategy, that utilises the significant infrastructure that has been constructed in respect of the A1 junction and the Southern Relief Road. The context plan at Appendix E demonstrates how the Site sits in a more strategic location on the road network in comparison to Gonerby Moor. We note that the key diagram at Figure 5 does not identify the new A1 junction or the Grantham Southern Relief Road but this is key infrastructure and should be acknowledged.

The Buckminster/Mulberry proposal allows for access to GR-SE1 and in turn SKPR-234 such that both areas west of the A1 can come forward in a co-ordinated manner, as part of the existing wider allocation.

The Draft Site Assessment (P295) summarises the Site as follows:

“Site has been identified as having the potential to have a major impact on the Local Road/Highway/Strategic Highway Network. Significant mitigation measures would be required through the use of transport assessments and modelling. Site has also been identified to fall within an area affected by a minerals and waste policy from the adopted Lincolnshire County Council Minerals and Waste Plan (2016). Appropriate measures would be required to ensure compliance with the affected policy. Other more suitable sites are available to meet required need across the plan period.” (SKPR234) Draft Site Assessment P295.

In respect of the impact on the Strategic Highway Network, the Site is identified as ‘major’ (see below extract)

SKPR-234 (P294, Draft Site Assessments)

Impact on the Strategic Highway Network	Major
Statutory comments on Highway Network (Highways England)	More than 100 trips, affects multiple SRN, less than 3km from SRN
Impact on the Local Highway Network	Moderate
Impact on the Local Road Network	Moderate
Statutory comments on Highway Network (Lincolnshire County Council)	Proposals show industrial not residential ? Site is dependent on adjacent site to get access to A1 junction. TA required for impact on junction - may require significant upgrade to roundabouts to accommodate demand. Site very remote from town centre for residential use. more suitable for industrial use.

Gonerby Moor Allocations:**SKPR-100 (P257, Draft Site Assessments)**

Impact on the Strategic Highway Network	Major
Statutory comments on Highway Network (Highways England)	High priority as it is located abutting the SRN and the trips are greater than 100. Likely to have cumulative impact with SKPR 202 and 185
Impact on the Local Highway Network	Major
Impact on the Local Road Network	Major
Statutory comments on Highway Network (Lincolnshire County Council)	This site could take access from Gonerby Lane, which would need upgrading to the A1 junctions. However, due to its remote location from Grantham Town Centre and its immediate access to the A1, it is likely to be predominantly reliant on the private car for travel. Active travel and sustainable modes would be unlikely to mitigate the impact of traffic which is likely to be severe on the adjoining highway network.

SKPR-182 (P325, Draft Site Assessments)

Impact on the Strategic Highway Network	Major
Statutory comments on Highway Network (Highways England)	High priority as it is located very close to the SRN and the trips are greater than 100.
Impact on the Local Highway Network	Major
Impact on the Local Road Network	Major
Statutory comments on Highway Network (Lincolnshire County Council)	This site could take access from the B1174. However, due to its remote location from Grantham Town Centre and its access to the A1, it is likely to be predominantly reliant on the private car for travel. Active travel and sustainable modes would be unlikely to mitigate the impact of traffic which on the B1174 junctions is likely to be severe.

SKPR-202 (P285 Draft Site Assessments)

Impact on the Strategic Highway Network	Major
Statutory comments on Highway Network (Highways England)	High priority as it is located abutting the SRN and the trips are greater than 100. Likely to have cumulative impact with SKPR 185
Impact on the Local Highway Network	Moderate
Impact on the Local Road Network	Major
Statutory comments on Highway Network (Lincolnshire County Council)	The proposals show employment uses and not residential? This site is same as Parcel A of SKPR-185, not suitable for residential.

There is no differential between the Site and the allocated Gonerby sites in terms of the strategic network (indeed local road impact is less for HPL's site). The Site also benefits from comprehensive North to South and East to West connections, which is not the case with the Gonerby sites. It appears that sites have been discounted for reasons/constraints that equally apply to allocated sites but with no explanation for this. Given the scale of the Gonerby Moor allocations cumulatively, it is not unreasonable to suggest that the impact may be significantly higher for those allocations than the Site. Whilst it is accepted that the Site Assessments are not a precise tool for site selection and there is wider planning benefits/balance to be considered, the same apparent constraints cannot be ignored on selected sites just because the ELS recommends that they be allocated, particularly when there is an absence of coherent justification for doing so.

