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

Land at the Drift Barrowby

On behalf of Phoenix Strategic Land Limited

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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 specifically 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.

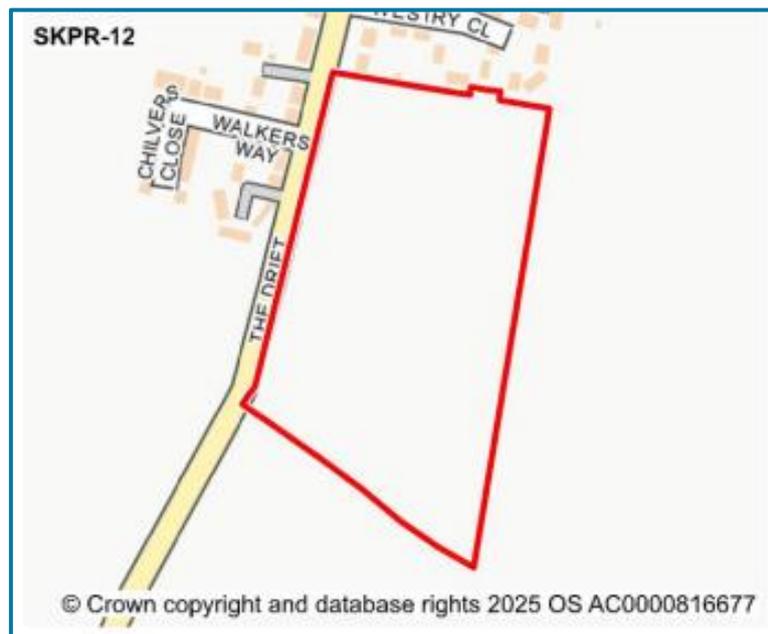
Phoenix Strategic Land Limited

- 1.3. Marrons are instructed by Phoenix Strategic Land Limited (“Phoenix”) to prepare and submit representations to the South Kesteven District Council Regulation 18 - Proposed Housing and Mixed-Use Site Allocations document. Phoenix is promoting the site **Land at the Drift Barrowby** (“the Site”) for residential development. The Site is referenced and has been assessed under the code SKPR – 12.

1.4. Phoenix Strategic Land is the strategic land arm of award-winning developer of sustainable housing and energy projects Phoenix Sustainable Investments, headquartered in Bourne, within the district of SKDC itself. The company focuses on low-carbon and energy-efficient residential development, renewable energy, biofuels, and energy-from-waste projects. The Phoenix Development Team has extensive experience promoting and delivering residential developments across the East Midlands with over 30 years' experience in large-scale, mixed-use development.

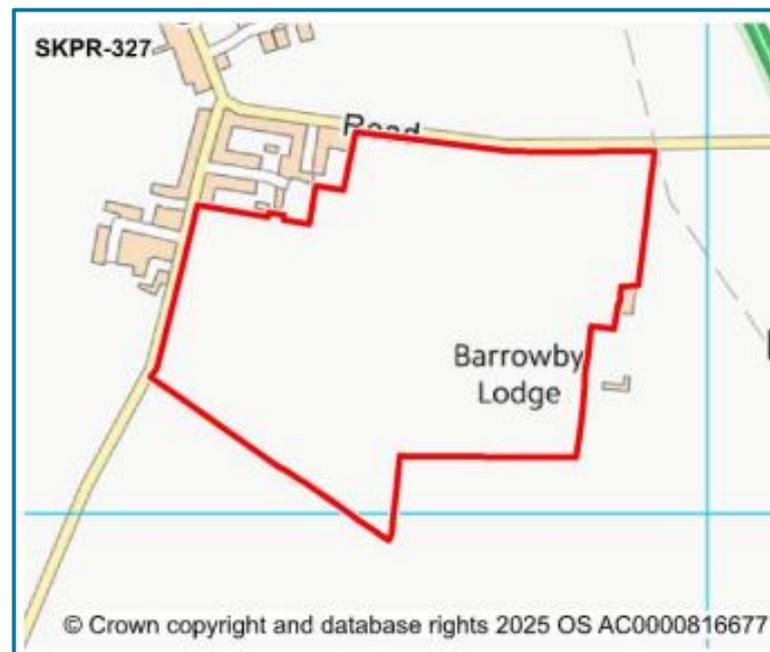
Site Context

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 not to be suitable for allocation through the 2024 Draft Plan consultation due to other more preferable sites being available across the district. The extent of submission SKPR-12 has been shown in the figure below:



1.6. It should be noted that Phoenix has an option agreement over this parcel of land at the Drift Barrowby and has therefore commissioned a Concept Plan (**Appendix A**) in support of the representation. The Concept Plan illustrates how a logical and comprehensive development could be achieved across the site area, with defined boundaries, appropriate access off the Drift, green infrastructure, SUDS and open space provision packaged within a layout that integrates and connects positively with the existing settlement.

