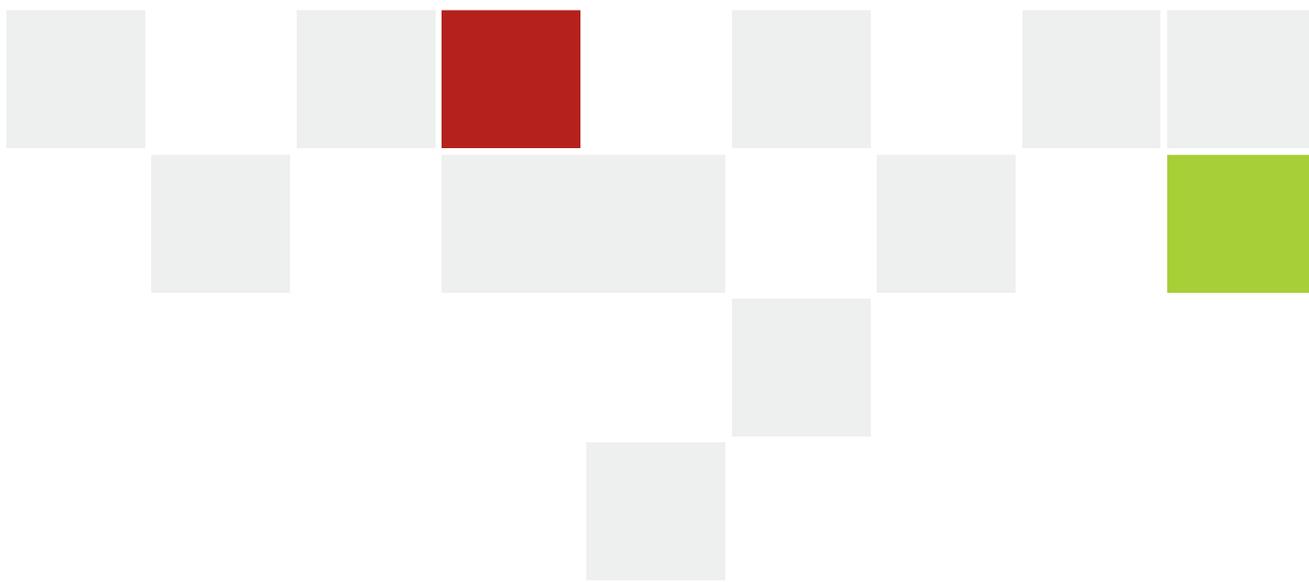


# Land West of Grantham

SKDC Regulation 18 Proposed Housing & Mixed-Use Site Allocations



**Boyer**

Prepared on behalf of Vistry Group | August 25

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**REPORT CONTROL**

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## **APPENDICES**

**Appendix 1. Site Location Plan**

**Appendix 2. Land West of Grantham Placemaking Document**

# 1. INTRODUCTION

1.1 These representations have been prepared on behalf of Vistry Group ('Vistry') in response to the South Kesteven Regulation 18 Proposed Housing and Mixed-Use Site Allocations Consultation.

1.2 Vistry Group are promoting the Land West of Grantham ('the site') for a new village, located to the west of Grantham. There are Option Agreements in place to ensure that there is prompt delivery and there is the potential for further expansion in the future. The land west of Grantham would not only deliver new homes, but also a thriving community with facilities and infrastructure to meet the needs of residents.

## Vistry Group

1.3 Vistry Group is the largest developer in the UK with a proven track record of constructing high quality homes and places through the delivery of thousands of market and affordable homes every year. Vistry has an unmatched portfolio of brands, each with a rich history and strong reputation, including Linden Homes, Bovis Homes, and Countryside Homes.

1.4 Vistry is a responsible developer and is committed to working in partnership to deliver sustainable homes, communities and social value, leaving a lasting legacy of creating places people love.

1.5 The Group have previously been awarded the 5 Star Rating by the Home Builders Federation following the home building industry Customer Satisfaction Survey. Furthermore, Vistry has a target to be net zero on all new homes built by 2030, with a target to become net zero in their construction operations by 2040, which can positively contribute towards South Kesteven's carbon reduction aspirations.

1.6 Vistry's sustainability efforts are focused in three key areas:

- People
- Operations
- Homes and Communities

1.7 These are also the pillars of their corporate strategy which are critical in delivering Vistry's purpose: *"To deliver sustainable homes and communities across all sectors of the housing market"*.

1.8 The Group strategy includes the direct impacts such as carbon emissions, biodiversity and waste, and indirect impacts, such as delivering social value. To show Vistry's commitment, they have signed up to the Business Ambition for 1.5°C and therefore the United Nations Framework Convention on Climate Change (UNFCCC) Race to Zero. This also accords with the targets of the UN Sustainable Development Goals (UNSDGs).

## Policy Context

- 1.9 South Kesteven District Council (SKDC) adopted its 'Local Plan 2011-2036' in January 2020. The Plan sets out the spatial strategy to meet development needs across South Kesteven up to 2036.
- 1.10 The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) requires local planning authorities to review local plans at least once every 5 years from their adoption date. This is intended to ensure that planning policies remain relevant and able to effectively meet the needs of the local community.
- 1.11 The Inspector's final report on the current Local Plan committed the Council to undertake an early review of the Local Plan from April 2020. In April 2024, SKDC commenced preparations of their new Local Plan with the Regulation 18 consultation which included a review and updating of their evidence base documents, as well as reviewing housing and employment needs.
- 1.12 In December 2024, the Government published the new NPPF which updated the housing requirements for local authorities. Where an authority did not meet 80% of the new housing requirement figure in their Regulation 19 consultation on or before the 12<sup>th</sup> March 2025, the authority is required to recommence plan making with the new housing figure of 886 dwellings per annum, an increase of 185 dwellings from the previous housing need figure of 701 dwellings per annum
- 1.13 Following the publication of the new NPPF, SKDC have published their Proposed Housing and Mixed-Use Site Allocations document, which is the subject of this consultation, and demonstrates how the Council will meet the new housing requirements across South Kesteven.
- 1.14 In this regard, Vistry Group support the Council's commitment to the preparation of the new Local Plan to cover and provide direction for growth for the South Kesteven administrative area.

## Structure of Representations

- 1.1 Our representations are made in addition to our previous comments submitted to the Regulation 18 consultation in April 2024. These representations are set within the context in which we seek to highlight, where relevant, the opportunities that are presented if the emerging Local Plan were to allocate the Land West of Grantham for development.
- 1.2 Accordingly, the following sections of these representations are set out as follows:
- **Section 2:** Land West of Grantham
  - **Section 3:** Meeting Housing Needs
  - **Section 4:** Review of Sustainability Appraisal
  - **Section 5:** Summary and Conclusions

- 1.3 We trust that our comments are of assistance to the Councils in formulating an approach that is positively prepared, effective, justified, and consistent with national policy, as the emerging Local Plan progresses toward adoption.

## 2. LAND WEST OF GRANTHAM

- 2.1 The Land West of Grantham has the ability to deliver much needed housing, infrastructure, services, and recreational facilities to South Kesteven.

