

Planning Policy Team
South Kesteven District Council
Council Offices
The Picture House
St Catherine's Road
Grantham
NG31 6TT

28th August 2025

Dear Sir or Madam,

DRAFT SOUTH KESTEVEN LOCAL PLAN – PROPOSED HOUSING & MIXED USE SITE ALLOCATION - LAND AT GORSE LANE, GRANTHAM – SUPPORT FOR ALLOCATION REF. SKPR-334

We write on behalf of our client Newett Homes to provide South Kesteven District Council (the Council) with further information in respect of the deliverability of their land interest at Gorse Lane, Grantham, which is proposed to be allocated for mixed use under Site Ref. SKPR-334.

Our client fully **supports** the proposed allocation of the site within the Draft Local Plan.

The site can deliver a comprehensive development of market and affordable housing alongside a number of environmental and community benefits to meet the needs and aspirations of the local area.

The development proposals are situated in a suitable and highly sustainable location in respect of existing settlement form and there are no technical or environmental (built and natural) constraints that would preclude the development of the site.

The development of this area of the District in the manner envisaged would provide a suitable extension of the existing settlement area.

As a statement of intent and evidence of the site's deliverability, the submission of these representations will be followed by the submission of a pre-application enquiry to the Council within the next month. The expectation will then be to submit a planning application associated with the development of the site within the next 6-months.

The representations are supported by the following documents which are enclosed alongside this submission: -

- Indicative Masterplan (July 2025) – Newett Homes
- Highways Scoping Study (August 2025) – Optima Highways

The comments outlined in these representations are ordered as follows: -

- Planning & Sustainability Context
- The Development Proposals
- Highways & Accessibility
- Response to Draft Local Plan Site Allocation Development Principles
- Delivery Timescales & Deliverability Assessment

We conclude by stating that whilst the site should remain as an allocation within future versions of the Local Plan, the indicative unit capacity for the site should be increased to approx. 770 dwellings (at an assumed density of 35 dwellings per hectares). The case for which is set out clearly below.

PLANNING & SUSTAINABILITY CONTEXT

The site is currently allocated for employment development and within the defined development limits of Grantham within the adopted Local Plan.

The area of the allocation located to the east of the A1 measures 15.8 hectares in size and is located adjacent to the existing settlement area of Grantham. The site contains agricultural fields and is bordered by existing residential properties and redundant farm buildings to the north (which benefit from planning permission for residential use), an existing caravan park to the east, the A1 to the west and the “King 31” development site to the south. A site which benefits from planning consent for employment use, but which is now being proposed to be developed as a retail outlet.

The area of the allocation located to the west of the A1 measures 10.3 hectares in size and is located adjacent to the existing settlement area of Grantham. The site contains agricultural fields and is bordered by existing residential properties and recreational facilities to the north, an existing commercial use to the west, the A1 to the east and land which is allocated for employment use to the south.

The site is located within a sustainable location, with good access to local services and facilities in the urban area, along with good public transport links. The site lies adjacent to the existing urbanised area of Grantham and its development would only serve to reinforce the settlement’s existing urban boundary. Indeed, the Council’s current allocation of the site for employment use is clear evidence that this area of Grantham is appropriate for future development.

The site is located within approximately 2km of Grantham town centre which contains a range of services and facilities, including a number of supermarkets, doctors’ surgeries, and shops. There are a number of local services and facilities in close proximity to the site, including an super market, recreational facilities, and a primary school, all of which are located within walking and cycling distance from both of the sites.

The site is located close to existing employment areas and as explained above are proposed to be surrounded by proposed employment and retail areas through allocations in the adopted Local Plan and the King 31 retail outlet.

The site is well related to the road network, is accessible to public transport, and is accessible to local services and facilities. There are bus stops located to the east and north of the site

Importantly, the site is highly accessible to the strategic highway network following the completion of the A1 junction upgrade works to the south.

The site is located within 2km of Grantham railway station where regular train services to London, Peterborough, Newark, Doncaster, and York can be accessed. Grantham railway station has car parking and cycle parking facilities. Manual for Streets guidance is clear where it states that 2km is considered to be a distance that is accessible by walking or cycling.

