
**Representations to the South Kesteven Local Plan
Review (Draft Plan – Additional Sites Regulation 18)
Consultation**

Land North of Mill Dove Bourne

On behalf of Taylor Wimpey

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1. Introduction

- 1.1. Between February and April 2024, South Kesteven District Council (“SKDC”) sought views on a Regulation 18 - Local Plan Review Consultation (“2024 Draft Plan”). The draft Local Plan included a vision and objectives, new spatial strategy, site allocations, and development management policies.
- 1.2. Consultation on this Regulation 18 – Proposed Housing and Mixed-Use Site document is taking place between June and August 2025 and represents a more focused consultation, published to seek comments on the following matters
 - New proposed housing trajectory targets.
 - Sustainability Appraisal addendum.
 - Updated Gypsy and Traveller requirements.
 - Removal of certain allocations.
 - Additional proposed allocations.
 - Amendments to site capacities.

The reasoning behind Regulation 18 – Proposed Housing and Mixed-Use Site document was that in December 2024, the government published a revised National Planning Policy Framework (“NPPF”), introducing changes to how local housing need is calculated. These changes have significantly increased SKDCs annual housing requirement from 701 dwellings (as previously published in the 2024 Draft Plan) to 886 dwellings per year, an uplift of 185 dwellings. Consequently, the minimum housing requirement for the revised plan period (2023–2043) is now 17,720 dwellings, compared to 14,020 dwellings set out in the Draft Local Plan. This increase has required South Kesteven District Council to revise its options for site allocations and to identify additional sites for residential development.

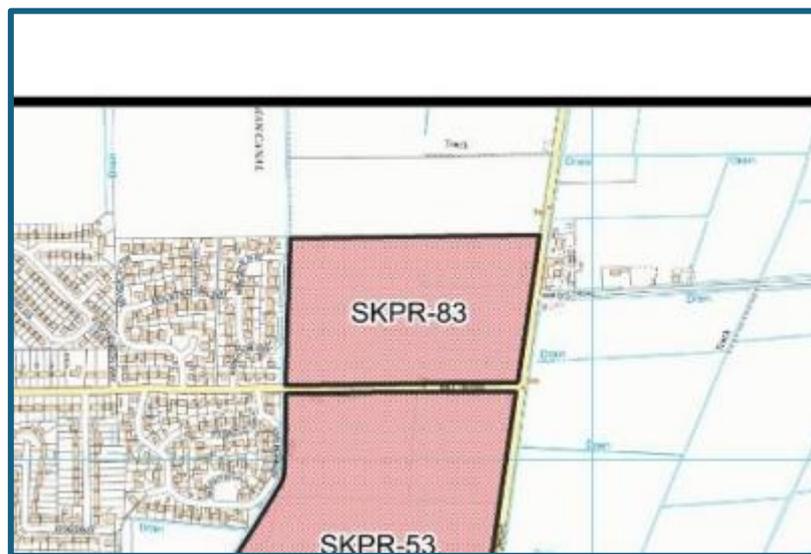
[Taylor Wimpey](#)

- 1.3. Marrons are instructed by Taylor Wimpey to prepare and submit representations to the South Kesteven District Council Regulation 18 - Proposed Housing and Mixed-Use Site Allocations document. Taylor Wimpey is promoting the site **Land North of Mill Drove Bourne** (‘the Site’) for residential development. The Site is referenced and has been assessed under the code SKPR -83.

1.4. For context, Taylor Wimpey is a leading national housebuilder operating across England, Scotland, and Wales, with an established track record of delivering high-quality homes and creating thriving communities. They are committed to building sustainable developments that combine good design, environmental responsibility, and a range of housing choices, including affordable homes. Taylor Wimpey operates through regional businesses with strong local knowledge, working closely with local authorities and communities to ensure developments meet local needs while contributing positively to the wider area.

Site Context

1.5. By way of context, the Site was submitted to SKDC as part of the Local Plan Review process during the open ‘Call for Sites period’ which ran from 2020 until 2022. Subsequently the Site was assessed and deemed as suitable to be allocated as a ‘preferred option’ through the 2024 Draft Plan consultation for 172 units. The extent of the Site allocated as a ‘preferred option’ submitted under SKPR-83 has been shown below.