### Site Characteristics and Context

- 2.2 The site is located to the west of Grantham and to the north of Barrowby, within the Parish of Barrowby. The site is approximately 128ha and is bound to the east by the A1, to the north by the railway line which provides frequent access between Grantham and Nottingham, and the site is bound to the south by the A52. The western parcel of the site sits to the west of Allington Lane. A Site Location Plan is included as **Appendix 1**.
- 2.3 Access to the site would be taken via the A52 which already serves access points including lanes crossing the sites, Allington Lane and Thorns Lane.
- 2.4 The site is relatively flat and comprises predominantly agricultural land. Trees and hedgerows are concentrated along field boundaries. There are a handful of dwellings/farm buildings located on the boundaries of the site. There is a line of pylons crossing the site. There are also sections of Public Rights of Way crossing the site.
- 2.5 There are no Listed Buildings within the proximity of the site with the nearest being in Barrowby and at Great Gonerby to the north-east (on the opposite side of the A1). Nor does the site come under any statutory designation (Green Belt, AONB, National Park etc). It is also not a statutory designated wildlife site.
- 2.6 The site is located within Flood Zone 1 in relation to fluvial flooding (i.e. at the lowest risk). It appears that there is a watercourse or land drain across part of the site and to the north of the site along the railway line. In relation to surface water flood risk, the site includes some areas of high, medium and low surface water flood risk (mostly near to the northern boundary). However, this could be overcome by a SuDs scheme as part of any development proposals.
- 2.7 The majority of the site is located within the Trent and Belvoir Vale landscape character area and has few landscape features of intrinsic sensitivity. The most valuable features of the site are its clipped boundary hedgerows and hedgerow trees which form the framework of landholding. The two linear byways, Thorns Lane and Allington Lane, provide character to the site.
- 2.8 Whilst the site is located close to the Grantham North West Quadrant (NWQ), a significant area of growth of new homes in the town, including Rectory Farm (phases 2 and 3), it is Vistry's belief that further development to the west of Grantham should be self-sustaining in terms of facilities and infrastructure. The NWQ will provide a number of local facilities including schools and a local centre, however it should also be acknowledged that this new village has the potential to deliver its own unique proposition with regards to community facilities and would not be reliant on existing or planned infrastructure elsewhere.

- 2.9 The site is extremely well placed for access to Grantham, with the town being approximately 3km away on the A52/Barrowby Road. Grantham is identified as a Sub-Regional Centre in the settlement hierarchy, with a railway station and plentiful services and facilities.
- 2.10 To the south of the site is the village of Barrowby (classified as a Larger Village in the Local Plan settlement hierarchy) which provides some limited services and facilities (public house, village hall, convenience shop etc.) as well as access to Grantham.

### The Vision

- 2.11 As previously detailed within our representations to the Regulation 18 Draft Local Plan consultation, it is Vistry's vision to deliver a new sustainable village on the land west of Grantham, that is located within and respects the existing landscaping, whilst providing new and enhanced facilities and services, as demonstrated in the Placemaking Document provided at **Appendix 2**.
- 2.12 The land west of Grantham has the ability to deliver the following:
- A new, well connected village;
  - Approximately 2,500 new dwellings consisting of a range in tenures to meet the housing needs of South Kesteven, including affordable housing, social rent, First Homes, private rent, self-build, and market housing;
  - Significant, high quality areas of open space, including informal recreational space, allotments, and orchards for community use;
  - Formal recreational areas including sport pitched and play areas for children of all ages to promote healthy and active living;
  - A new local centre set within a well-considered landscape led, public realm to promote-well-being;
  - Mobility interchange, including a bus hub, electric vehicle charging, cycle storage and more;
  - Pedestrian and cycle connections within the site to Barrowby and Grantham; and
  - Potential for a new primary school and pre-school with associated playing fields.

### Commitment to Sustainability

- 2.13 Vistry's corporate Sustainability Strategy recognises the interlinked nature of sustainability issues, for example their approach to both biodiversity and social value helps to enhance their placemaking strategies.
- 2.14 Vistry's sustainability efforts are focussed in three key areas – people, operations, as well as homes and communities. These are also key pillars of the corporate strategy and are a critical part of delivering their purpose: *“To deliver sustainable homes and communities across all sectors of the UK housing market”*.

- 2.15 Vistry has an ambitious target of 2030 to be net zero on all new homes they build, and 2040 to become net zero in their construction operations, and they are confident that they can positively contribute to national and local authority carbon reduction targets.
- 2.16 Vistry follows a 'fabric first' approach to design. This means they maximise the performance of the components and materials that make up their houses before they consider mechanical and electrical building system services. This will be done through a series of measures, including increased insulation, high performing windows, doors and thermal bridging, enhanced ventilation, electric vehicle charging points, and supporting fabric with renewable technologies.
- 2.17 To support climate resilience, Vistry are able to provide specifications for water efficiency that go beyond Part G of the building regulations and offer up to a 16% reduction in water use per dwelling. By 2025, Vistry is aiming to reduce waste per plot by 20% and divert 100% of non-hazardous construction waste from landfill.
- 2.18 Vistry also have a Group Social Value team who actively promote social value delivery plans for new developments. Through this team, Vistry also has several training academies focusing on supporting the training of local people in construction skills with a target of 2025 to have 550 learners graduate from their academies.
- 2.19 Vistry has been working to ensure that they enhance the biodiversity of the communities in which they work. Vistry engages with their homeowners and wider communities to be part of their efforts such as wildflower planting days, nature treasure hunts, educating students on Net Zero Carbon and supporting a range of initiatives including as hedgehog highways, bat boxes and bird nesting bricks.

### Summary

- 2.20 The opportunity to develop this site is achievable in the early years of the plan period following adoption of the Draft Local Plan. The land is available to come forwards to provide a new village in a sustainable location. This will not only deliver much needed homes, but provide new community facilities, recreational spaces, and transport improvements to support and encourage low carbon travel and active lifestyles.
- 2.21 It is therefore proposed the SKDC consider allocating this deliverable and exemplar site in the emerging SKDC Local Plan to assist in bring forwards this new community.

### 3. MEETING HOUSING NEEDS

- 3.1 The following section of these representations considers the changes to the housing needs of South Kesteven, and how the Council proposes to meet housing needs. This section will also review related topics and specific allocations proposed within the Regulation 18 document.

#### South Kesteven Housing Needs

- 3.2 In April 2024, SKDC published the Regulation 18 Draft Local Plan which proposed the policies for growth and allocations across the District. The Draft Local Plan was consulted on, to which Vistry responded with their comments and recommendations as to how the Draft Local Plan should come forwards.
- 3.3 Since the publication of the Draft Local Plan, changes have been made to the Standard Method for calculating housing need through the publication of the new December 2024 NPPF. This has resulted in South Kesteven seeing an increase in housing need, rising from 701 dwellings per annum (as per the Draft Local Plan 2024) to 886 dwellings per annum. This equates to 17,720 dwellings across the 20-year plan period, 3,700 dwellings more than was previously anticipated within the Draft Local Plan (2024).
- 3.4 The new NPPF (December 2024) required emerging Local Plans to meet at least 80% of housing at Regulation 19 stage of plan preparation in order to continue under the previous NPPF requirements by 12<sup>th</sup> March. South Kesteven were unable to meet these requirements within this timeframe. Therefore, in order for the emerging Plan to be found sound and meet the increased housing needs, the Council are required to identify further housing sites beyond those previously identified as potential allocations.
- 3.5 Within the Regulation 18 Proposed Housing & Mixed-Use Site Allocations Document, the Council have reviewed the housing provision in order to meet the requirement set by the new Standard Method. With consideration of the 2024 affordability ratio, the Council have planned to provide the minimum requirement of 886 dwellings. Additionally, the Council have continued to provide a buffer of 11% to provide 19,672 dwellings across the plan period. Although the Council have removed unsustainable sites, the increased housing is to be provided through a mixture of increased densities in urban locations, as well as provision of new draft allocations across the District.
- 3.6 For the sites in which the dwelling capacity has increased, this has been informed by the Housing Density Study which was published by the Council in July 2025 and accompanies this further Regulation 18 consultation. This study recommended that in order to accurately represent the current landscape of house building within the District, density in the four main market towns (Grantham, Bourne, Stamford, and Market Deeping) should be increased from 30 to 35 dwellings per hectare, whilst density in all other settlement types remains 30 dwellings per hectare (dph).
- 3.7 Within the Planning Practice Guidance (PPG), it considers effective use of land and outlines in relation to housing density that a range of tools and considerations can be utilised when

establishing appropriate densities for a particular area (PPG, Para 004). Previously the Council have used an indicative number of 30 dph in assessing capacity of proposed allocations and ensure that a controlled level of growth can be satisfied. However, analysis undertaken as part of the Housing Density Study shows that all four of the market towns have been exceeding the Local Plan 30 dph indicative figure since 2020. SKDC has therefore carried this forward and applied the increased density figures to the proposed allocations within this consultation.