- 1.7. Subsequently, the Site has now been revisited as part of the Regulation 18 Proposed Housing and Mixed-Use Sites consultation and is identified as a ‘preferred option’ as part of a wider combination of sites to the south of Barrowby, off Low Road and to the east of The Drift. This wider allocation, coded SKPR-327, comprises of sites SKPR-326, SKPR-12, and SKPR-67, and has been allocated for 455 units. The extent of SKPR-327 has been outlined below.



Structure

- 1.8. Phoenix submit these representations to the Regulation 18 – Proposed Housing and Mixed-Use Site document and its evidence base, with a particular focus on Land at the Drift, Barrowby (site SKPR-12 of the wider proposed allocation SKPR-327). They confirm ongoing support for the promotion and development of their site and consider that the proposal aligns with SKDCs approach that development should be focused around villages with good levels of services and facilities as established in the 2024 Draft Plans Vision and Objectives.
- 1.9. The structure of this representation will follow the format set out below. Accordingly, this representation will:
- Provide comments in relation to housing need and spatial strategy

- Address site-specific matters relating to Land at the Drift Barrowby, including commentary on the supporting evidence base
- Conclude the representation.

2. Housing Need and Spatial Strategy

- 2.1. South Kesteven District Council is currently consulting on a Regulation 18 – Proposed Housing and Mixed-Use Site document as part of the emerging Local Plan Review (2023–2043). This follows the Government’s update to the Standard Method, which has increased the District’s minimum local housing need from 701 to 886 dwellings per annum. In response, the Council is now planning for an additional 3,622 homes across the Plan period to ensure the District’s housing requirement can be met in full.
- 2.2. The consultation builds upon the 2024 Draft Plan by focusing on new and additional sites required to accommodate this higher level of growth. It also reflects an updated plan period (2023–2043), ensuring that both housing and employment needs are considered over a longer timeframe.
- 2.3. The current consultation seeks views only on additional allocations identified following the earlier 2024 Draft Plan consultation. Its focus, and that of the accompanying evidence base, is therefore on sites such as the wider allocation at Land east of The Drift and land south of Low Road Barrowby (SKPR-327).

Housing Need / Requirement

- 2.4. Phoenix support 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. Phoenix believes that there are clear 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. Phoenix would recommend however 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. Phoenix 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:

- 2.6. 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.
- 2.7. Phoenix recommends that SKDC should demonstrate 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:

- 2.8. Phoenix note that the 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 Local Housing Need Assessment 2023 (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.
- 2.9. Phoenix therefore suggests 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:

- 2.10. The Regulation 18 – Proposed Housing and Mixed-Use Site document evidence base includes an updated Settlement Hierarchy Review dated May 2025. Phoenix is 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.

- 2.11. Phoenix endorse the fact that Barrowby is recognised as a ‘Larger Village’ given the availability of services and facilities including a primary school, public house, village hall and Co-Op store and its connectivity links to Grantham which offers a wider range of services and facilities. Phoenix further recommend that relative sustainability credentials of the Larger Villages should be used to inform the credentials of the settlement hierarchy.
- 2.12. For example, whilst Barrowby scored modestly as a Larger Village within the Settlement Hierarchy Report 2025, it has strong connectivity links to Grantham which means easy access to an even greater number of services, facilities, higher education and job opportunities. These factors strengthen its credentials as a sustainable location for growth.