The site is considered to be positioned in a sustainable location. Below we provide further information in respect of how the development of the site would help to enhance the accessibility and sustainability of the surrounding area by virtue of the proposed development.

With regards to the sustainability of the site in respect of emerging local planning policy, the original Draft South Kesteven Local Plan published in 2024 set out the vision to strengthen the role of Grantham as the Sub-Regional Centre of the District through significant housing growth.

Policy SP1 of the original draft Local Plan identified that the Local Plan would deliver sustainable growth across the District over the Plan Period (2021 – 2041) and that the minimum local plan housing

requirement for South Kesteven would be 14,020 new dwellings over this period, equating to 701 dwellings per annum.

The latest publication outlines that the changes outlined within the revised NPPF have resulted in a substantial increase to the Council's annual housing need from 701 to 886 dwellings per year, an uplift of 185 dwellings per year. This means that the Local Plan's minimum housing need is 17,720 dwellings across a revised plan period of 2023-2043.

The overall direction of Policy SP1 of the draft Local Plan and its intention to focus the majority of housing growth in around the sub-regional centre of Grantham and the three market towns remains the same.

Policy SP2 of the draft Local Plan sets out the proposed Settlement Hierarchy for the plan period. It identifies that in order to address the District's growth needs the Local Plan proposes that the majority of development will be focused in Grantham in order to support and strengthen its role as a Sub-Regional Centre. The policy further states that new development proposals will be supported on appropriate and deliverable brownfield sites and on sustainable greenfield sites (including urban extensions), where development will not compromise the town's nature and character. Again, it is understood that the objectives of the policy are due to remain unchanged within future version of the draft Local Plan.

Accordingly, the development of the Gorse Lane site for residential use would therefore be entirely in accordance with the Vision, Spatial Strategy, Housing Growth, and Settlement Hierarchy policies of the emerging draft Local Plan.

THE DEVELOPMENT PROPOSALS

Enclosed with this submission is a revised Indicative Masterplan. The development proposals have been reviewed to reflect the proposed allocation of the site for mixed-use within the draft Local Plan.

Whilst the proposed allocation has an indicative housing number of 530 homes based on an assumed density of 35 dwellings per hectare, the enclosed masterplan outlines the ability of the site to deliver a development of approximately 770 homes at the same assumed density. In purely quantitative terms, the case of the increase in numbers is outlined as follows: -

- Total Site Area – 26.1ha
- Area outlined for Gypsy & Traveller Provision – 2ha
- Area outlined for Non-Residential Uses (Public Open Spaces, Local Centre, SuDs & Landscaping) – 2.1ha
- Remaining Net Developable Area – 22ha x 35dph = 770 homes.

The environmental and technical reports that will be submitted alongside the future planning application will demonstrate the overall deliverability of the proposed development and how there are no issues which would preclude the development of 770 homes at the site.

An increase in the number of homes within the allocation will provide the Council with a greater level of assurance and flexibility to ensure that the identified housing requirements of the Local Plan will be met. As it will help to balance out those situations where a number of the proposed/adopted housing allocations will deliver a lesser number of homes than indicatively identified.

Importantly, the increase in the proposed residential dwellings at the site will also deliver a proportionate increase in the economic and social benefits associated with the delivery of more homes from the site. Including the delivery of an increased provision of affordable homes, which at the current adopted Local Plan policy requirement of 20% for Grantham would be 154 x affordable homes for a scheme of 770 houses vs 106 affordable homes for a scheme of 530 houses.

Finally, the increase in the site's indicative capacity will also provide greater flexibility for the developer in respect of ensuring the development can meet the District's identified housing needs in relation to the size, type, and mix of homes.