- 3.8 As well as increasing the capacity of sites the Council also have identified 10 further sites for allocations across the District. In total it is proposed from the increased site capacities and additional sites put forward this will provide around a further 4,500 new homes which will meet the shortfall caused by the new Standard Method as well as providing a buffer.
- 3.9 Vistry welcome the approach taken by the Council to meet the new housing needs which will assist the Plan in being compliant with the NPPF, it is positive the Council have removed the allocations of sites which are not well located or will have impacts on the surrounding networks. We also welcome the consideration of the 2024 affordability uplift to ensure that the housing needs are informed by the most up to date evidence. However, we consider that the previous buffer of 21% should continue to be carried forwards and planned for as set out within these representations.

### Housing Buffer

- 3.10 As outlined above, within the further Regulation 18 Proposed Housing & Mixed-Use Allocations consultation, SKDC have proposed a housing buffer of 11%, seeing a total provision of 19,672 dwellings across the 20-year plan period.
- 3.11 The provision of an 11% buffer is in accordance with Paragraph 78 of the NPPF (December 2024), however, the Council have not set out why the previous buffer of 21% set out within the Draft Local Plan (2024) has been reduced.
- 3.12 Within the Draft Local Plan (2024), it was stated that a buffer of 21% was retained to reflect the 20% buffer currently in place within the adopted Local Plan, whilst also allowing for greater choice of sites and contingency in case of lack of delivery of allocations. No justification has been provided by the Council for the decrease in the buffer and although the Council meet the 2023 Housing Delivery Test requirement by providing 95% of needed housing, the figures from the last three years indicate delivery is way below the new Standard Method requirement of 886 per annum. The results of the 2023 Housing Delivery Test in comparison to the results of the new Standard Method are shown in **Table 3.1**:

**Table 3.1 Summary of HDT Results in comparison to new Standard Method**

	2020/21	2021/22	2022/23
<b>2023 Housing Delivery Test: Number of Homes Delivered (Published Dec 2024)</b>	525	485	642
<b>Difference from new Standard Method Figure (886 dpa)</b>	-361	-401	-244

- 3.13 When utilising the new Standard Method requirement of 886 homes per annum and by applying this to the number of homes delivered within the same period of 2020/21- 2022/23 this would mean only 62% of housing needs are being met. Therefore the presumption in favour of sustainable development as per footnote 8 of the NPPF would apply alongside the requirement for an action plan and a 20% buffer.
- 3.14 Therefore, the Council should still ensure contingency is provided for to allow for choice in sites as well as in the event of under delivery. A 20% buffer should be provided for as previously planned within the Draft South Kesteven Local Plan (2024) and to also take into account the implications of the increased Standard Method figure. By having a 20% buffer would result in an overall housing supply figure of 21,264 homes across the plan period.

### Plan Period

- 3.15 Within the Regulation 18 Proposed Housing Mixed Use Site Allocations document, the Council states in paragraph 2.2 the plan period has been amended from 2021 – 2041, to cover the period from the 1<sup>st</sup> April 2023 through to the 1<sup>st</sup> April 2043.
- 3.16 Following review of the Local Plan Timetable within Table 1 of the Proposed Housing and Mixed-Use Site Allocations document, it is stated adoption is anticipated in November 2027, over a year later than the previously anticipated March 2026. Therefore, this equates to a 16-year plan period upon adoption. However, it is important to note that adoption in November 2027 is towards the end of this year and therefore it is more likely this equates to a 15-year plan period to avoid double counting the year 2027.
- 3.17 Although it is positive the plan period has been amended since the consultation of the Draft South Kesteven Local Plan in 2024, given the delays which have already been faced as a result of the publication of the NPPF in December 2024 further consideration of the plan period is required in order to consider the unknown impacts of the devolution agenda.
- 3.18 The Council will need to provide an achievable start and end date for the new Local Plan to make the Plan sound in line with the requirements of the NPPF. We therefore recommend the start date of the emerging Local Plan is amended to commence in 2024 with an end date of

2044. This will therefore be in line with the proposed set 20 year period that has been set by South Kesteven District Council.

- 3.19 Additionally, this would also ensure that the plan period of the emerging Local Plan is in line with the evidence base which has been undertaken. Following review of the evidence base which underpins the emerging Local Plan, the evidence work which has been prepared is dated 2024. We consider the extension of the plan period to cover 2024 – 2044 will align closer to the evidence base and provide protection to South Kesteven from speculative growth.

### Proposed Housing Allocations

- 3.20 The following section reviews the proposed housing and mixed-use allocations within the consultation document, with Vistry's comments and recommendations. Below Table 3.2 provides an overview of the changes to the housing allocations in Grantham:

**Table 3.2 Changes to Housing Allocations in Grantham**

Site	Indicative Dwelling Capacity	Amendment
SKPR-268: Station Approach	268	Removal due to deliverability
SKPR-57: Belton Lane	628	Removal due to highway impact
SKPR-65: Prince William of Gloucester Barracks	3,000	Capacity decreased from 4,000 dwellings to 3,000 dwellings
SKPR-117: East of Sheepwash Lane	84	Capacity increased from 72 dwellings to 84 dwellings
SKPR-62: Grantham Church Playing Fields	88	Capacity increased from 76 dwellings to 88 dwellings
SKPR-323: North Gorse Lane	874	New proposed allocation
SKPR-334: South Gorse Lane	530	New proposed allocation

### Policy SKPR-65 Prince William of Gloucester Barracks

- 3.21 The Regulation 18 Draft South Kesteven Local Plan (2024) proposed to allocate the Prince William of Gloucester Barracks for the development of 4,000 dwellings and 8ha of employment land. This further Regulation 18 consultation continues to propose the land for development, however, the capacity for dwellings has been reduced to 3,000 dwellings. The Council have stated this reduction is due to further consideration of Biodiversity Net Gain requirements on the site.
- 3.22 Despite the reduction in the overall capacity of the site, the proposed policy wording of the draft allocation anticipates a greater number of dwellings to be provided within the plan period, increasing from 1,745 to 1,890 dwellings. This may be due to the extension of the proposed plan period, however, it does not provide for any biodiversity land to be delivered within the

plan period, only after 2044, which will see substantial impacts on the local and wider biodiversity networks.

- 3.23 Additionally, the Ministry of Defence (MoD) have stated that they are due to vacate the Barracks in 2028 through their community engagement website. However, the wider geopolitical landscape needs to be considered. Due to the geopolitical climate and current unrest in relation to the Israel-Gaza War, as well as the War in Ukraine, it is uncertain whether the MoD may retain the Barracks for Military use, as seen in other locations within the region, such as the partial retention of the Chetwynd Barracks within Broxtowe.
- 3.24 Furthermore, there has been local opposition to the closure of the Barracks from Local MPs, who have been lobbying to prevent the barracks closing down due to the current global situation and have stated that there should be an increase in defence spending due to current threats. It is therefore unclear whether the site will come forward as anticipated within the emerging Local Plan.
- 3.25 If the site does continue to come forwards, there is a clear lack of information published from the MoD to outline when delivery can start on the site. It is uncertain when delivery would commence on site, and so the Lichfields Start to Finish Report (March 2024) can be utilised to provide an overview of anticipated timescales for a site of this nature. The Lichfields Report outlines that for sites of 2,000+ dwellings on average from validation of the first application to completion of the first dwelling is 6.7 years (Lichfields, Figure 3.1). The trajectory also needs to consider the brownfield nature and current operational facilities still on site the build out rate could therefore be even longer to ensure there is sufficient consideration of contamination, as well as any other hazards associated with military uses
- 3.26 Within the Regulation 18 further consultation, the Council have only published an indicative housing trajectory (discussed within subsequent sections of this Chapter), however upon review of the above evidence, we consider the initial year of delivery should not be before 2034/35 to reflect the constraints on site and realistic timeframes should the MoD vacate the site as anticipated in 2028. Should the site remain in use past 2028 then further consideration of the delivery timescales should then be taken into account.
- 3.27 Within Table 4.2 of the Lichfields Start to Finish Report the average build out rates for sites of 2,000+ dwellings is shown to be 150 dwellings per annum. Taking into account the above timescales for delivery and this starting on site at 2034 at the earliest, this would mean that within the plan period to 2043 only 1,350 dwellings would be delivered on the site. This is 540 dwellings lower than the anticipated 1,890 dwellings which Policy SKPR-65 outlines. There has been no further information provided by the Council or landowner to indicate that a greater number of dwellings will be provided within the plan period on the land at the Barracks.
- 3.28 We do not consider the allocation of the Prince William of Gloucester Barracks to be deliverable as shown within its current form. To ensure the trajectory is accurate and does not result in under delivery once adopted, the trajectory should be drafted to reflect this build out rate. This amendment would result in delivery of only 1,350 dwellings being delivered within the plan