In respect of minerals, from review of the Lincolnshire Minerals and Waste Local Plan (2016), it would appear the site would fall within a Limestone Minerals Safeguarding Area (Figure 11). However, the extent of this safeguarded land is significant, extending far north of Grantham (to the east of the A1) and considerably to the south (towards Stamford and Market Deeping). The designation also appears to cover land previously released in the adopted Local Plan for the Southern Gateway and the SUEs. Whilst minerals resource is a consideration, the availability of other land for mineral resource and the benefits of allocating the Site, far outweigh any potential loss of safeguarded land. The site assessment also refers to an existing waste facility, which is assumed to be AW32 in the Waste Plan. This is Harlaxton STW, but the development of the Site would have no impediment on this facility and again would not be a justified reason to discount the Site.

Notwithstanding the above concerns with the evidence base and how sites have been selected, the allocation of the Site has a number of significant benefits. These comprise:

- **Sustainability** – It enables the creation of employment in the most sustainable location in close proximity to the focus of growth, through large-scale housing allocations committed at Spitalgate Heath Garden Village and the Prince William of Gloucester Barracks sites. The Site would connect with existing employment and residential allocations providing significant sustainable transport link opportunities. The Plan at Appendix E shows the context of SKPR-234 and how it would be a logical addition to existing allocations both employment and residential, to the south of Grantham. Pedestrian and cycle connections could be extended through GR-SE1, which would link to wider access to bus services.
- **Deliverability** – The site has excellent connectivity to the A1 (N/S), the A52 (E/W) and hence the national road network via the new junction with the Grantham Southern Relief Road which is partially open and will be fully operational by 2025. This delivered infrastructure is not replicated in other sites such as Gonerby Moor, and such public investment in the order of £120m was promised in the expectation of an economic payback from the Southern Gateway it was designed to serve.
- **Maximised Potential** – Expanding the allocation enhances the marketability of the existing allocation and helps unlock the site's full potential, aligning with the economic ambitions of the Draft Local Plan.

- **Comprehensive Planning & Efficiency** – the allocation of the Site, as an expansion of GR-SE1 will enable coordination of resource to facilitate joint delivery of essential infrastructure and utilities and therefore enhance efficiency. The Site's clear relationship with the existing allocation also should ensure both a comprehensive land use approach and provides a strong framework for clarity and consistency of design.

Appendix D presents a Development Framework Plan which demonstrates the high-level principles of how the site could come forward, including access from GR-SE1; strategic landscaping around the northern, southern and western perimeters and opportunities to create wider pedestrian and cycle connections. The Framework Plan shows three indicative plots but there is a high level of flexibility on how development could be developed and any scheme could be required to accord to a wider masterplan to encompass the GR-SE1 allocation and maximise the opportunities that exist.

Appendix F is a plan showing a high-level visual analysis of the constraints and opportunities of the Site and its wider context. Of particular note is that Harlaxton Manor (mix of Grade I, II* and II listed buildings and a designated Grade II* Park and Garden) to the northwest is already well screened and protected by significant woodland and changes of topography. This relationship would be further protected by strategic landscaping as part of the development of the Site. Consideration of issues such as heritage/landscape impact could form part of any strategic policy for the potential allocation, but there are no technical constraints that would prevent the site from being sensitively developed.

In conclusion, we suggest that the Site be allocated as part of a more sustainable approach to the distribution of employment allocations, and that the Local Plan Review supports the previous focus of development around the Grantham Southern Gateway. The economic ambitions of the Plan can still be fulfilled, and we would suggest further enhanced by re-distributing employment development to the Grantham Southern Gateway, the Site being a natural extension to this.

We trust that these representations will be taken into consideration in the formulation of the Submission Draft Local Plan (Regulation 19). In the meantime, should you require any further information, or wish to discuss any element of this submission, please do not hesitate to contact me.

Yours faithfully

This letter is approved but unsigned as it is sent electronically.