Key details outlined on the Indicative Masterplan include as follows: -

- The housing scheme will deliver a size, layout and configuration of homes which is capable of supporting a sustainable housing scheme of up to 770 homes providing the ability to meet a range of housing needs. Including the delivery of a policy compliant proportion of affordable housing.
- The provision of 2ha of land to the west of the A1 to accommodate at least 20 permanent gypsy and traveller pitches/plots. This parcel of the allocation will be provided with direct access from Gorse Lane to enable the early delivery of this phase when required/feasible.
- The delivery of 1.76ha of public open space across the site in the form of allotments, LEAPs, LAPs, informal amenity areas, and landscape buffer areas. Within which suitable SuDs features will be delivered.
- The provision of 0.25ha for a new local centre, with the potential to incorporate a small convenience store and/or other community facilities to increase the overall sustainability of the allocation and the areas surrounding the allocation.
- Appropriate vehicular access can be taken from Gorse Lane, with new proposed pedestrian and cycle connections to existing areas. A link is shown to the south of the parcel of the allocation to the west of the A1 to enable it to connect with the wider employment allocation area to the south, and to provide the potential for direct access to be taken via the new Southern Relief Road and A1 Junction Works. The connection to the south does of course rely on a connection being included within any development proposals associated with the land to the south of the site.
- The scheme will deliver enhancements to existing pedestrian and cycling connections between the site and the town centre. Enhancing the accessibility of the site by non-car modes. Also providing further benefits to pedestrian/cycling connectivity for the wider surrounding area.
- The development will deliver 10% biodiversity net gain.
- The provision of areas of on-site open space which will enhance the amenity value of the site, but which can also create high quality public spaces which link between the proposals and the existing and proposed uses which surround the site. The Indicative Masterplan includes a potential area for new allotment provision, alongside other areas of public open space.
- Retention of areas of arboricultural value located within the site, where possible, and their enhancement along the site's edges to provide long-term defensible boundaries.
- Delivery of additional boundary landscape screening to soften and integrate the development within any views into/onto the site from the surrounding settlement area, whilst also screening prospective residents from visual and noise amenity implications associated with the A1.
- Suitable separation distances are also proposed between existing properties and those proposed within both of the parcels.

- Heights of the buildings located within the development would be carefully planned to ensure that they did not adversely impact on the landscape character of the area. The delivery of new homes at the site would be similar in height to existing residential properties located along Gorse Lane. It is expected that the buildings to be delivered across the site will be lower in height than the commercial buildings that will be delivered to the south of the sites within the wider strategic allocation area.

On account of the above, we consider that the enclosed Indicative Masterplan demonstrates that the proposed development of the site could achieve a high standard of design that protects the local area's setting and character, whilst also meeting each of the proposed development principles for the site allocation. The case for which is outlined further below.

HIGHWAYS & ACCESSIBILITY

Enclosed with these representations is a Transport Assessment Scoping Study prepared by Optima Highways. The study seeks to establish the key parameters for the production of a Transport Assessment to support the submission of the forthcoming planning application at the site. The study has been informed by initial discussions with Lincolnshire County Council and will be submitted alongside the initial pre-application enquiry that will be submitted within the next month.

The site is currently allocated for employment use within the adopted Local Plan. This will be an important consideration as part of the future highway assessment work undertaken in association with the future planning application.

Vehicular Access Strategy

The proposed vehicular access strategy to serve the overall development Site comprises: -

- Four new priority 'T' junctions onto Gorse Lane along the northern boundary of the Site; and
- A primary route through the Site to connect the two access points within each of the eastern and western parcels.

As stated above, the Indicative Masterplan includes a link to the south of the parcel of the allocation to the west of the A1 to enable it to connect with the wider employment allocation area to the south, and to provide the potential for direct access to be taken via the new Southern Relief Road and A1 Junction Works. However, we wish to make clear that the connection to the south does of course rely on a connection being included within any development proposals associated with the land to the south of the site, which is not under the control of Newett Homes.

Pedestrian/Cycle Access Strategy

Pedestrian/cycle access will also be provided from the aforementioned new vehicular junctions onto Gorse Lane.