Spatial Distribution:

- 2.13. Phoenix acknowledges that the settlement hierarchy itself provides a broadly appropriate framework for the distribution of growth and are supportive of housing growth being focused throughout Larger Villages. However, this distribution may not have appropriately been reflected when determining the spatial apportionment of housing within Larger Villages.
- 2.14. The current consultation proposes substantial allocations of approximately 1,000 dwellings across the Larger Villages. Phoenix is supportive of the principle of directing growth to such locations, including Barrowby, which benefits from strong links to Grantham and therefore demonstrates a degree of sustainability given its score in the Settlement Hierarchy Review 2025. However, Phoenix recommend that the Council provides clearer evidence of the role and function of these settlements within the hierarchy, as there is a risk that concentrating a significant proportion of the District’s Larger Village growth in one location could lead to an unbalanced spatial distribution. A more proportionate approach across the Larger Villages would ensure that growth reflects the hierarchy more consistently, while still recognising the positive opportunities that Barrowby offers in relation to its connectivity to Grantham and surrounding employment opportunities.
- 2.15. Overall, Phoenix considers that SKDC should provide clearer justification for its spatial strategy in light of the updated housing requirements, ensuring that the distribution of growth aligns more closely with the settlement hierarchy. At present, the selection of site allocations appears to have been progressed ahead of a comprehensive appraisal of spatial options, which risks weakening the overall strategy. A more coherent approach would focus growth in those Larger Villages which contain the necessary services and

facilities while demonstrating good connectivity to surrounding Market Towns / Sub Regional Centres and employment opportunities. Barrowby is an example of such a location, where Phoenix is endorsing a Site that is both sustainable and deliverable, and where modest additional growth could be accommodated.

3. Site Specific Representations in relation to Land at the Drift Barrowby

Site background

- 3.1. As set out in the introduction to this representation, Phoenix is seeking to promote the continued ‘preferred option’ status of this site within the emerging Local Plan review. This section demonstrates that the site is suitable, deliverable, and represents a logical and available housing allocation in its own right.
- 3.2. While the Site being specifically promoted by Phoenix (SKPR-12) has been grouped as part of a wider combination of sites under reference SKPR-327, it is important to emphasise that the site under control of Phoenix is available for development in the short term and is capable of being delivered independently of any other parcels of land within the allocation. The sites have been broken down into the table below.

Site Name	Allocation Reference	Size	Outputs
Land at the drift Barrowby	SKPR-12	5.04ha	Residential development of circa 100 units (as shown in the accompanying Concept Plan – Appendix A)
Land east of The Drift and land south of Low Road	SKPR-327	25.3ha	Residential development of circa 455 units

- 3.3. The parcel of SKPR-327 being promoted Phoenix is located on the southern edge of Barrowby, with access taken from the east of The Drift, a publicly maintained road. The Site is currently in agricultural use and adjoins existing residential development to the north and west, making it a logical and contained extension to the village. The site is well related to Barrowby’s existing built form, is within easy reach of village services, and is close to Grantham, offering good connectivity by road and public transport. It therefore represents a logical, proportionate, sustainable and deliverable development opportunity which has subsequently been recognised by SKDC.
- 3.4. The Site presents very few technical constraints. It is located within Flood Zone 1 and is not subject to 1:30 year or 1:100-year surface water flood risk through the new Environment Agency NaFRA mapping. The land is generally flat and unconstrained from a topographical

perspective. No heritage assets are located on or immediately adjacent to the Site, with Barrowby Conservation Area (containing 27 listed buildings, including All Saints Church) situated approximately 620 metres to the east and being well screened by development. Furthermore, the Site does not cover nor is it in proximity to any European, national, or local ecological designations.

- 3.5. 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 these assessments are summarised in the table below.

Site Code	SKDC Study Document	Summary
SKPR- 12	Draft Site Assessment Document – July 2025	See – SKPR-327
SKPR-327	Draft Site Assessment Document – July 2025	Site offers a suitable and sustainable location for housing development within the larger village of Barrowby. A master plan is required for the entire site. Pedestrian links to be provided into the village. Public right of Way to be retained. Heritage Impact Assessment required, and pre-commencement investigations required

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

- 3.6. 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 sites’ in the Local Plan Review, whether within the 2024 Draft Plan or in this subsequent Regulation 18 - Local Plan Review Consultation.

- 3.7. The Draft Site Assessment Report 2025 draws on the Sustainability Appraisal 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.

3.8. 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. The table 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.