period if the site is considered suitable to remain as a housing allocation and the MoD vacate the site as currently set in 2028.

### **Policy SKPR-278 Spitalgate Heath – Garden Village**

- 3.29 As outlined within draft Policy SKPR-278, the Spitalgate Health Garden Village is anticipated to provide 3,700 dwellings with 11ha of employment land. The Proposed Housing & Mixed-Use Site Allocations document expects 1,512 of these dwellings be delivered within the plan period.
- 3.30 The allocation has been carried forward from the adopted Local Plan and there has been limited progress made thus far on the proposed allocated site. An outline planning application was submitted in September 2014 (application reference: S14/2169). The application originally sought to provide 3,700 dwellings on the site in accordance with the proposed Policy SKPR-278. However, on 30th June 2025 the application description of development was amended, and it now seeks up to 3,400 dwellings, 300 dwellings less that was originally proposed.
- 3.31 Due the change in the description of development, this has resulted in the need for further information to be submitted to allow a full assessment of the proposed development through the Environmental Statement to ensure accordance with Regulation 22 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (EIA Regulations).
- 3.32 Furthermore, other additional technical information previously submitted will also need to be reviewed and amended to reflect the revised proposals and assess the impact on the surrounding network. The Council have requested this information be submitted no later than 7th November 2025 unless an alternative date is agreed as set out in in the Regulation 22 Request which has been published online as part of the application documents.
- 3.33 Although there is evidence that work is being undertaken and an application is progressing, the further reduction in the number of dwellings provided on site and required technical updates also raises questions about timescales for delivery.
- 3.34 Further to the above, Part T of the proposed policy states:
- “The development must contribute towards the delivery of the Grantham Southern Relief Road which facilitates this development and must contribute towards or deliver other offsite highways mitigation as identified through a site-specific Transport Assessment”*
- 3.35 The Grantham Southern Relief Road (GSRR) was previously anticipated to be completed in 2024/25 however, following a recent update from Lincolnshire County Council and Councillor Cheyne, it has been confirmed the GSRR will not be completed in 2026, and it is uncertain when the construction of the bridge (and thus the relief road) will be completed. Within the updated on the 15<sup>th</sup> August, it is confirmed that from the commencement of the bridge push, the road will open approximately 2 years following this. Although no specific opening date or year has been announced, the opening of the relief road is significantly delayed from the previous expectation of 2024/25.
- 3.36 As outlined above, the GSRR is a key piece of infrastructure which needs to be delivered in order for the Spitalgate Health Garden Village to come forward. The uncertainty and continued

delays on the GSRR must be considered as part of the delivery of this site and factored into the housing trajectory in order to set out realistic delivery timescales.

- 3.37 Within the Lichfields Start to Finish Report, for a site of this scale (3,400 total dwellings) on average from validation of the first application to completion of the first dwelling is 6.7 years. Therefore, an initial start on site is anticipated to commence in 2033/34 (should adoption occur as anticipated in 2027). With consideration of the delays in the GSRR, there may be further delays to delivery on site until the infrastructure is completed.
- 3.38 The average build out rate for sites of 2,000+ dwellings is 150 dwellings per annum. Therefore, by 2043 the site would deliver 1,500 dwellings. Although this is only marginally lower than the anticipated 1,512 dwellings which Policy SKPR-278 outlines to come forward within the plan period, this is a best case scenario which does not factor in any further delays surrounding the GSRR. This also does not consider the reduction of the overall site from 3,700 to 3,400 dwellings which may further reduce the number of dwellings which can be delivered within the plan period.
- 3.39 Although we do consider the GSRR will eventually come forward and the site will deliver housing, we do not consider that the current proposed trajectory of 1,512 homes within the plan period is realistic or reflects the recent amendment made to the description of development. Therefore, we consider the delivery of dwellings on site should be pushed back and further housing allocations brought forward in order to address short term growth needs.

#### **Policy SKPR-323 Land North of Gorse Lane & Policy SKPR-334 Land South of Gorse Lane**

- 3.40 The Proposed Housing & Mixed-Use Site Allocations document proposes to allocate the land north and south of Gorse Lane to the south of Grantham. This combined policy proposes to provide 1,404 dwellings to South Kesteven with 2ha of land proposed to be reserved for Gypsy & Travellers and Travelling Show People. As part of the proposed policy for SKPR-323 and SKPR-334 both state that a comprehensive masterplan and agreed phasing plan is required across both sites. Therefore consideration of these sites has been combined for the purpose of these representations.
- 3.41 Proposed Policy SKPR-323 outlines requirements for a Transport Assessment, Travel Plan and Construction Management Plan to be produced and a pro-rata contribution to be provided for the upgrade of Gorse Lane. Although this has only been stated in relation to the SKPR-323 proposed allocation and has not been included in relation to the SKPR-334 allocation. As a comprehensive masterplan is required for the wider site, we consider these requirements for extensive highway technical work, Construction Management Plan, and contribution should be applied to both proposed allocations, to consider the combined impacts of the allocation in its entirety.
- 3.42 It is unclear where the proposed access points to the sites will be achieved from, the only indication is in seeking highway improvements to Gorse Lane, therefore this suggests this will provide access to both of the sites. It is important to note that Gorse Lane is a country lane

with no footpath on either side of the road and a give way priority bridge over the A1, therefore we do not consider the access for 1,404 dwellings is suitable at this location. Furthermore, no confirmation has been provided which would indicate a point of access is being sought from the GSRR which lies to the south of the SKPR-334 allocation or how access would connect to the SKPR-323 site.