1.6. As part of the Regulation 18 Proposed Housing and Mixed-Use Sites consultation, the Site has been revisited and continues to be identified as a ‘preferred option’. The allocation has however been modified to include an additional parcel of land to the north, which SKDC have subject to specific requirements such as use for open space, landscaping, and sustainable urban drainage. Alongside this, the overall capacity of the Site has been increased from 172 to 326 dwellings. The extent of the revised allocation is illustrated below.



Structure

- 1.7. Taylor Wimpey submits these representations to the Regulation 18 – Proposed Housing and Mixed-Use Site document and its evidence base, with a particular focus on Land North of Mill Drove, Bourne (SKPR-83). They confirm ongoing support for the promotion and development of the site and consider that the proposal aligns with SKDCs approach that development should be focused around the Market Towns which have good levels of services and facilities, as established in the 2024 Draft Plans Vision and Objectives.
- 1.8. The structure of this representation will follow the format set out below, this representation will
 - Provide comments on the housing requirement, spatial strategy and SA Process
 - Address site-specific matters relating to Land North of Mill Drove Bourne, including commentary on the supporting evidence base
 - Conclusion of the representation

2. The Housing Requirement, Spatial Strategy and SA Process

- 2.1. Through the current consultation, South Kesteven District Council proposes to allocate some 3,622 additional dwellings. This reflects an uplift in local housing need, recalculated using the Standard Method, from 701 dwellings per annum to 886 dwellings per annum.
- 2.2. Taylor Wimpey also note that although not expressly stated in the Regulation 18 - Proposed Housing and Mixed-Use Site Allocations document, the base date of the Plan has also been reset from 2021 to 2023, and the end date extended from 2041 to 2043.
- 2.3. The current consultation seeks views on additional allocations identified following the earlier 2024 Draft Plan consultation. Its focus, and that of the accompanying evidence base, is therefore on 'preferred option' sites such as Land North of Mill Drove Bourne (SKPR-83).

Housing Need / Requirement

- 2.4. Taylor Wimpey supports the Council's decision to undertake consultation on additional sites in response to the increased housing requirement arising from the updated Standard Method calculations.
- 2.5. Taylor Wimpey however believes that there are clear reasons why the housing requirement could exceed the minimum local housing need in South Kesteven. This is as the 2024 Draft Plan consultation was based on a significantly lower housing requirement and a different distributional strategy.
- 2.6. Therefore, Taylor Wimpey believe that due to the Regulation 18 - Proposed Housing and Mixed-Use Site document presenting a substantially larger quantum of housing, in different locations, updated considerations to the overarching strategy should be considered through the current consultation or its supporting evidence base, including through the Sustainability Appraisal addendum (SA).
- 2.7. Taylor Wimpey acknowledge that SKDC must respond to the revised 'stock-based' Standard Method. However, national policy is clear that the local housing need figure is a starting point. Planning policy guidance confirms that:

*"Housing need is an unconstrained assessment of the minimum number of homes needed in an area. Assessing housing need is the first step in the process of deciding how many homes need to be planned for. **It should be undertaken separately from***

assessing land availability, establishing a housing requirement figure and preparing policies to address this such as site allocations.”

2.8. Taylor Wimpey deem that there are reasons why the housing requirement could exceed the minimum local housing need. In South Kesteven, these include:

- **Alignment of homes and jobs:** SKDC is seeking to provide for significantly more employment land than is recommended within the Employment Land Study due to economic aspirations. Taylor Wimpey would recommend that analysis be undertaken to demonstrate whether the housing numbers proposed will support the Council’s economic strategy.
- **Delivery of affordable housing:** the PPG requires affordable housing need to be considered and in the context of mixed market and affordable provision be properly accounted for. Taylor Wimpey believe that increasing the overall housing requirement may be necessary if the district is to secure the total affordable homes required.

Alignment of Homes and Jobs:

2.9. SKDCs overall strategy for employment growth remains unaltered by the current consultation. The Employment Land Study (2023) identified a requirement for 79.5 hectares of additional employment land beyond existing commitments. By contrast, SKDC is proposing to allocate some 338 hectares across the District, a quantum significantly in excess of identified need, but one which nonetheless seeks to capitalise on the Council’s ambitions to reduce out commuting and deliver economic growth in line with the Local Plan Reviews vision and objectives.