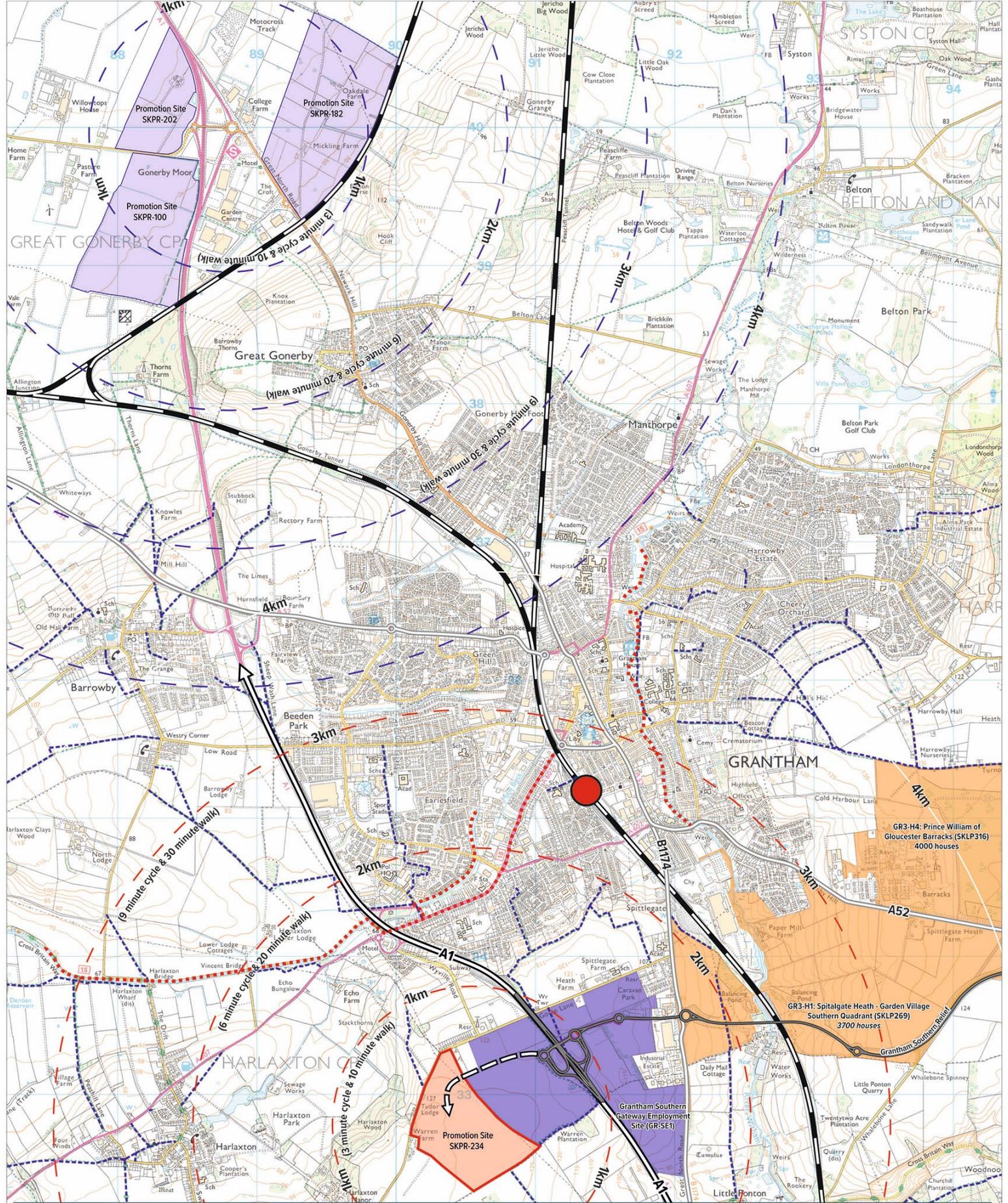
Mark Bassett

Director

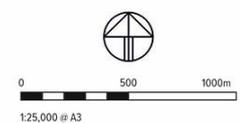
Please respond by e-mail where possible

Enc:

Appendix A - Legal plan showing access arrangement - GRN-PHP-WO-XX-DR-A-4674-902-PO4
Appendix B – 'Accessibility Comparison Plan' (DLA.2151.L11.S04)
Appendix C - 'Pre-app' plan GRN-PHP-WO-XX-DR-A-4674-003-P01
Appendix D – Development Framework Plan (DLA.2151.L11.S02)
Appendix E – Context, Connectivity and Access (DLA.2151.L.12.S03)
Appendix F – Visual Analysis (DLA.2151.L.10.S04)