- 3.43 The Council have produced a Draft Site Assessment Report (July 2025) which provides a RAG assessment to select the most appropriate 'preferred sites' to be considered for allocation within the emerging Plan, with green outlining favourable sites with minimal impacts and red the sites which are less favourable. The assessment criteria used has been broken down into major and other criterion; major criteria is criteria which is of critical importance, with 'Major Assessment Criteria 5' assessing the Highway Impact (Local/National).
- 3.44 In regard to the land north of Gorse Lane (SKPR-323), an individual site assessment has been provided. In relation to Highways this is broken down into national and local considerations. In regard to the national, the impacts on the Strategic Road Network (SRN) has been considered. For the land north of Gorse Lane, it has been outlined that there will be major (red) impact on the SRN from the scheme with comments from Highways England stating:
- "The site is in close proximity to the SRN junction. The development is likely to produce significant impacts on the SRN. Subject to further traffic and capacity assessments. Likely to require a Transport Assessment, Travel Plan and CTMP. Cumulative Impact Assessments may be required in conjunction with other policies in the area."*
- 3.45 It is important to note that within the comments from Highways England, it is requested that the cumulative impacts are considered, however, the proposed Policy fails to require a combined assessment. Furthermore, the impact on the local highway network has been marked as moderate (amber) with Lincolnshire County Council stating:
- "Key considerations are for connections and improvements to the existing PRow network, along with highway improvements along Gorse Lane. TA is required. Multiple access points to serve the development."*
- 3.46 Despite Lincolnshire County Council requesting multiple access points, there is no indication as to where these access points will be located. Finally in response to 'Does the site have suitable access' it is concluded as 'part' resulting in an amber rating. According to the assessment criteria this means *"only part of the site has been identified to have suitable access off local road/highway network"*, but no details have been provided as to which part of the site has a suitable access.
- 3.47 It is evident from the above assessment that the site scores negatively in relation to major assessment criteria. Overall, we consider the viability and deliverability of the proposed access should be reviewed to understand if a safe and suitable access is achievable, otherwise the draft allocation should be removed from the emerging Local Plan.
- 3.48 Within the Lichfields Start to Finish Report, a site of this scale (1,404 dwellings across both sites) delivers it's first dwelling on average 6.2 years from validation of the application. Based

on adoption of the Local Plan in 2027, a realistic start date for the site is therefore at least the 2033/34 monitoring year. For sites of this scale the average build out rate is 90 dpa. Therefore from 2033/34 until the end of the plan period this would result in only 900 dwellings coming forward across both allocations, 504 dwellings lower than what is expected within the Policy.

- 3.49 Furthermore, this does not consider any additional delays which may occur as a result of further evidence being required to ensure suitable access to the site. We therefore do not consider the site is deliverable in its current form and the housing trajectory should be amended to reflect the realistic delivery rate on site and further sites brought forward to meet short and medium term needs.

### **Housing Trajectory**

- 3.50 Based on the above commentary on the proposed housing allocations we consider further revision of the housing trajectory is required. The published housing trajectory within the Proposed Housing & Mixed-Use Site Allocations document outlines at Figure 1 only a high-level indicative housing trajectory for the plan period and does not provide site specific information.
- 3.51 The trajectory sets out that the majority of proposed housing allocations are proposed to come forward in 2030/31 where it is indicated over 1,400 dwellings will be provided. However, from the year 2036/37 onwards there is an anticipated under delivery against the annual housing need. Instead the Council are relying on over delivery in the earlier years of the plan to meet needs.
- 3.52 This vague trajectory does not provide a detailed breakdown of when each proposed allocation is anticipated to deliver housing over this period and how many homes each site would deliver per year. This makes it difficult to assess the accuracy of the level of housing which is being proposed and does not provide assurance of the information available.
- 3.53 We consider the Council need to undertake a fully informed assessment of the timescales of delivery for each of the proposed housing allocations in order to produce a detailed trajectory. This will allow for a full review of the trajectory and if the proposed timescales of sites are realistic and achievable, particularly those of a strategic scale.
- 3.54 SKDC published a Draft Site Assessment Report which needs to be utilised alongside the Sustainability Appraisal to appropriately calculate delivery of the proposed allocations over the plan period. Without this detail, the Council will miss the opportunity to test their evidence through the Local Plan consultation and preparation stages.
- 3.55 The Council also published their latest Five Year Housing Land Supply Statement in March 2025. This Statement considered a base date of April 2024 and outlines that from April 2024 to March 2029 the Council only have 4.07 years of deliverable housing land supply. This latest Statement considers a Local Housing Need figure of 895 dpa, as this figure was the standard method calculation for SKDC prior to the 2024 affordability ratio being published.

- 3.56 Nonetheless, considering the updated 886 dpa 2024 affordability ratio figure, this still results in a five year housing land supply figure of just 4.11 years. It is unknown whether the lack of previous delivery has been taken into consideration in preparation of the trajectory. The lack of five year supply demonstrates the need for housing within the District and how the Council need to ensure a sufficient level of housing is planned for to meet these needs.
- 3.57 It is also unclear whether constraints to development have been accounted for within the trajectory. The considerations of the proposed housing allocations delays due to the progress of the GSRR and implications on the Spitalgate Health allocation as well as the uncertainty over the Prince William of Gloucester Barracks should be taken into account as part of the trajectory.

### **Land West of Grantham**

- 3.58 As discussed within this section of these representations, the proposed allocations require review and amendment in order for the emerging Plan to be found sound, including review of the deliverability as it is currently presented within the proposed policies. As demonstrated above, Vistry consider the proposed timescales and build out rate assumptions within the plan period to be ambitious and should be reviewed to provide realistic timeframes. By reviewing the timeframes, this will reduce the risk of under delivery of much needed housing for South Kesteven.
- 3.59 However, this will see that there is less housing provided within the plan period. The land west of Grantham is a suitable site to assist in meeting this shortfall to provide sufficient housing within the plan period. The site is developable and deliverable to provide much needed housing by Vistry, who has demonstrated to be reliable in providing much needed housing in Grantham through their developments at Rectory Farm.
- 3.60 Vistry have provided high quality housing to South Kesteven alongside open spaces as well as community facilities, and are committed to continuing to work with local communities and members of the Council to meet the local needs where possible. In addition to community needs, Vistry are committed to delivering sustainable homes and developments that meets the challenges of climate change whilst also encouraging healthy living for residents and meeting the housing needs of the District.
- 3.61 The site benefits from being greenfield land and thus faces no contamination constraints to development which would delay the provision of housing on site. Furthermore, there are no other constraints on site either in the form of flood risk, heritage, or ecology which would prevent development. The development will be carefully designed with local needs and sustainability at the forefront to provide high quality open space and land for biodiversity, supporting the ecology networks.
- 3.62 The land west of Grantham is not reliant on the completion of the GSRR in order to allow for delivery to come forwards, and thus is not constrained as to when delivery of housing can commence. Additionally, the site benefits from existing access points from the A52, a road network of a suitable scale to accommodate strategic growth. Through the development of this

site, further road improvements and safety measures can be provided to the road network. Additionally, the A52 provides access to Grantham as well as the wider strategic network via the A1 to the east and Nottingham and the A46 to the west.

- 3.63 The opportunity to develop the land west of Grantham is achievable in the early part of the plan period and the land is already available. A new village in this location will not only deliver much needed homes, but provide new community facilities, recreation spaces and transport improvements, with the focus firmly on low carbon travel and an active lifestyle for residents and the local community.
- 3.64 It is therefore requested that SKDC considers the allocation of the land west of Grantham which is a deliverable and developable site in the emerging Local Plan to provide high quality housing and new community in South Kesteven.

## 4. SUSTAINABILITY APPRAISAL

4.1 The following section of these representations reviews the Sustainability Appraisal Addendum Report (2025) which has been prepared to support this consultation.

### Sustainability Appraisal Report Addendum

4.2 The Regulation 18 Proposed Housing & Mixed-Use Site Allocations consultation is accompanied by a Report Addendum (2025) to the Sustainability Appraisal (SA). The Report Addendum is to be read in conjunction with the SA previously prepared for the Regulation 18 consultation in April 2024.

4.3 This Addendum provides a focus on the changes and amendments to proposed housing and mixed-use allocations within the Draft Local Plan including additional site options and key changes to allocations. The Addendum does not assess sites which have not been amended and previously assessed within the SA accompanying the previous Regulation 18 Draft Local Plan consultation in April 2024.

4.4 As per the SA Report (2024) the Addendum reviews nine SA themes and the effects of development have been graded through a 5 Red Amber Green (RAG) assessment, with dark red having the greatest negative impacts, and dark green having the greatest positive effect.

4.5 The land west of Grantham was previously assessed within the SA through the Regulation 18 Draft Local Plan consultation in 2024 under reference SKPR-101, and is identified as the Land North of A52, West of the A1 Grantham. Within Vistry’s response to the Regulation 18 Draft Local Plan consultation in 2024, concerns were raised in relation to the limited detail of the assessment of individual sites as part of the SA Framework Assessment as this is unclear as to how robust the site assessment work that underpins the Plans spatial strategy is.