2.10. Taylor Wimpey recommends that SKDC should demonstrate that this increased level of employment growth will be matched by the scale of housing proposed over the Plan period, essentially ensuring that sufficient new homes will be delivered to support the number of jobs anticipated, as this is critical to achieving sustainable patterns of development and reducing out-commuting to other functional market areas.

Delivery of Affordable Housing:

2.11. Taylor Wimpey note that the Local Housing Need Assessment 2023 (LHNA) identifies an annual affordable housing need of 402 dwellings, equivalent to 45% of the annualised housing requirement of 886 dpa. However, given that the LHNA has not been updated to reflect the revised base date or extended Plan period, it therefore could underestimate the true scale of affordable housing need.

- 2.12. Even against the lower figure Government statistics record an average of only 120 affordable completions per annum or less than one-third of the Councils current objectively assessed need (687dpa). Policy H2 of the adopted Local Plan (2020 -2036) requires 30% affordable provision on qualifying sites (reduced to 20% in the Grantham urban area), but the Council's reliance on Grantham as the primary focus for growth makes it unlikely that delivery will approach the level required.
- 2.13. Taylor Wimpey therefore suggest that consideration as to whether the housing requirement should be increased, in order to deliver the number of affordable homes needed, be further investigated by the Council.

Spatial Strategy

Settlement Hierarchy:

- 2.14. The Regulation 18 – Proposed Housing and Mixed-Use Site documents evidence base includes an updated Settlement Hierarchy Review dated May 2025. Taylor Wimpey are unsure whether the Council is seeking views on this evidence given that it post-dates the last consultation and, moreover, the recommended hierarchy does not appear in the Consultation Document.
- 2.15. In any event, Taylor Wimpey notes that the Settlement Hierarchy Review focuses primarily on the District's villages but does not revisit the Market Towns. Bourne, as an identified established Market Town, benefits from a wide range of services, facilities, and employment opportunities, demonstrating strong sustainability credentials and the capacity to accommodate continued growth over the Plan period. Taylor Wimpey therefore continue to endorse Bourne's role as a Market Town through the settlement hierarchy.

Spatial Distribution:

- 2.16. Taylor Wimpey acknowledges that the settlement hierarchy provides a framework for distributing growth, with the majority of housing directed towards the Market Towns and the Sub-Regional Centre of Grantham. The allocation of land at North of Mill Drove Bourne reflects the town's strong sustainability credentials and is welcomed. However, Taylor Wimpey considers that there may be merit in reviewing the relative balance of housing across the Sub-Regional Centre and the Market Towns, to ensure the strategy reflects both the sustainability and deliverability credentials of each settlement.

2.17. Taylor Wimpey note that Grantham has been the focus for a significant level of planned growth within the District, much of which is tied to strategic infrastructure delivery and longer-term commitments. In this context, a more proportionate approach which places greater emphasis on the Market Towns would support the Plan's objectives by broadening the spatial distribution of housing, strengthening delivery prospects, and ensuring growth is more evenly aligned with the sustainability and capacity of each settlement.

Sustainability Appraisal

2.18. Taylor Wimpey recognises that the Sustainability Appraisal (SA) is a vital tool in supporting the Local Plan Review, ensuring it is transparent, robust, and legally compliant in the way different growth options are assessed. At this stage, it appears that limited consideration has been given to alternative approaches to the preferred spatial strategy and distribution of growth. Taylor Wimpey considers that setting out such alternatives through the SA would more clearly add value to the process, providing consultees with a fuller understanding of how different growth patterns perform against sustainability objectives and demonstrating the relative strengths of locations such as Bourne.

3. Site Specific Representations in relation to a Land North of Mill Drove (SKPR-83)

Site background

3.1. As set out in the introduction to this representation, Taylor Wimpey is seeking to promote the continued ‘preferred option’ status of the Site as part the emerging Local Plan review. This section demonstrates that the Site is suitable, deliverable, and represents a logical and available allocation for residential development within the sustainable Market Town of Bourne.