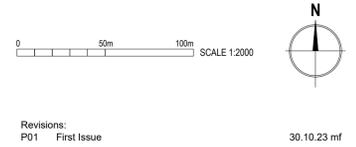
- KEY**
- Promotion site
 - Distance radii from centre of site
 - Gonerby Moor Employment Land
 - Distance radii from Gonerby Moor Employment Land
 - Land for Strategic Employment Development allocated within South Kesteven Local Plan
 - Land for Residential Development allocated within South Kesteven Local Plan
 - Existing railway line and station



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 V:\Server DATA\Project Files\2151.Gonerby Moor Employment Land\landscape\Drawings\Sketch\LT1 Accessibility Comparison Plan

DAVIES LANDSCAPE ARCHITECTS
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CLIENT	Hanbury Properties
PROJECT	Grantham Employment
TITLE	Accessibility Comparison Plan
NUMBER	DLA.2151.L11.S04
DATE	23/04/24
SCALE	1:25000 @ A3



Revisions:
 P01 First Issue 30.10.23 mf

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MULBERRY DEVELOPMENTS
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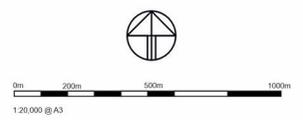
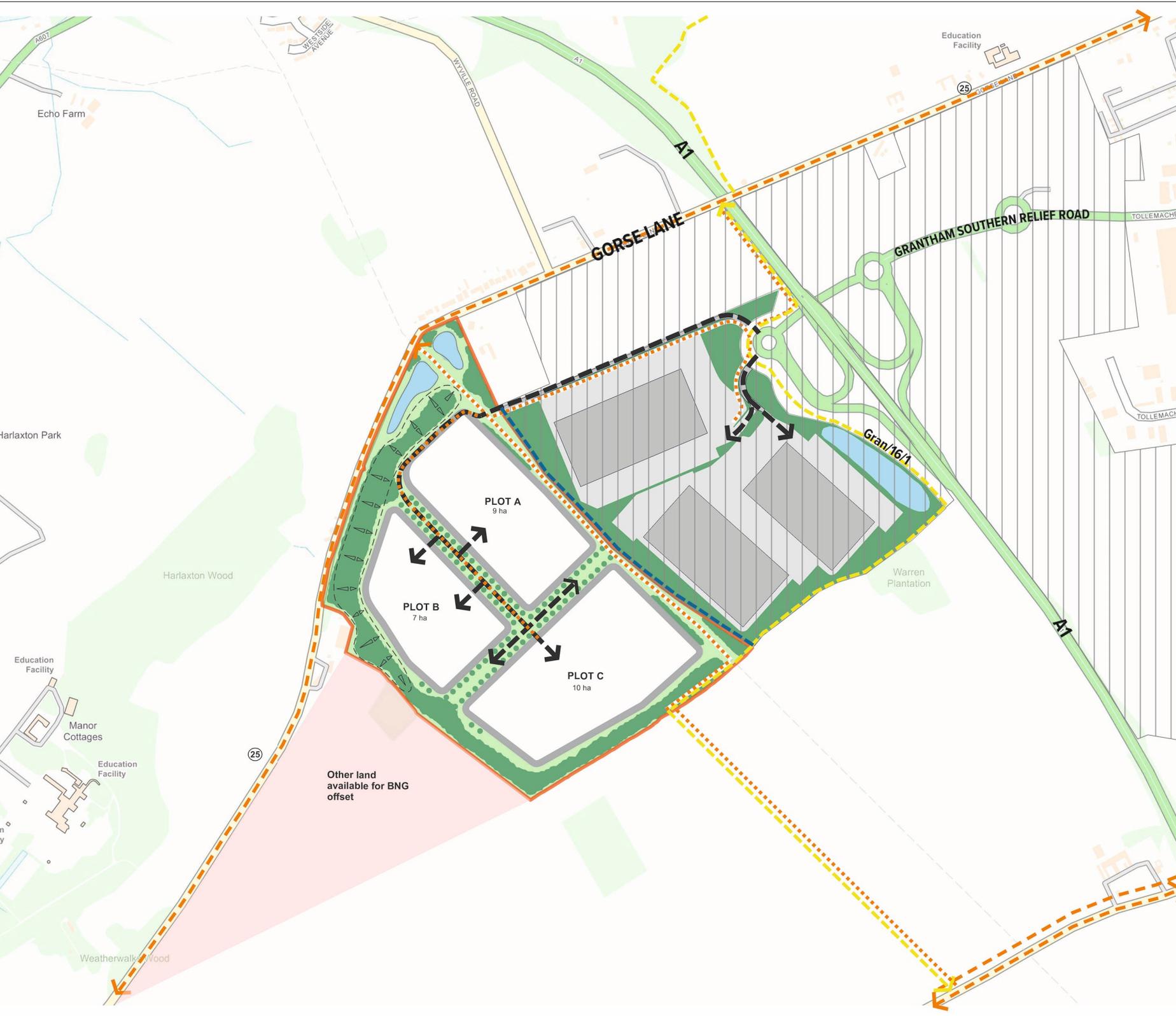
Indicative Masterplan
 3 Unit Scheme + Proposed Access Overlaid