4.6 Additionally, as outlined within the SA accompanying the 2024 Draft Local Plan consultation, several of the data sets being used within the assessment are out of date, such as the bus stop data (dated 2006) and data relating to open space (2008). Therefore, the prospects of the site cannot be fully recognised, and the assessment is out of date.

4.7 As set out within our previous comments, Vistry have undertaken a review of the previous assessment using the 5 RAG assessment approach to form an up to date assessment of the site, which is informed by further site work to demonstrate concerns are capable of being addressed.

**Table 4.1 Land West of Grantham Site Assessment**

Constraint / Opportunity	SA Score	Boyer Score	Boyer Comment
<b>Biodiversity and Geodiversity</b>			
Internationally Protected Site			The nearest site is more than 15km away and is not therefore considered a constraint.

Constraint / Opportunity	SA Score	Boyer Score	Boyer Comment
Site of Special Scientific Interest (SSSI)	Yellow	Yellow	Allington Meadows is 2124m from the site (categorised for biological interest). Due to the distance from the site it is not considered to be a constraint and any potential impact could be mitigated.
Local Geological Site	Yellow	Yellow	Little Ponton Quarry is located 7257m from the site
Regionally Important Geological Site	Yellow	Yellow	Hungerton Quarry is located 6756m from the site
Local Wildlife Site	Light Red	Light Red	Barrowby Grassland is located 911m from the site, to the south of the A52
Local Nature Reserve (N.B. Access to nature the key consideration with this layer – closer the site is to a local nature reserve suggests more opportunities for accessing, appreciating, and understanding nature)	Red	Yellow	The nearest site is more than 15km away. However, our measurements suggest there are 3 local nature reserves located within a 15km radius of the site, all accessible to the public (Staunton Quarry (2.5ha), Coombes Meadow (14ha) and Stonesby Quarry (4ha). The site is also within 10km of the Muston Meadows National Nature Reserve. The site itself seeks to preserve and enhance the local natural environment through delivery of a publically accessible multi-functional Nature Reserve and create a community asset for biodiversity and leisure use by local residents. Although in terms of distance the Council have scored this low, there is significant provision in the area, and proposals coming forward on the site have been taken into account in our assessment which provides the relevant adjustment.
Ancient Woodland	Yellow	Yellow	Harlaxton Clays Wood is located 2668m from the site and is not considered a constraint
Priority Habitat	Green	Green	Deciduous Woodland is located 788m from the site and is not considered a constraint.
<b>Landscape</b>			
Tree Preservation Order (TPO)	Yellow	Yellow	Located at Barrowby All Saints Church at a distance of 1102m. The trees are located a significant distance from the site and will not be affected by the proposals.
<b>Historic Environment</b>			
Grade I Listed Building	Light Green	Light Green	Church of All Saints is located 1116m from the site

Constraint / Opportunity	SA Score	Boyer Score	Boyer Comment
Grade II* Listed Building	Green	Green	Sedgebrook Manor House is located 2104m from the site
Grade II Listed Building	Green	Green	Table Tomb 2m south of Chancel at Church of All Saints located 1121m from the site
Scheduled Monument	Green	Green	Allington Village Cross is located 3344m from the site
Conservation Area	Light Green	Green	Barrowby Conservation Area is located 1046m from the site
Registered Park and Garden	Light Green	Light Green	Harlaxton Manor is located 4251m from the site
<b>Air, Land, Soil and Water Resources</b>			
Air Quality Management Area (AQMA)	Yellow	Yellow	South Kesteven AQMA No. 6 covers Grantham town centre over 3557m from the site. The proposals will include public transport improvements to minimise car usage.
Agricultural Land Classification – Grade I	Yellow	Green	The proposals do not affect Grade 1 agricultural land.
Agricultural Land Classification – Grade II	Yellow	Green	The proposals do not affect Grade 2 agricultural land.
Agricultural Land Classification – Grade III	Red	Yellow	The site is Grade 3 Agricultural Land.
Mineral Safeguarding Area	Yellow	Green	The site is not affected by a mineral safeguarded area.
Mineral Consultation Area	Yellow	Green	The site is not affected by a mineral consultation area.
Water Resources	Green	Green	The site is more than 1500m from the River (Barrowby Stream)
Source Protection Zone	Yellow	Green	The site is not affected by groundwater source protection zone.
<b>Climate Change</b>			
Flood Zone 2	Green	Green	The site is located within Flood Zone 1.
Flood Zone 3	Green	Green	The site is located within Flood Zone 1.
<b>Population and Community / Health and Wellbeing</b>			
Employment Site	Yellow	Green	The existing employment site ( SKLP323) is located 5028m from the site. The site is in close proximity to a number of existing employment sites within Grantham. As well as the existing and proposed employment areas at Gonerby Moor, which are within 2km, the assessment has therefore been adjusted.

Constraint / Opportunity	SA Score	Boyer Score	Boyer Comment
Primary Service – Shop			The nearest shop is located 1399m from the site, in Barrowby, which has a co-op store. A convenience shop is also available in Great Gonerby. Wider services and facilities of higher order are available in the town of Grantham, which is a sub-regional centre. The scale of the proposed development will allow for retail provision to be included on the site, the assessment has therefore been adjusted.
Primary Service – Primary School			Nearest primary school is 1114m. There are a number of primary schools within close proximity of the site at Barrowby, Allington, Great Gonerby and on the edge of Grantham at Poplar Farm. The scale of the proposed development will allow for the provision of a primary school with pre-school on the site, the assessment has therefore been adjusted.
Primary Service – Secondary School / College			Nearest secondary school is 3258m. There are a number of secondary schools within Grantham with further provision being proposed as part of existing allocations.
Primary Service – Surgery			There are a number of doctors surgeries within Grantham, the nearest being 3565m. The scale of the proposed development may allow for the provision of new healthcare facilities and Vistry is committed to working with Lincolnshire Community Health Services NHS Trust and other bodies to ensure the provision aligns with their aspirations.
Town Centre			Grantham Town Centre is 3599m from the site, but easily accessible by sustainable transport modes.
Open Space			The Council consider the site to be some distance from open spaces, with the nearest being the cemetery at Barrowby Church (971m from the site). Grantham has significant areas of open spaces. The scale of the proposed development will allow for significant open space for a range of uses to be included on the site, and the assessment has therefore been adjusted.

Constraint / Opportunity	SA Score	Boyer Score	Boyer Comment
<b>Transport</b>			
Bus Route	Yellow	Green	An existing bus route runs from Grantham to Bottlesford along the A52 via Barrowby, 417m from the site. The scale of the proposed development will allow for an enhanced bus service provision, and the assessment has therefore been adjusted.
Bus Stop	Red	Green	The nearest bus stop is 1288m. As noted above, the scale of the proposed development will allow for enhanced bus service provision, the assessment has therefore been adjusted.
Train Station	Yellow	Yellow	The nearest train station is 4320m. The nearest stations are Bottlesford and Grantham, providing services direct to Nottingham. From Grantham direct train access is also available to Leeds, York, Peterborough and London.
Public Right of Way (ProW)	Yellow	Light Green	Thorns Lane, North of Barrowby – 341m A number of ProW cross the site or are located along the boundaries including: Barr/2/1, Barr/3/4, Barr/6/1 and Barr/4/3 providing links to Barrowby, Great Gonerby, Sedgebrook and Allington. There is the potential to make significant improvements to the PRow network.

- 4.8 The revised assessment above takes into consideration up to date information and evidence, to provide an accurate and robust assessment of the land west of Grantham. The reviewed assessment above demonstrates that the site is suitable to be allocated for mixed use development to the west of Grantham to provide housing, additional services and facilities, active travel and transport improvements, open space, and ecological improvements.