Site Name	Allocation Reference	Size	Outputs
Land North Of Mill Drove Bourne	SKPR-83	15.5ha	Residential development of 326 units

3.2. The Site being promoted by Taylor Wimpey is located on the north-eastern edge of Bourne. The land is currently in agricultural use and is well-related to the existing built form of the settlement. The site benefits from good connectivity to the town centre lying approximately 1 km from a Bourne local services, facilities and public transport links which can be accessed from the public right of way running along the Sites periphery. The Site is bound to the west by the Car Dyke, beyond which lies established residential development at Wingate Way and Rangoon Way, to the east is Meadow Drove and to the south is Mill Drove both of which are publicly maintained highways. The Site therefore represents a sustainable and deliverable location for a development opportunity, the merits of which have already been recognised by SKDC through its draft allocation as a ‘Preferred Option’.

3.3. The Site presents very few technical constraints. It is predominantly located within Flood Zone 1 and is generally flat, with no topographical challenges to development. The Site lies approximately 1 km from the Bourne Conservation Area and its associated listed buildings, none of which would be directly affected by development. In addition, the Site is not within or near any European, National, or Local ecological designations. As such, the Site is unconstrained from a technical perspective and represents a readily deliverable location for new housing.

3.4. The assessment of the site’s suitability for allocation has been determined by the Draft Site Assessment Document (2025) undertaken by SKDC. The conclusions of the assessment is summarised in the table below ;

Site Code	SKDC Study Document	Summary
SKPR-83	Draft Site Assessment Document – July 2025	Site offers a suitable and sustainable location for housing development within the market town of Bourne. Direction of growth for the area supported by the Bourne Neighbourhood Plan group. Carr Dyke to be integrated as a positive landscape feature and public right of way. Site will offer footway and cycleways connections into the wider town and junction upgrades will be required subject to a transport modelling

[Draft Site Assessment Report \(2025\)](#)

3.5. The Draft Site Assessment Report 2025 forms a key part of the evidence base as part of the SKDC Local Plan review. In summary, the document provides context on how all sites submitted through the Local Plan Review process have been considered and assessed. It explains the reasoning behind which proposed sites have been included as ‘preferred options’ in the Local Plan Review, whether within the 2024 Draft Plan or in this subsequent Regulation 18 – Proposed Housing and Mixed-Use Site document.

3.6. The Draft Site Assessment Report 2025 draws on the SA Addendum, statutory consultee responses, and other evidence to assess sites leading to an overall site summary. Sites have been assessed against ‘major criteria’ which were identified as critical issues such as flood risk, highway safety, and impacts on designated ecological sites and ‘other criteria’ which have been determined as locally important issues such as impacts on the historic environment, contamination, or accessibility.

3.7. The Sites are assessed against the ‘major’ and ‘other’ criteria using a Red-Amber-Green (RAG) system, with each site’s rating represented by the appropriate colour. Green indicates the lowest level of impact, Amber represents a moderate impact, and Red

denotes the highest level of impact. An extract of the detailed RAG outcomes is presented in the table below for reference.

'Title of identified assessment criteria'	'Assessment question in relation to identified criteria'
RAG Rating	Potential 'Outcome'
Green	Score would mean low impact rating and potential to deliver wider economic, environmental, or social benefits
Amber	Score would mean moderate impact rating and the possibility to deliver economic, environmental, or social benefits with mitigation measures.
Red	Score would mean high impact rating and could bring economic, environmental, or social risks/harm.

3.8. The Site, (Land North of Mill Drove Bourne SKPR-83), has been assessed in the Draft Site Assessment Report 2025 between pages 108 and 109. The Site's RAG score ratings against the identified 'major' and 'other' criteria are summarised in the table below.

Criteria	RAG Rating	Total- SKPR-322
Major	Green	4
	Amber	3
	Red	3
Other	Green	15
	Amber	8
	Red	3

3.9. The Draft Site Assessment Report 2025 concludes that the Land North of Mill Drove, Bourne (SKPR-83) is suitable for allocation as a 'preferred option', provided that the site delivers the necessary infrastructure. This includes integrating the Car Dyke as a positive landscape feature and maintaining public rights of way, as well as providing footway and cycleway

connections into the wider town. Junction improvements may also be required, subject to the outcomes of transport modelling

3.10. Taylor Wimpey is broadly supportive of the Council's conclusions and overall, the identification of the Site as a 'preferred option'. Taylor Wimpey also recognises that the site has scored well against the 'major' assessment criteria, however there are three 'red' scores against the site which included;

- Overlap with a Flood Zone
- surface water flood risk
- Proximity to closest Designated Site

3.11. These major criteria are important factors Therefore, Taylor Wimpey consider it important to provide commentary on these outputs in order to demonstrate the Sites robustness as a deliverable option through the Local Plan Review.