Status Preliminary
 Drawn by : MF Checked by : -
 Date 30Oct2023

Document Number:
 GRN-PHP-W0-XX-DR-A-4674-003-P01
 Scale@ A1 1:2000

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 Discrepancies to be reported before proceeding.

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- KEY
- Site Boundary
 - Existing Grantham Southern Gateway Employment Allocation (GR-SE1)
 - Mulberry Developments pre-app scheme
 - Surface Water Storage
 - Strategic Landscape
 - Primary Vehicle Access
 - Existing Cycle Route
 - Proposed Cycle connections
 - Existing Public Right of Way
 - Proposed footpath

Rev	Date	Details	By	QA

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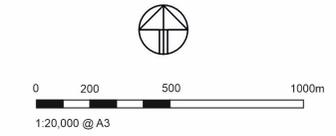
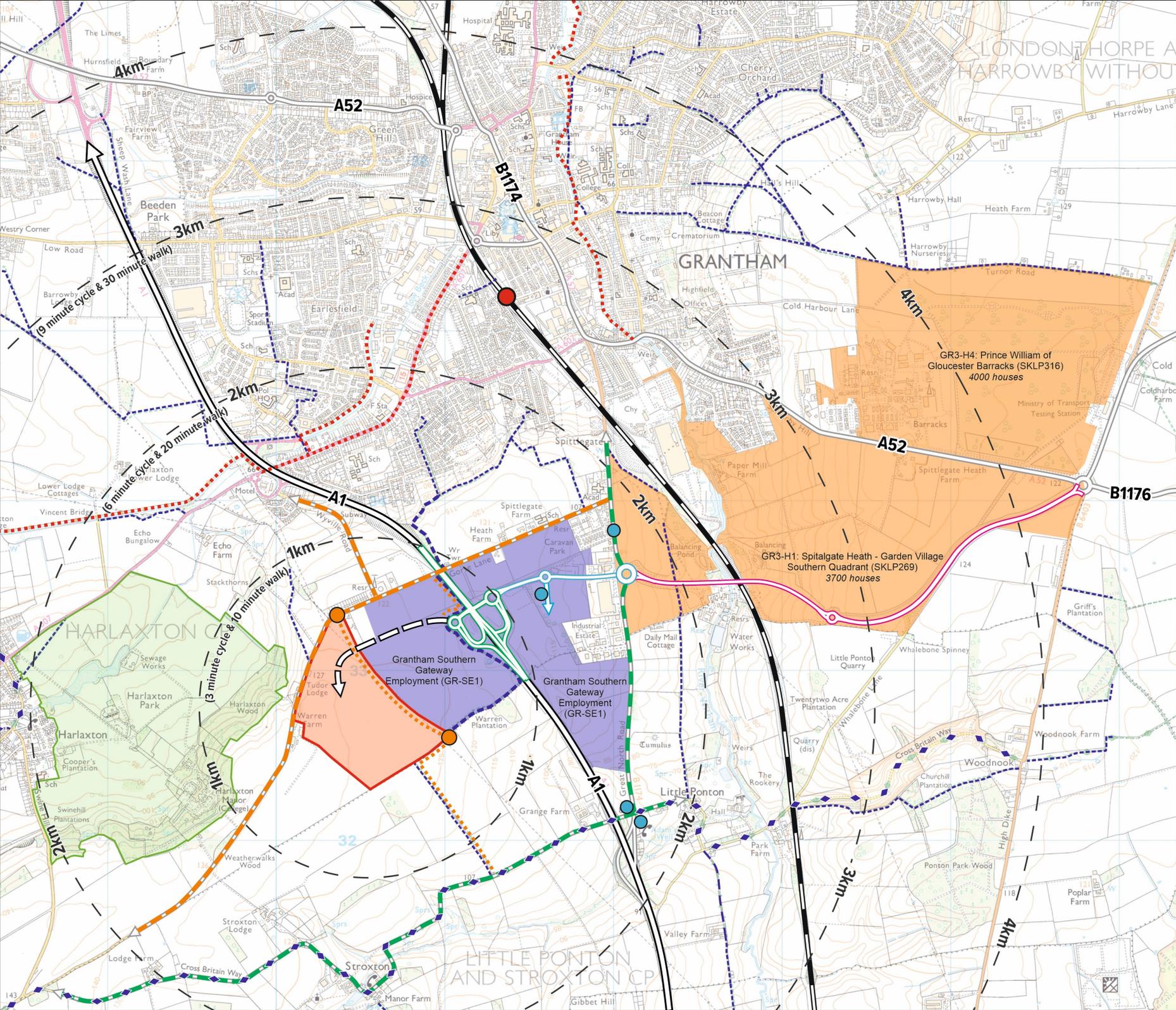
CLIENT	PROJECT	TITLE
	Grantham Employment	
	Development Framework	
	Sketch	