Subject to further investigation, additional pedestrian/cycle only connections to the surrounding highway network will be provided, including exploring if a connection to PROW footpath Gran/16/1 that runs on a northwest/southeast alignment through the western parcel of land can be achieved.

Pedestrian facilities on Gorse Lane will also be explored/addressed as part of the pre-application enquiry process, including consideration of the narrow bridge which crosses the A1 as set out within the draft site-specific development principles for the allocation and any potential improvement options will be explored for example, one-way working for vehicles travelling over the bridge.

With regard to the potential 'one-way working' of vehicles travelling over the bridge that carries Gorse Lane across the A1, this relates to a previous proposal put forward in previous representations to the Council. The bridge currently has insufficient width for two-way traffic and is therefore subject to alternate one-way operation, with priority for westbound traffic. It was therefore proposed that the existing carriageway across the bridge would be narrowed to single-track standard (having a minimum width of 3.6m) with priority one-way working in favour of westbound traffic, as at present. The residual width created would be used to provide a fully kerbed footway of 2.0m width in front of the existing vehicle restraint safety fence, which would be realigned as necessary (subject to further assessment and design). These enhancements would also assist in discouraging the use of Gorse Lane by through-traffic and reinforce the role of Gorse Lane as a sustainable travel corridor, providing for local access to existing and proposed residential properties and a safe route for pedestrians and cyclists to reach Grantham town centre via the B1174. The proposed new footway along the site frontages would also significantly improve access by sustainable modes to the Grantham Cricket Club west of the A1.

This proposed option will be discussed further with the Council as part of the pre-application enquiry.

Site Accessibility & Travel Planning

The TA (as well as the Travel Plan) will describe accessibility to the Site by non-car modes (walking, cycling, public transport) and will also set out how proposed travel planning measures will enhance accessibility and seek to minimise single occupancy car trips.

GIS Network Analyst software will be utilised to define the typical catchment areas for pedestrians and cyclists as well as demonstrating the accessibility to nearby local facilities and bus stops such as those along the B1174 to the east.

The Site is over the Active Travel England (ATE) threshold of 150 dwellings and the TA will therefore incorporate the ATE Toolkit.

Trip Generation & Distribution

Vehicular Trip Generation and Distribution from the site will be assessed within the TA. It is the intention of the developer to agree the specific requirements of the Council in respect of each of the proposed uses at the site as part of the pre-application discussions ahead of the submission of the planning application. This work will also take into account the site's current allocation for employment use.

Highway Network Assessment & Traffic Flows

The study seeks to agree 16 x junctions and 2 x slip roads that will be assessed within the TA, alongside the assessment of the capacity of each of the proposed site access junctions onto Gorse Lane. Traffic surveys are proposed to be undertaken in September 2025, following the school holidays.

The assessment work will also consider the expected delivery timescales for the development, which are outlined in the study and within these representations below.

The assessment work will also consider committed developments and the expected completion of the southern relief road.

Highway Safety

Finally, Personal injury accident (PIA) data will be acquired from Lincolnshire County Council for the most recently available 5-year period. Utilising this data, a highway safety assessment will be undertaken in order to identify any potential existing issues that may be adversely affected by the development proposals. The findings will be set out within the TA.

Conclusion

The proposed development of the Gorse Lane site in the manner proposed is expected to provide a satisfactory vehicular, pedestrian, and cycle access to the site, alongside the potential to enhance wider pedestrian and cycle routes for the local community.

The implementation of future Travel Plan measures will also maximise the use of sustainable travel modes from the site, and together enable the development to reduce the impact of travel and transport on the environment, whilst also achieving a number of other benefits for prospective residents of the site.

The development is not predicted to result in a material or severe impact on the safe and efficient operation of the local highway network. Especially when the site's current allocation for employment use is taken into consideration.

Accordingly, development proposals will comply with paragraph 115 of the NPPF, and there are no expected reasons on highways or transport grounds why the site should not be retained as a housing allocation within future versions of the Local Plan.

It is expected that this position will be confirmed in the forthcoming pre-application enquiry discussions with the Council.