Overlap with Flood Zone

3.12. The Site has been identified in the Draft Site Assessment Report 2025 as scoring 'Red' due to its overlap with areas of flood risk. However, Taylor Wimpey consider this conclusion to be disproportionate given that only a very limited part of the Site overlaps with Flood Zone 2 (2.66%) and Flood Zone 3 (1.21%). The majority of the Site lies within Flood Zone 1, meaning it is at the lowest risk of flooding. In this context, the overall flood risk constraint is minimal and should not undermine the Site's suitability for development.

3.13. The source of the identified flood risk is the Carr Dyke, which runs along the western edge of the Site. This is a long-established natural watercourse and, rather than being seen solely as a constraint, offers a valuable opportunity to enhance the development's character and environmental quality. The Draft Site Assessment also recognises that Carr Dyke should be integrated into the scheme as a positive feature.

3.14. Any new development at the Site can be sensitively designed to respond to this localised risk through appropriate setbacks, the use of Sustainable Urban Drainage Systems (SuDS), and through the strategic placement of open space in the small areas of overlap with Flood Zones 2 and 3. No built development or road infrastructure would be located in these areas, ensuring there is no residual risk. With these straightforward mitigation measures in place,

Taylor Wimpey consider the Site to be resilient to flood risk and therefore the RAG rating should be reconsidered accordingly.

Surface Water

- 3.15. The site has been rated Red against the “surface water flood risk” criterion. It is acknowledged that there are small elements of surface water flood risk (1:30 year) to the eastern periphery of the site. However, Taylor Wimpey considers that the assessment could be strengthened by clarifying the percentage or extent of land affected and by recognising the potential for mitigation measures to appropriately address such risk
- 3.16. It is important to note the findings on page 14 of the Draft Site Assessment Report (2025), which confirm that the Council is still awaiting the outcomes of the Strategic Flood Risk Assessment (SFRA). The SFRA is a fundamental evidence base document, providing a comprehensive and robust appraisal of the extent and nature of flood risk from all sources, taking into account the effects of climate change and their implications for land use planning. In addition, flood mapping in the UK has recently been updated through the new National Flood Risk Assessment (NaFRA2). It is unclear whether either of these elements have been considered in determining the site assessment outcomes, as the evidence base does not currently include an SFRA.
- 3.17. Taylor Wimpey considers that this risk can be appropriately mitigated through sensitive site design, including the strategic location of open space, provision of Sustainable Urban Drainage Systems (SuDS). With these measures, the surface water flood elements can be effectively managed.
- 3.18. Given this, it is considered that the surface water flood risk is capable of being addressed and mitigated. Accordingly, the RAG rating for this criterion should be ‘green’ rather than ‘red’ to better reflect these outcomes. It is also noted that there are no comments or statutory objections from Lincolnshire County Council, as the Lead Local Flood Authority.

Proximity to Designated Site (SAC, SPA, SSSI, NNR)

- 3.19. The site has been rated red against the “Proximity to Designated Site” criterion. Which according to the assessment RAG breakdown means that the Site directly overlaps or is between 0 – 5km away from designated nature site. Taylor Wimpey recognise the importance of protecting designated habitats, however, consider this approach to be disproportionate. The use of a blanket 5 km buffer results in all sites within that distance

being automatically scored as red, regardless of whether there is any functional relationship or realistic pathway for impact. Therefore, the methodology does not distinguish between sites that are genuinely constrained (e.g. those immediately adjacent overlapping a designation) and those where there is no risk of significant effects.

3.20. Taylor Wimpey believe that a more robust approach would be to apply an evidence-led assessment which considers actual impact pathways and site-specific circumstances, rather than distance. There also appears to be no professional ecological input in terms of statutory consultee response.