3.9. The Site, promoted by Phoenix (Land at the Drift SKPR-12), has been assessed in the Draft Site Assessment Report 2025 between pages 28 and 29 with the wider allocation (Land east of The Drift and south of Low Road SKPR-327) being assessed on pages 61-62. The site’s RAG score ratings against the identified ‘major’ and ‘other’ criteria is summarised in the table below.

Criteria	RAG Rating	Total- SKPR-12	Total – SKPR 327
Major	Green	5	6
	Amber	3	1
	Red	2	3
Other	Green	10	11
	Amber	10	8

	Red	6	7
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3.10. The Draft Site Assessment Report 2025 concludes that the Land east of The Drift and south of Low Road SKPR-327 is suitable for allocation, and Phoenix are broadly supportive of the Council’s findings. Phoenix also recognises that where certain “red” criteria have been identified, such as potential impacts on the Strategic Road Network, there will be a commitment to undertaking the required Transport and Travel Assessment work to ensure these matters are fully addressed. However, Phoenix find it important to note that while these constraints can be mitigated, they naturally increase in scale and complexity when the Site is assessed as part of a wider combined allocation.

3.11. Phoenix has concerns that the Draft Site Assessment Report (2025) applies a “red” rating to certain technical criteria on the basis of constraints affecting the wider combined site (SKPR-327), rather than reflecting the specific characteristics of SKPR-12 where the larger site naturally presents more compounded delivery challenges that should not be attributed to SKPR-12 in isolation. This approach risks overstating constraints and underplays the ability of SKPR-12 to come forward independently, and importantly in the short term, in a sustainable and deliverable manner.

Land east of The Drift and south of Low Road (SKPR-327)

3.12. As mentioned previously within the representation, the combined site (SKPR-327) has been selected by SKDC as a ‘preferred option’ within the Regulation 18 – Proposed Housing and Mixed-Use Site document and Phoenix are broadly supportive of this. As a proposed draft allocation, the Site is subject to a number of development proposals to which Phoenix have the following comments.

Site Density

3.13. The allocation currently sets out an indicative capacity of 455 dwellings, equating to an average density of 30 dwellings per hectare (dph) with a 60% modifier as set out in the Strategic Housing Land Availability Assessment (SHLAA) June 2017. As part of the Local Plan Review process, SKDC have produced a supporting Density Study (2025) which identifies 30dph as an appropriate benchmark for Larger Villages. However, the study

shows that previous developments in Barrowby have established a housing density slightly above this average at 34dph.

3.14. Phoenix is concerned that the reference to 455 dwellings across the wider site could unnecessarily constrain capacity, particularly given that average densities in Barrowby are closer to 34 dph. It is important that any figure is treated as indicative rather than a cap. For example, the Concept Plan (**Appendix A**) for Phoenix's portion of the Site (SKPR-12) demonstrates that, through sensitive design, this parcel could comfortably deliver around 100 dwellings. This would represent an efficient use of land while maintaining a density consistent with local character and emerging policy requirements. This ensures a flexible approach can be taken, as it should be noted that average house sizes have reduced over the past 10 years due to affordability issues in the housing market which has led to smaller plot sizes and the ability to provide a larger number of new homes. It is therefore important that on allocated sites the capacity figure is indicative and not regarded as a cap.

A) A masterplan is required for the entire site.

3.15. While Phoenix supports the ethos of coordinated planning, they do not consider it appropriate to require a single masterplan across the entirety of SKPR-327. This approach risks adding unnecessary constraints and could impact significantly on the deliverability of the sites in the short term. A rigid masterplan requirement would unnecessarily tie the site to adjoining land and could delay or prevent delivery altogether if agreement between landowners cannot be reached. The requirement can also be seen to conflict with paragraph 124 of the NPPF which requires plans to make the effective of land and to ensure sites are available and deliverable of which the master planning element could constrain.

3.16. It is relevant to note that a similar situation arose with the LV-H3 allocation ('Low Road, Barrowby') within the adopted South Kesteven Local Plan (2011–2036). That site was allocated as a single strategic location but split across three separate landowners — Persimmon Homes (northern parcel), Allison Homes (southern parcel), and Platform Housing Group (western parcel). In practice, the requirement for site-wide masterplanning created numerous complications in coordinating delivery across landownership boundaries, resulting in significant delays to the build-out of individual parcels and thus meant the Council fell behind on their housing trajectory which ultimately contributed to a detrimental impact on their five-year supply.