RESPONSE TO DRAFT LOCAL PLAN SITE ALLOCATION DEVELOPMENT PRINCIPLES

Within this section of the representations we outline how the proposed development of the site is expected to meet each of the Council's proposed development principles for the site allocation.

Site Ref. SKPR-334 Allocation Development Principle	Newett Homes' Response
<p>Indicative Unit Numbers: 530 dwellings (assumed density 35 dwellings per hectare, 2 hectares for permanent Gypsy and Travellers and Travelling Showpeople pitch/plot provision</p>	<p>Whilst the proposed allocation has an indicative housing number of 530 homes based on an assumed density of 35 dwellings per hectare, the enclosed masterplan outlines the ability of the site to deliver a development of approximately 770 homes at the same assumed density. In purely quantitative terms, the case of the increase in numbers is outlined as follows: -</p> <ul style="list-style-type: none"> • Total Site Area – 26.1ha • Area outlined for Gypsy & Traveller Provision – 2ha • Area outlined for Non-Residential Uses (Public Open Spaces, Local Centre, SuDs & Landscaping) – 2.1ha • Remaining Net Developable Area - 22ha x 35dph = 770 homes. <p>The environmental and technical reports that will be submitted alongside the future planning application will demonstrate the overall deliverability of the proposed</p>

		development and how there are no issues which would preclude the development of 770 homes at the site.
A	The development proposal must make provision for 2ha of land to the west of the A1, accommodating at least 20 permanent pitches/plots, to meet identified accommodation needs of Gypsies, Travellers and Travelling Showpeople, as per the February 2024 Accommodation Assessment.	The Indicative Masterplan includes the provision of 2ha of land to the west of the A1 to accommodate at least 20 permanent gypsy and traveller pitches/plots.
B	A comprehensive masterplan, supported by an agreed phasing plan to include the delivery of land for Gypsy and Traveller accommodation within the first phase.	<p>The Indicative Masterplan outlines how the site can be delivered comprehensively to achieve the development principles for the site. The masterplan will be updated and refined through the pre-application process and following the completion of technical/environmental reports.</p> <p>Discussions have already taken place with the party who control land within the central area of the eastern parcel of the allocation. The Indicative Masterplan has been formulated following these conversations.</p> <p>Details in respect phasing will be provided as part of a future planning application, however, the submitted Indicative Masterplan identifies that the Gypsy & Traveller pitches/plots will be provided with direct access from Gorse Lane to enable the early delivery of this phase when required/feasible.</p>
C	Masterplan to include an appropriate relationship with the adjacent Gorse Lane allocation (north) and employment land allocations to the south.	The Indicative Masterplan illustrates that suitable separation distances and landscape buffer areas will be provided to deliver appropriate relationships with surrounding land uses. Wider landscape buffer areas will be provided on the southern and western boundaries of the site, adjacent to the existing and proposed commercial uses and the A1. Areas of 'gateway' open spaces are also provided on the north-east and north-west boundary of the allocation to soften/improve the views towards the allocation when 'arriving' at the site, and to also deliver increased separation distances between existing and proposed dwellings.
D	Pedestrian facilities on Gorse Lane required, including consideration of the narrow bridge which crosses the A1.	Improvements to pedestrian facilities on Gorse Lane will be explored/addressed as part of the pre-application enquiry process, including consideration of the narrow bridge which crosses the A1 and any potential improvement options will be explored for