3.21. In terms of the Sites proximity to designated sites, the nearest designated site is Bourne Woods (Ancient Woodland) located approximately 2.6 km away, which falls outside of the recommended screening distances typically applied for Environmental Impact Assessment. The nearest SAC is The Barnack Hills and Hollows, located over 19 km away, and the nearest SPA is Rutland Water, located more than 21 km away, again both well outside recommended screening ranges. Given these distances. On review, Taylor Wimpey considers that there is no clear evidence to suggest development of the site would give rise to direct impacts on designated sites. In this context, applying a 'red' rating solely on the basis of an arbitrary buffer distance may not fully reflect the site-specific circumstances. It is therefore suggested that the site could be more appropriately scored under this criterion to better reflect the absence of likely significant effects

3.22. The site has also scored red against some of the 'other' identified assessment criteria. Taylor Wimpey also believe that it is important to address these for completeness

Proximity to Local Wildlife Site

3.23. The Site has been scored 'Red' in relation to proximity to a Local Wildlife Site (LWS). However, following desk-based assessments and a review of publicly available information, including the Council's own published policy maps, there is no evidence of any LWS within 0–1 km of the Site. Taylor Wimpey would request clarification on this matter and note that the Greater Lincolnshire Nature Partnership, as the relevant statutory consultee, has not raised any concerns regarding the Site.

Proximity to Scheduled Monument

- 3.24. The Site has been scored 'Red' due to its proximity to the Scheduled Monument, the Car Dyke which is located around 370 metres to the north. Taylor Wimpey acknowledge the importance of this designation and fully recognise the need to safeguard its setting. However, the northern part of the Site is identified for open space and sustainable drainage (SuDS), providing a natural buffer which ensures that built development is kept away from the monument. This approach avoids harm while creating opportunities for landscape enhancement and public access.
- 3.25. Rather than being a constraint, the Car Dyke can therefore be integrated as a defining feature of the scheme. Sensitive design could incorporate, pedestrian routes and ecological improvements, thereby strengthening both its historic and environmental value. On this basis, Taylor Wimpey do not consider that the proximity of the monument should warrant a 'Red' score, as its presence can be managed positively to deliver heritage protection alongside community benefits.

Overlap with Agricultural Land

- 3.26. Taylor Wimpey acknowledge that the site is predominantly comprised of grade 2 best and most versatile (BMV) agricultural land. However, it is considered that applying a blanket 'red' assessment may somewhat overstate the level of constraint and limit a more balanced comparison of options. The NPPF makes clear that the presence of BMV land should be taken into account within the overall planning balance, but it does not establish that this factor in itself should preclude development or automatically be treated as a significant constraint.
- 3.27. Furthermore, a detailed Agricultural Land Classification (ALC) survey would provide robust evidence of the actual quality of soils across the site. The present proportion of BMV land lost would be extremely limited when looking at BMV land provision throughout the district as a whole and its loss should be weighed against the sites benefits such as housing delivery, junction improvements and the provision of open space. On this basis, Taylor Wimpey do not believe that the 'red' categorisation should be revisited to ensure a more proportionate and evidence-led assessment.

Site Summary

- 3.28. Taylor Wimpey is broadly supportive of the conclusions of the Draft Site Assessment Report (2025), subject to the additional clarifications provided within this representation. Taylor

Wimpey support the sites inclusion through the Local Plan review process as a ‘preferred option’, given its limited and readily mitigable constraints. The infrastructure requirements highlighted in the assessment summary are acknowledged and can be appropriately addressed through the delivery of future proposals.

Comments on Site Proposed Policy Criterion (SKPR-83)

3.29. As the Site North of Mill Drove Bourne (SKPR-83) has been considered as a ‘preferred option’ within the Regulation 18 – Proposed Housing and Mixed-Use Site document. The Site is therefore subject to a number of development criterion proposals to which Taylor Wimpey have the following comments;

Site Density

3.30. The allocation currently sets out a capacity for the site totalling up to 326 dwellings, equating to an average density of 35 dwellings per hectare (dph) with an 60% modifier as set out in the Strategic Housing Land Availability Assessment (SHLAA) June 2017. As part of the Local Plan Review, SKDC have produced a supporting Density Study (2025) which now identifies 35dph as an appropriate benchmark for Market Towns such as Bourne. Whilst the study shows that Bourne's existing housing density is slightly above this average at 43dph, Taylor Wimpey is supportive of the 35dph target as a realistic and achievable figure for the Site. This will reflect well on character of the Site given its edge of settlement location and allows for the Site to make efficient use of sustainable land.