3.17. This example demonstrates that requiring a comprehensive masterplan for multi-owned allocations can delay the delivery of housing. Phoenix therefore consider it important to note that their land interest (SKPR-12), is capable of progressing independently on its own merits as shown in the accompanying Concept Plan (**Appendix A**). While broad principles of connectivity and infrastructure coordination can be addressed through proportionate design work and dialogue, the site should not be constrained by the need for a single overarching masterplan, particularly as this parcel has direct access off The Drift itself.

3.18. A more appropriate approach would be to allow each site within SKPR-327 to come forward separately, provided that individual proposals demonstrate ways that their schemes can integrate with adjoining land, will not stifle further development coming forward, and can contribute proportionately to necessary infrastructure. Requiring a masterplan across multiple landholdings contradicts this principle, as it could sterilise otherwise deliverable land if an agreement between all parties is not reached. Therefore, the following policy rewording is suggested:

A. A coordinated approach to masterplanning is required for all parcels of the site. Each site must demonstrate that appropriate access and infrastructure can be delivered for each parcel, and each parcel must provide connectivity links with other parcels within the wider site allocation as necessary

b) Requirement for transport Assessment (TA)

3.19. Phoenix queries the need for this criterion to be included within the Policy. A TA is a standard and proportionate requirement, which for a major development of this nature, would be an expected requirement alongside an application in any event.

3.20. Similar to the site wide masterplanning element, requiring a single TA for all of SKPR-327 risks unnecessary delay and could stagnate the overall deliverability of the site if one parcel is deliverable now but others are not. Phoenix is of the opinion that a TA should be prepared on a parcel-by-parcel basis, reflecting the scale and phasing of development. Therefore, the following rewording of the policy criteria is suggested:

b. Proposals on this site will be required to produce a Transport Assessment with each application

c) Vehicular access from Low Road and The Drift

3.21. Phoenix is supportive of this criterion in principle, with it specifying logical access points from both Low Road and The Drift. While Phoenix believes that this is sensible for a combined site, this should not preclude an individual parcel from demonstrating safe and appropriate access independently as shown on the indicative Concept Plan (**Appendix A**) for Phoenix's parcel (SKPR-12) which can be accessed directly off The Drift.

d) Pedestrian/Cycle links

3.22. Phoenix is supportive of this criterion in principle but would suggest that links should be proportionate to the parcel coming forward and integrated into the wider network over time.

e) Public right of way

3.23. This is a standard requirement and can be accommodated at site design stage. It does not require all landowners to act together, and individual connections can be obtained on a parcel-by-parcel basis. The supporting Concept Plan (**Appendix A**) illustrates how the existing PRoW can be enhanced within the wider layout of the Drift Site (SKPR-12) providing a green corridor with subsequent features.

f-h Heritage & Biodiversity

3.24. Phoenix is again of the opinion that these elements of site criteria are proportionate and appropriate, but these assessments and any BNG proposals should be undertaken on a parcel by parcel basis, rather than requiring a single master document across multiple ownerships which can lead to overall development complexities and potential delays if one landowner disagrees with another – in relation to survey requirements as an example. Therefore, the following rewording of the policy criteria is suggested:

f. Development of the site should seek to positively incorporate views towards Harlaxton Manor and its setting proportionate to each element of the wider site allocation.

g. Proposals on this site should incorporate the relevant principles for achieving biodiversity net gain taking into account New Policy 4: Biodiversity Opportunity and Delivering Measurable Net Gains particularly for any parcels of the site which may fall within opportunity areas.

h. Proposals on this site will be required to produce a Heritage Impact Assessment, in addition to pre-commencement investigations due to potential for archaeological remains on site.

- 3.25. Overall while Phoenix supports the principle of proportionate evidence to inform development proposals, several of the draft site criteria risk unnecessarily constraining delivery if applied across the whole of SKPR-327 rather than on a parcel-by-parcel basis. For example, the requirements for a Transport Assessment and Heritage Impact Assessment are appropriate in principle, but there is no need for these to be prepared jointly across all landholdings. This would introduce unnecessary complexity and potential delays.
- 3.26. Instead, each parcel should be required to provide proportionate evidence, demonstrating appropriate access, pedestrian and cycle connectivity, and mitigation of heritage and biodiversity impacts as part of its own planning application. This approach would ensure that comprehensive outcomes are achieved without constraining deliverable parcels from coming forward independently. It also aligns with Paragraph 73 of the NPPF, which emphasises that small and medium-sized sites can make an important contribution to meeting housing requirements and are essential for small and medium-sized housebuilders to deliver new homes that are often built out relatively quickly.