		<p>example, one-way working for vehicles travelling over the bridge.</p> <p>With regard to the potential ‘one-way working’ of vehicles travelling over the bridge that carries Gorse Lane across the A1, this relates to a previous proposal put forward in previous representations to the Council. The bridge currently has insufficient width for two-way traffic and is therefore subject to alternate one-way operation, with priority for westbound traffic. It was therefore proposed that the existing carriageway across the bridge would be narrowed to single-track standard (having a minimum width of 3.6m) with priority one-way working in favour of westbound traffic, as at present. The residual width created would be used to provide a fully kerbed footway of 2.0m width in front of the existing vehicle restraint safety fence, which would be realigned as necessary (subject to further assessment and design). These enhancements would also assist in discouraging the use of Gorse Lane by through-traffic and reinforce the role of Gorse Lane as a sustainable travel corridor, providing for local access to existing and proposed residential properties and a safe route for pedestrians and cyclists to reach Grantham town centre via the B1174. The proposed new footway along the site frontages would also significantly improve access by sustainable modes to the Grantham Cricket Club west of the A1.</p> <p>This proposed option will be discussed further with the Council as part of the pre-application enquiry.</p>
E	This site is within or includes a Green Infrastructure Opportunity Area. Proposals on this site should incorporate the relevant principles for development within Green Infrastructure Areas set out in Policy EN3 Green Infrastructure.	The Indicative Masterplan seeks to deliver 1.76ha of public open space across the site in the form of allotments, LEAPs, LAPs, informal amenity areas, and landscape buffer areas. Within which suitable SuDs features will be delivered.
F	Spittlegate Farm and Heath Farm converted buildings are non-designated heritage assets, the setting of the buildings to be considered through a Heritage Impact Assessment.	The Indicative Masterplan includes appropriate separation distances between the proposed new homes and the non-designated heritage assets and includes landscaping on the northern boundary

		opposite the buildings. A Heritage Impact Assessment will be submitted in support of a future planning application. Prior to the submission of the application the Indicative Masterplan will be reviewed to incorporate the recommendations of the assessment.
G	Noise assessment required, with consideration of the impact of the A1. Noise Assessment conclusions to be taken into account when masterplanning the location of residential and Gypsy & Traveller accommodation uses.	The Indicative Masterplan will deliver additional boundary landscape screening and buffer areas to protect prospective residents from visual and noise amenity implications associated with the A1. A Noise Impact Assessment will be submitted in support of a future planning application. Prior to the submission of the application the Indicative Masterplan will be reviewed to incorporate the recommendations of the assessment.
H	Pre-commencement archaeological investigations required	An Archaeological Evaluation Report will be submitted in support of a future planning application. Prior to the submission of the application the Indicative Masterplan will be reviewed to incorporate the recommendations of the report.
I	Include appropriate open space/green infrastructure, including allotments.	As stated above, the Indicative Masterplan seeks to deliver 1.76ha of public open space across the site in the form of allotments, LEAPs, LAPs, informal amenity areas, and landscape buffer areas. Within which suitable SuDs features will be delivered.
J	Suitable boundary treatment and noise attenuation should be provided along the A1 edge of the site to protect the amenity of future occupiers.	The Indicative Masterplan will deliver additional boundary landscape screening and buffer areas to protect prospective residents from visual and noise amenity implications associated with the A1. A Noise Impact Assessment and Air Quality Impact Assessment will be submitted in support of a future planning application. Prior to the submission of the application the Indicative Masterplan will be reviewed to incorporate the recommendations of the assessments.
K	Screening to be provided to the south of the development.	

Overall, it is clear that the development proposals are capable of meeting each of the Council’s identified development principles for the site. As outlined, further documentation will be submitted alongside a future planning application to confirm this position.

We are keen to work closely with the Council over the course of the pre-application enquiry to update and finalise the proposed masterplan for the scheme in order to demonstrate how the above outlined development principles can be achieved.

DELIVERABILITY ASSESSMENT

We have undertaken an assessment of the sites' deliverability in accordance with the definition provided within Annex 2 of the revised National Planning Policy Framework. It is our clear view that the site can be considered as a **Deliverable** residential development site on account of: -

Suitability

The site is located in a suitable location for development now. As identified above, a sustainable development can be delivered at the sites with pedestrian and cycle access to existing services, facilities, and public transport. A suitable access can be provided to the site from existing highways, alongside potential connections from the proposed new Southern Relief Road/A1 junction works (subject to connections being made available by/within adjacent development proposals). There are no technical constraints which would preclude the development of the sites for residential use.

Availability

The site is available for development now. The site is available for development as there are no legal or ownership constraints as Newett Homes have a legal interest in the site and by virtue of this submission are expressing an intention to develop the site for residential use.