b) Highway, footway, cycleway connections should be provided throughout the site to the wider town and SKPR-53 – Land at Mill Drove

3.31. Taylor Wimpey support in principle the requirement for pedestrian, cycle and highway connections to the wider town. However, the current wording could create unintended delivery issues, as the proposed allocation to the south of the Site - SKPR-53 is in separate ownership and may not progress on the same timescale. It is therefore recommended that the policy wording be amended to require indicative connections to the adjacent site, subject to land availability and timing, rather than binding obligations which rely on third-party land. Taylor Wimpey would be agreeable to providing on-site connections where feasible, and to making appropriate financial contributions to off-site networks, but the policy should not impede delivery by tying it to land ownership outside Taylor Wimpey's control. Therefore, Taylor Wimpey suggest the amendment is as follows.

“Highway, footway and cycleway connections should be provided throughout the site to the wider town, with provision made for indicative connections to SKPR-53 (Land at Mill Drove), subject to land availability and timing.”

e) The development proposal should ensure the integration of Car Dyke as a positive landscape feature and provision of open space and ensure that the requisite easement of the Carr Dyke is provided to allow maintenance of the water feature

- 3.32. Taylor Wimpey recognise the importance of Car Dyke as a historic and environmental asset, and agree that its integration as a positive landscape feature would benefit the scheme. However, the policy should provide clarity on the extent of any required easement and the scope of permissible uses within this area (e.g. landscaping, open space, or pedestrian routes). This would ensure that design proposals can be optimised while still making efficient use of land. A proportionate and consistent approach should also be applied, noting that many existing developments along the Dyke appear to have little or no stand-off.

g) Development to the north must not extend past the existing built development line to the west. Residual land to be utilised for open space provision, landscaping and sustainable urban drainage (SUDS), as necessary

- 3.33. Whilst Taylor Wimpey acknowledge the intention behind restricting development north of the existing built form due the Carr Dyke the current criterion risks being overly prescriptive. Fixing a hard limit for built development and requiring SuDS/open space to be located in this area may constrain design flexibility and could result in less optimal outcomes, particularly in relation a suitable drainage strategy. Initial technical discussions suggest that alternative locations for SuDS may be more appropriate, and a rigid requirement could artificially shape the scheme. Taylor Wimpey therefore recommend that the policy is reworded to require sensitive integration of open space and drainage features *in appropriate locations*, rather than prescribing their location in advance of detailed design work. This would allow for a more responsive and sustainable site layout. Therefore, Taylor Wimpey suggest the amendment is as follows

“Development to the north should respect the relationship with the existing built form to the west and ensure that open space, landscaping and/or sustainable urban drainage (SuDS) are sensitively integrated in appropriate locations within the site. The precise disposition of such uses should be informed by detailed design and technical work to secure the most suitable layout and sustainable design solution”

Site benefits

- 3.34. This section sets out the additional sustainable development benefits that the Site can deliver, ensuring that the Plan achieves positive outcomes for Bourne. In particular, in accordance with paragraph 124 of the NPPF (Making Effective Use of Land), which outlines that site allocations are fundamental to delivering sustainable development and provide certainty over where growth will occur, by directing new housing to the most suitable and sustainable locations with the necessary infrastructure in place.
- 3.35. The Site is in single ownership and is subject to confirmed market interest, with Taylor Wimpey engaged to deliver the scheme with a solid track record as a nationwide home builder. This demonstrates a firm commitment to the delivery of the site within the plan period.
- 3.36. Bourne is a sustainable location for growth, reflecting its role as an established Market Town within the settlement hierarchy of SKDC. It is a well-connected strategically located settlement on the A15 Lincoln to Peterborough route and served by regular bus links to Peterborough, Market Deeping, Stamford and Spalding. It plays a vital role as a service centre for surrounding villages in the south and east of the District, providing a strong retail, education and healthcare offer alongside a mix of local employment opportunities. The town benefits from a wide range of facilities, including both primary and secondary schools, healthcare provision, leisure and community services, and a mix of national retailers and independent traders providing a strong service role.
- 3.37. The Site is well placed to integrate with the existing settlement pattern of Bourne and would contribute positively to the social sustainability of the settlement. It can deliver a policy-compliant level of affordable housing, subject to viability outcomes as part of the overall Local Plan Review evidence base, alongside a mix of market housing that responds to identified local needs. This is particularly important in the context of the shortfall in housing land supply across the District. The development would support social cohesion by extending the community in a logical and well-connected manner, integrating with the established character of the area and reinforcing Bourne's role within the settlement hierarchy.
- 3.38. The Site has the potential to deliver significant environmental enhancements alongside new housing. In line with national and emerging local policy, it provides opportunities for high-quality green infrastructure opportunities, biodiversity net gain and the creation of