## 5. CONCLUSIONS

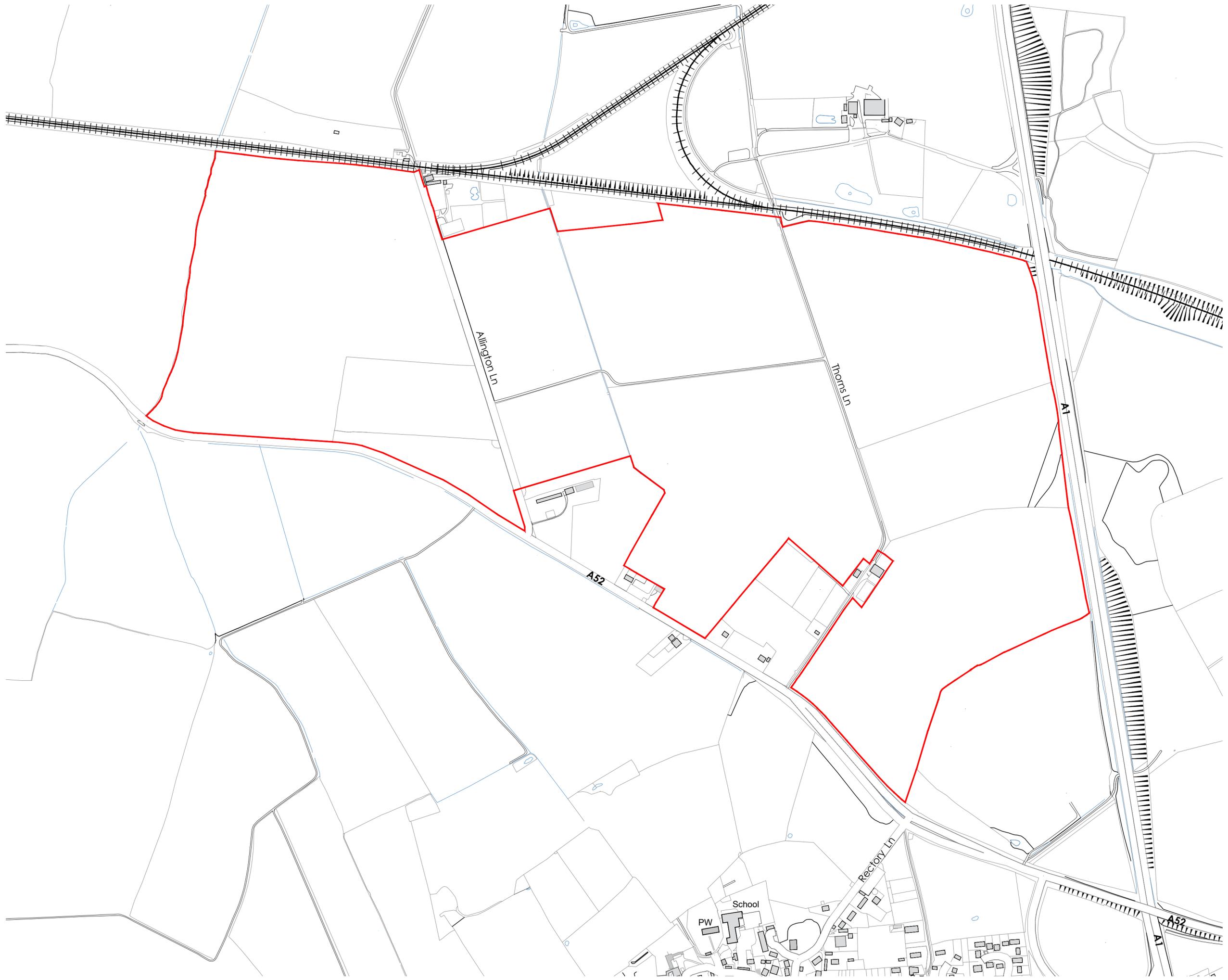
- 5.1 Boyer have prepared these representations on behalf of Vistry in response to the Regulation 18 Proposed Housing & Mixed-Use Site Allocations undertaken by South Kesteven District Council. The Housing & Mixed-Use Site Allocations consultation has presented the proposed changes to the housing allocations, including removal on sites not considered to be sustainable, new proposed allocations, and changes in density in order for the Council to meet the increased housing need requirement of 886 dwellings.
- 5.2 These representations are made in respect to the ongoing promotion of the Land West of Grantham, for a new sustainable village. The land is located on the western side of Grantham over which Vistry holds a specific land interest.
- 5.3 Vistry's vision for the site is to deliver a sustainable new village in South Kesteven which addresses climate change, enhances publicly accessible green spaces, delivers community infrastructure and facilities to encourage and support healthy living whilst also assisting in meeting housing needs of a range of shapes, sizes, and tenure.
- 5.4 The land west of Grantham has the potential to deliver the following:
- A new village well connected to Grantham;
  - Circa 2,500 homes across a wide range of types and tenures to meet all housing needs including affordable housing, social rent, First Homes, private rented, self-build as well as market housing at an appropriate mix;
  - Significant areas of open spaces including informal recreation, allotments and orchards for community use;
  - Formal recreational areas including sports pitches and play areas for the different age groups, to promote healthy living;
  - A Local Centre set within a well-considered landscape led public realm to promote well-being;
  - Mobility interchange including a bus hub, electric vehicle charging, cycle storage etc;
  - Pedestrian and cycle connections within the site and to Barrowby and Grantham; and
  - Potential for new Primary School and pre-school facilities with associated playing fields.
- 5.5 The purpose of these representations has been to assist SKDC in formulating an approach to the housing needs of the District within the emerging Local Plan that is both consistent with national planning policy and the tests of soundness.
- 5.6 In this regard, our representations relate to the tests of soundness set out at paragraph 35 of the National Planning Policy Framework ('NPPF') (December 2023); namely, whether the emerging Local Plan is: *Positively prepared; Justified; Effective; and Consistent with national policy.*

- 5.7 These representations have set out our recommendations to assist the Council in achieving an approach that is capable of being found sound as the emerging plan progresses toward examination.
- 5.8 Vistry would welcome the opportunity to meet with the Council to discuss the unique opportunity that Land West of Grantham provides to deliver a new village with much needed housing, affordable housing, extensive landscaping, open space, recreational facilities and improved sustainable transport connections on the edge of Grantham whilst meeting the objectives of the Local Plan and providing robustness of the Plan into the longer-term future.

## **APPENDIX 1. SITE LOCATION PLAN**

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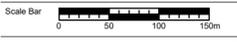
Key:  
 Site boundary



# Boyer

Project  
**Grabtham, Land north of A52  
and west of A1**

Drawing Title  
**Site Location Plan**

Drawing No. **AP-01** Job Ref. **24.2015**  
Scale @ A2: **1:5000** Revision: **-**  
Scale Bar: 

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## **APPENDIX 2. LAND WEST OF GRANTHAM PLACEMAKING DOCUMENT**



LAND WEST OF  
**GRANTHAM**

**Vistry Group**



LAND WEST OF

# GRANTHAM

**Brought forward by Vistry Group, this document presents a landscape and biodiversity led vision to create a vibrant new village in a sustainable location west of Grantham.**

**This new community will be a place that delivers critical infrastructure, where the environment is restored, enhanced and thrives. The development will provide approximately 2500 exemplar new homes, nestled in high quality landscaping and integrated with the local community. An indicative new primary school and local centre will form the centre of the new village at land west of Grantham.**



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# 1. Introduction

## 1.1. Summary

Vistry Group are promoting land west of Grantham for a new village, located to the west of Grantham, situated within the administrative boundary of South Kesteven District Council.

The proposal will be a sustainable, resilient, and landscape led vision, driven by a development-specific Placemaking Charter, aimed at creating a high-quality, new village which is complementary to the Sub-Regional Centre of Grantham.