NUMBER	STATUS	ORIGIN	VOLUME	LEVEL	TYPE	DISC	NUMBER	REV
2151	DLA	XXX	XXX	DR	L	11	02	

Job Number 2151 Scale 1/7500 Size A3

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- KEY**
- Application site
 - Distance radii from centre of site
 - Land for Strategic Employment Development allocated within South Kesteven Local Plan
 - Land for Residential Development allocated within South Kesteven Local Plan
 - Grantham Southern Relief Road Phase 1 - Completed/Open
 - Grantham Southern Relief Road Phase 2 - Completed/Open
 - Grantham Southern Relief Road Phase 3 - Project Completion 2025
 - Site access
 - Cycle/pedestrian access along existing road
 - Cycle access along existing road
 - Existing National Cycle Network route
 - Potential cycle connectivity
 - Existing Public Right of Way
 - Existing Public Right of Way - Long Distance Path
 - Existing railway line and station
 - Bus stop
 - Future cycle / pedestrian access link into site
 - Registered Park and Garden

Rev	Date	Details	By	QA
V:\Server DATA\PROJECT FILES\2151 Grantham Employment\Landscape\Drawings\Sketch\DLA 2151 L 10 Visual Analysis				
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CLIENT
Hanbury Properties

PROJECT
Grantham Employment

TITLE
Context, Connectivity & Access

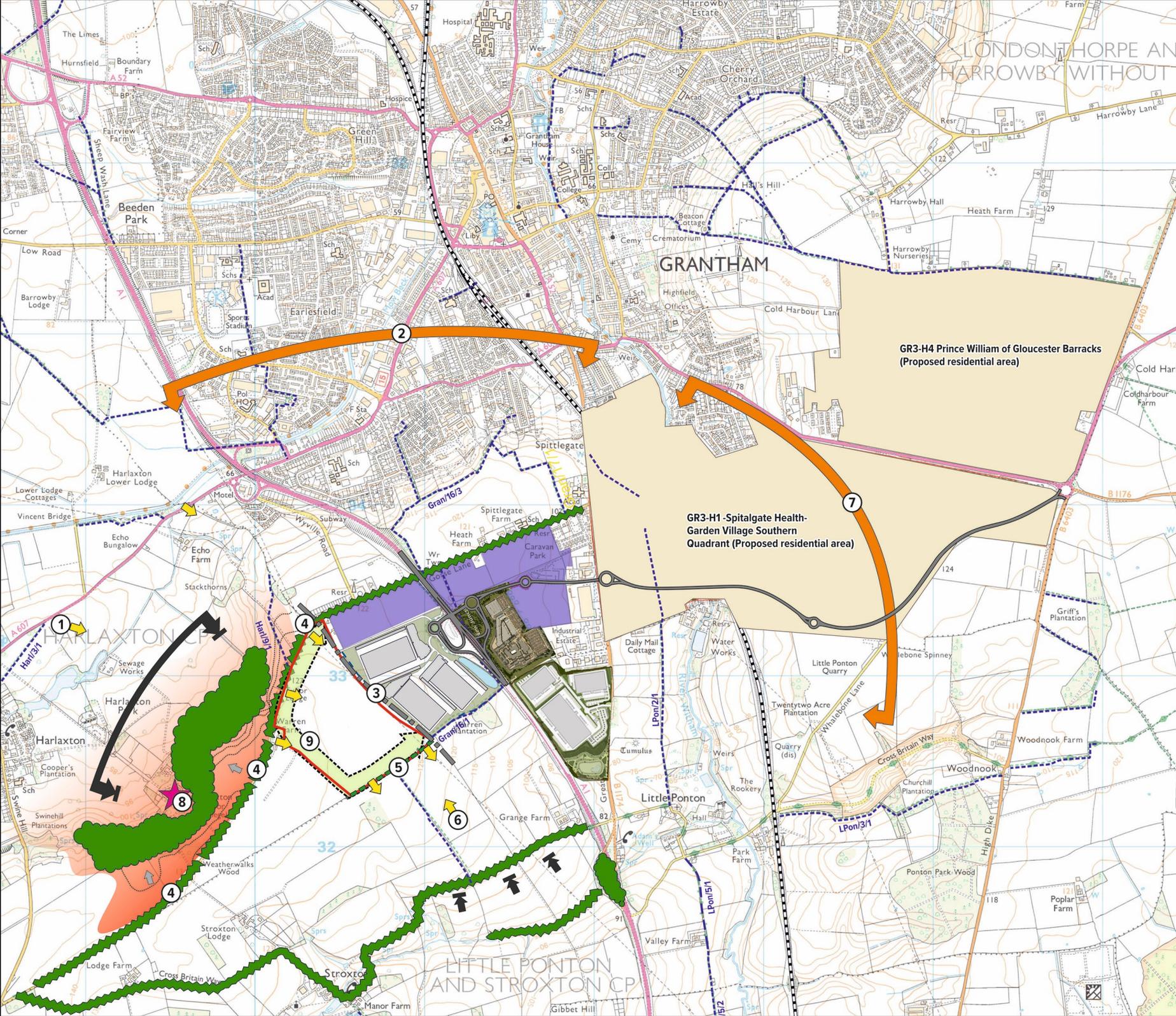
SKETCH

NUMBER	STATUS	ORIGIN	VOLUME	LEVEL	TYPE	DISC	NUMBER	REV
2151	DLA			DR	L	12	03	

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-  Site Promotion