new publicly accessible open space. Importantly, the Carr Dyke can be integrated as a defining landscape feature and enhanced as part of the Site's overall features. The Site's location also supports sustainable patterns of movement, with scope for new walking and cycling links into the centre of Bourne and the wider area, thereby reducing reliance on the private car and actively contributing to climate change mitigation objectives.

3.39. The Site will deliver a range of economic benefits, including job creation during the construction phase, increased local expenditure in shops and services, and additional Council Tax revenue. The Site is well-located near significant employment opportunities, notably within the centre of Bourne and the nearby industrial estate off Spalding Lane, which accommodates a variety of businesses including Bakkavor Salads, a leading UK producer of packaged foods. Additionally, the Site benefits from excellent connectivity, with easy access to the A15 corridor and wider links to Lincoln, Peterborough, the A52, and the A1, supporting both local and regional economic growth.

3.40. **Bourne Neighbourhood Plan** – The Parish of Bourne was formally designated as a Neighbourhood Plan area in June 2015. During the preparation of the Plan, the Neighbourhood Plan Group undertook a call for sites exercise and a detailed site assessment process. Through this work, the Land North of Mill Drove (SKPR-83) was endorsed as a preferred option for growth and received broad local support. The Site Assessment outcomes also reference this endorsement. While the Neighbourhood Plan remains at draft stage, their support for the site demonstrates strong local backing and recognition of the wider community benefits that the development could deliver.

4. Conclusion

- 4.1. Taylor Wimpey is promoting Land North of Mill Drove Bourne (SKPR-83) for residential development and are supportive of the draft allocation of the site. Taylor Wimpey welcomes its continued identification as a 'preferred option' as part of the Local Plan Review. The allocation reflects the site's good performance against the assessment criteria, its logical relationship with the Town, and its ability to deliver much-needed housing, including affordable provision, within the Plan period.
- 4.2. Taylor Wimpey has a clear ambition to bring the site forward in a collaborative manner with the Council and is well advanced in preparing the necessary technical assessments, including environmental, transport, and design studies, to support a high-quality and deliverable scheme. Taylor Wimpey is committed to engaging closely with the Council through the design review and pre-application advice processes.
- 4.3. At the same time, Taylor Wimpey encourages the Council to give further consideration to whether the overall housing requirement is sufficient to meet identified needs primarily to ensure that projected employment growth is balanced with an appropriate scale of housing, to avoid misalignment between jobs and homes.
- 4.4. Taylor Wimpey also considers that clearer justification for the Council's spatial strategy would be beneficial in light of the updated housing requirement. Ensuring that the distribution of growth is proportionate to the sustainability credentials of different settlements will be important in strengthening the robustness of the Plan. In this context, Bourne represents an excellent example of a Market Town with the necessary services, facilities, and employment opportunities to accommodate continued growth.
- 4.5. Overall, the site represents a strategic opportunity to deliver housing within the Market Town of Bourne, in close proximity to employment hubs and local services. Its delivery would support local economic growth, widen housing choice, and contribute positively to meeting the Council's housing trajectory targets in an efficient and sustainable location. The Land North of Mill Drove, Bourne (SKPR-83) is demonstrably suitable, available, and deliverable, and can make a meaningful contribution towards South Kesteven's housing requirements. The allocation will bring significant social, economic, and environmental benefits, reinforcing the soundness of its inclusion within the Local Plan Review.



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