Achievability

A viable residential development can be delivered on the site within the next 5 years. Prior to the progression of development sites, Newett Homes undertake a thorough marketing and economic viability assessment for each site, including an assessment of any site specific abnormal costs. The site is considered to be achievable for residential development now as there is a realistic prospect that the site can deliver new homes within the next 5 years.

Deliverability Conclusion

The site can be considered deliverable and its release for development in the manner proposed would deliver significant economic, social, and environmental benefits in the form of: -

- Construction Investment to the area.
- Creation of direct & indirect employment opportunities.
- The delivery of 770 homes to meet identified housing needs.
- The provision of 1.76ha of public open space of different typologies.
- The provision of a new local centre to provide convenience and community facilities for existing and prospective residents.
- Social infrastructure investment to the area through S106 contributions.
- The delivery of 10% biodiversity net gain.
- Increased expenditure from residents to the area creating additional jobs in this sector.
- Annual Council Tax payments & New Homes Bonus payments which will help to sustain Council's services.
- Enhancements to the local highways network, particularly in respect of pedestrian and cycling connectivity.

DELIVERY TIMESCALES

We envisage that a hybrid planning application for the proposed development of the site will be submitted to the Council within the next 6-months following pre-application discussions.

It is anticipated that a planning application at the site could be determined within 6-12 months of submission.

Other than the delivery of the initial site infrastructure there are no other major infrastructure works that need to take place prior to the commencement of delivery of the development proposals. Accordingly, for a site of this size, the development could commence within 6-months of planning permission being obtained.

It is expected that there would be two development/selling outlets delivering new homes at the site. It is therefore anticipated that the development will deliver a yield of at least 60-80 homes per annum.

The table below provides the cumulative dwelling delivery projection per annum that the Council can use within their housing trajectory: -

Year	Development Activity
2025/2026	Submission & Determination of Planning Application and Delivery of Initial Infrastructure Works
2026/2027	
2027/2028	50
2028/2029	130
2029/2030	210
2030/2031	290
2031/2032	370
2032/2033	450
2033/2034	530
2034/2035	610
2035/2036	690
2036/2037	770

The delivery of the local centre, affordable housing and identified areas of public open space and landscape planting for both sites will be delivered commensurate with the progression of the development and made available for use at an agreed point with the Council.

The delivery of the Gypsy & Traveller pitches/plots will be discussed with the Council. As this parcel of the proposals has a separate and direct access onto Gorse Lane, it can be delivered when required/feasible.

The development proposals can therefore deliver approximately 770 homes and a number of significant economic, social, and environmental benefits to Grantham within the first five-year period of the Local Plan, alongside making a significant contribution to the Council’s ongoing 5-year housing land supply requirements entirely within the plan period.

Consequently, the release of our client’s site in the manner proposed would deliver the Council’s strategic development aspirations for the District, whilst also ensuring that the emerging Local Plan could be considered sound in respect of meeting the Council’s housing requirements.

CONCLUSION

Based on the justification provided above and the accompanying documents it is considered that Newett Homes’ Gorse Lane, Grantham proposals will create a sustainable, high quality and accessible residential development which will provide significant social, economic, and environmental benefits to Grantham and the wider South Kesteven area.

The site can deliver a comprehensive development of market and affordable housing alongside a number of community benefits to meet the needs and aspirations of the local area over the plan period.

The development proposals are situated in a suitable and highly sustainable location in respect of existing and proposed settlement form and there are no technical or environmental (built and natural) constraints that would preclude the development of the sites.

Our client fully supports the proposed allocation of the site for residential development within the Draft Local Plan.

Whilst the site should remain as an allocation within future versions of the Local Plan, the indicative unit capacity for the site should be increased to approx. 770 dwellings (at an assumed density of 35 dwellings per hectares). The case for which is set out clearly above.

Should you need any further information or wish to discuss any of the points made in the enclosed statement further, please do not hesitate to contact me.

Yours sincerely



PAUL BUTLER
Director