Site benefits

- 3.27. This section sets out the additional sustainable development benefits that the Site can deliver, ensuring that the Plan achieves positive outcomes for Barrowby. 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.
- 3.28. Barrowby is a sustainable location for growth, reflecting its role as a 'Larger Village' within the most recent Settlement Hierarchy update (2025). It provides a good range of day-to-day services and facilities, including a primary school, Coop store, public house, church, village hall, sports pitches, public house, and accessible open spaces. Importantly, Barrowby is located only 2km to the east of Grantham, the identified 'Sub-Regional' Centre for the district. Grantham provides a much wider range of services and facilities, including secondary and higher education, employment opportunities, Grantham and District Hospital, and direct access to the East Coast Main Line railway.
- 3.29. The Site is well placed to integrate with the existing settlement pattern of Barrowby 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 Barrowby role within the settlement hierarchy.

3.30. The Site can deliver substantial wider environmental enhancements as demonstrated within the accompanying Concept Plan (**Appendix A**). Its scale allows for the creation of new publicly accessible open space, biodiversity net gain in line with national and emerging local policy, and a high-quality green network. The Site's location also facilitates sustainable modes of travel, with opportunities for walking, cycling and public transport connections into Barrowby and Grantham that will reduce reliance on the private car and actively support climate change objectives.

3.31. The development will generate a range of economic benefits, including job creation during the construction phase, increased local expenditure in shops and services, and additional Council Tax revenue. Crucially, the Site is located close to significant employment opportunities, notably within Grantham itself and at the allocated Grantham Southern Gateway (GR-SE1), where SKDC has identified around 118 ha for logistics, distribution, and warehousing, alongside a designer retail outlet village. Its strategic location on the A1 corridor, together with the forthcoming Grantham Southern Relief Road, presents an opportunity for housing and employment growth to come forward in a complementary manner, supporting both labour supply and wider economic development.

4. Conclusion

- 4.1. Phoenix Strategic Land is promoting Land at The Drift Barrowby (SKPR-12) for residential development. They are supportive of the draft allocation of the Site as part of the wider SKPR-327 and welcomes its 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 village, and its ability to deliver much-needed housing, including affordable provision, within the Plan period and deliver substantial benefits to Barrowby.
- 4.2. The supporting Context Plan (**Appendix A**) shows how the Site, Land at the Drift (SKPR-12) could comfortably accommodate up to 100 units and can come forward as a self-sustaining parcel of the wider allocation.
- 4.3. Phoenix therefore urge the Council to consider the elements of the site-wide development criteria that have been established around SKPR-327, which can be seen as unnecessarily restrictive and a potential barrier to delivery if they remain as blanket requirements affecting the site as a whole. A more flexible approach that allows self-contained parcels, such as the Phoenix land interest (SKPR-12), to progress independently would ensure that housing can come forward in a timely and coordinated manner.
- 4.4. At the same time, Phoenix 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.
- 4.5. Phoenix also considers that clearer justification for the Council’s spatial strategy is required in light of the updated housing requirement. A stronger approach would ensure that the distribution of growth aligns with the settlement hierarchy, focusing on Larger Villages that have scored positively against the evidence base and those which demonstrate good connectivity to Sub Regional Centres, Market Towns and employment centres. Barrowby represents an excellent example of such a location.
- 4.6. Phoenix supports the principle of growth at Barrowby, recognising its proximity to Grantham and the opportunities this presents for sustainable development. However, given the scale of allocation proposed, it will be important that growth here is carefully phased and managed. A balanced distribution across the Larger Villages will ensure Barrowby’s role is

positive and proportionate within the settlement hierarchy, particularly in light of the fact that Phoenix's parcel of land could be delivered in isolation of the wider parcel.

- 4.7. Overall, the site represents a strategic opportunity to deliver housing within the Larger Village of Barrowby, near 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.

5. Appendix A – Concept Plan



BARROWBY

SKETCH LAYOUT 'B'

1:1000 7/24 MAC.



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