-  Woodland screening
-  Vegetation screening
-  Open views
-  Screened views
-  Harlaxton Manor
-  Proposed residential area
-  Proposed employment area
-  Steep embankment
-  Grantham Southern Relief

- ① Limited views from A607 and adjacent footpaths, towards the west boundary, partially screened by woodland around Harlaxton Manor.
- ② Views blocked by existing urban area and allocated employment sites
- ③ Pylon corridor acts as a visual detractor in the area.
- ④ Occasional views from Gorse Lane towards northern part of allocation site where hedgerow is gappy
- ⑤ Weak, open southern boundary to be reinforced.
- ⑥ Open views towards the site influenced by the proposed allocation sites
- ⑦ Elevated views from proposed garden village will be largely blocked by foreground development
- ⑧ Views from Harlaxton Manor and ground blocked by steep topography and woodland.
- ⑨ Opportunity for additional landscape buffer screening on north and west boundaries of the site.

Rev	Date	Details	By	QA
V		Server DATA\PROJECT FILES\2151 Grantham Employment\Landscape\Drawings\Sketch\DLA 2151.L 10 Visual Analysis		
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CLIENT	Hanbury Properties
PROJECT	Grantham Employment
TITLE	Visual Analysis

NUMBER	STATUS	TITLE				SKETCH
2151	DLA XXX XXX DR	L 10 04				
Job Number 2151		Scale	1/20000	Size	A3	

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