The purpose of this document is to introduce Vistry Group as the land promoters and to outline their unique vision for the site. This vision is marked by a reputation for delivering high-quality homes complemented by community facilities and integrated infrastructure, all designed to harmonise with the existing landscape and historical features of the area.

Situated to the west of Grantham, the site spans approximately 133 hectares and benefits from excellent connectivity via established highway infrastructure. It is bounded by the A1, linking to Newark-on-Trent, and the A52, connecting Nottingham and Grantham town centre. The site's northern boundary adjoins the railway line serving Nottingham to Peterborough, and the railway intersection for the Nottingham-Skegness route.

The new community will actively address climate change by incorporating innovative and sustainable technologies into its design. A key focus is on nurturing a walkable community to reduce dependence on private vehicles, thus promoting sustainable and healthy living. This development presents an opportunity to create a new village that respects the rich history and character of the settlement while meeting the infrastructure and service needs of current and future communities.

The site holds the potential to significantly contribute to addressing the local and strategic housing needs as identified by the South Kesteven District Council. We are confident that the site's location, free from major constraints and situated adjacent to the settlement boundary, can

facilitate the establishment, preservation, and celebration of its local village identity. This will transform it into a thriving community hub for generations to come.

The vision for Land west of Grantham is to establish a well-connected, intelligent, resilient, and visually appealing community. Our proposed development seeks to fulfil the emerging housing needs of the District while delivering essential infrastructure. This involves prioritising the implementation of planned strategic infrastructure, integrating advanced technologies to combat climate change, adapt to evolving lifestyles, and promote social inclusion. Additionally, we aim to seamlessly incorporate green and blue infrastructure to support nature recovery and well-being, alongside the creation of high-quality residences tailored to local needs. These homes will be distinguished by meticulous attention to detail, craftsmanship, and a genuine passion for excellence.

The site's availability, suitability, and feasibility ensure its capacity to effectively meet the housing requirements of both the local area and the wider district. The anticipated benefits are varied, offering a genuine opportunity to deliver an exemplary development that enhances the resilience of the existing community across social, economic, and environmental dimensions.

“Vistry Group believe in creating sustainable communities which can mitigate and adapt to future effects of climate change. Our pioneering MMC facility on the doorstep of this site provides us with the capability to capitalise, at scale, on the benefits of MMC, delivering high quality sustainable homes faster, economically and in a more environmentally friendly way.”





# Vistry Group

Vistry Group is a leading provider of new homes and widely recognised as being at the forefront of delivering sustainable new communities.

Our achievements are exemplified by the receipt of more than 350 awards for our design and sustainability. We hold more housing design awards than any other housebuilder.

## 1.2. Vistry Group

Vistry Group has a strong track record of delivering sustainable new communities. Our developments provide schools, roads, shops, community centres, green space, employment and villages squares – these are the very things that tie a development together and foster community.

We are passionate about the places we build and the new communities we create. We use placemaking skills to create an environment where residents feel a true sense of belonging. We achieve this by carefully master planning developments to integrate new facilities, delivering necessary supporting infrastructure and placing an emphasis on landscape led public spaces.

We believe that creating places people love is key to establishing a lasting legacy for the scheme. Our landscape led approach to placemaking and the long-term stewardship means that we create places that are highly valued by local people.

In our role as Master Developer, we use a collaborative approach to build relationships with all partners through the evolution of the development. We work closely with existing communities to ensure our developments enhance their facilities and deliver local benefits





# 1.3. Creating a Sustainable Community

We work to create places that people love. This means thinking beyond just building houses to also thinking critically about the social and digital infrastructure, transport and green spaces needed to nurture vibrant, connected and healthy communities. It is also about creating a more sustainable world. The places where we live and work have a big impact on our climate and on biodiversity and we want to play its part in creating greener and more resilient spaces, in line with South Kesteven climate action targets.

Vistry Group’s sustainability strategy recognises the interlinked nature of sustainability issues, for example our approach to both biodiversity and social value helps to enhance our placemaking strategies. Our strategy covers direct impacts such as carbon emissions, biodiversity and waste, and indirect impacts, such as delivering social value. To demonstrate our commitment, we have signed up to the Business Ambition for 1.5°C and therefore also the United Nations Framework Convention on Climate Change (UNFCCC) Race to Zero. Our strategic targets are aligned to the UN Sustainable Development Goals (UNSDGs).

Our sustainability efforts are focussed in three key areas – our people, our operations, and our homes and communities. These are also key pillars of our corporate strategy and are a critical part of delivering our purpose: **“To deliver sustainable homes and communities across all sectors of the UK housing market”**.





### **Innovation Centre**

Vistry Group's pioneering MMC facility on the doorstep creates the capability to capitalise, at scale, on the benefits of factory manufactured construction, delivering high quality sustainable homes faster and more economically than traditional methods of construction and in a more environmentally friendly way.

### **Achieving net zero and responding to national building regulations**

Vistry Group targets net-zero for new homes by 2030 and construction by 2040, contributing to national carbon reduction goals. Responding to updated regulations, including Part L1a 2021, F, O and S, which see a 31% reduction in carbon emissions. We prioritize energy-efficient design with a 'fabric first' approach. This entails maximizing component and material performance for increased insulation, high-performance windows, improved airtightness, and enhanced ventilation, resulting in a 31% reduction in carbon emissions. Incorporating renewables like solar PV panels and wastewater heat recovery further supports sustainability.

Vistry Group's Technical Innovation team guides industry discussions for achieving 75-80% carbon reduction by 2025. Beyond regulations, we deliver projects exceeding standards, incorporating low carbon heating and meeting Passivhaus criteria.

### **Climate resilience**

To support climate resilience, we are able to provide specifications for water efficiency that go beyond Part G of the building regulations and offer up to a 16% reduction in

water use per dwelling. We are also in the early stages of working with Affinity Water on a trial to explore water reuse measures, how this can work in conjunction with sustainable drainage systems, and a campaign to change consumer behaviours.

### **Reducing Waste**

We are currently conducting a pilot waste study with the aim of identifying the different waste streams involved with building homes, allowing us to look at how we can design out waste from our house types. By 2025, we are aiming to reduce waste per plot by 20% and divert 100% of non-hazardous construction waste from landfill (we're currently at 98%). In addition to recycling, we participate in a range of take-back schemes to divert waste from landfill.

### **Placemaking: Social Value, biodiversity, and engaging with communities**

Vistry Group's Group Social Value team spearheads social value plans for new developments, with training academies nurturing local construction talent. By 2025, we aim for 550 graduates from these academies. We prioritize biodiversity enhancement, engaging homeowners and communities in activities like wildflower planting and nature hunts. Supporting initiatives include hedgehog highways and bat boxes.

A project-specific Biodiversity Action Plan (BAP) template ensures net gain across the Group, becoming a project requirement, with centralized progress monitoring. Key role training aligns with partners such as the Bat Conservation Trust, the Hedgehog Preservation Society, and the Bumble Bee Conservation Trust, bolstering our sustainability efforts.



# 2. Context

## 2.1. Delivering on Housing Needs

A landscape led new village presents a strategic opportunity to address local housing needs, promote sustainable development, enhance biodiversity, and stimulate social and economic growth. Through careful planning and implementation, this development can help South Kesteven District Council accommodate growth, provide critical amenities while preserving its unique character and improving the quality of life for its residents.

### 1. Addressing Housing Needs

Similar to many areas in the UK, South Kesteven District Council faces challenges in meeting the increasing demand for housing. There is an urgent need to provide new homes, particularly affordable and sustainable housing options, to cater to the growing population.

### 2. Strategic Location:

The proximity of the site to Grantham town centre and its connection to major transport networks, including the A1, offers excellent accessibility for residents. This strategic location ensures easy access to employment opportunities, services, and amenities both within Grantham and neighbouring areas, as well as easy connectivity to nearby Nottingham, further enhancing its appeal and potential for growth.

### 3. Sustainable Development:

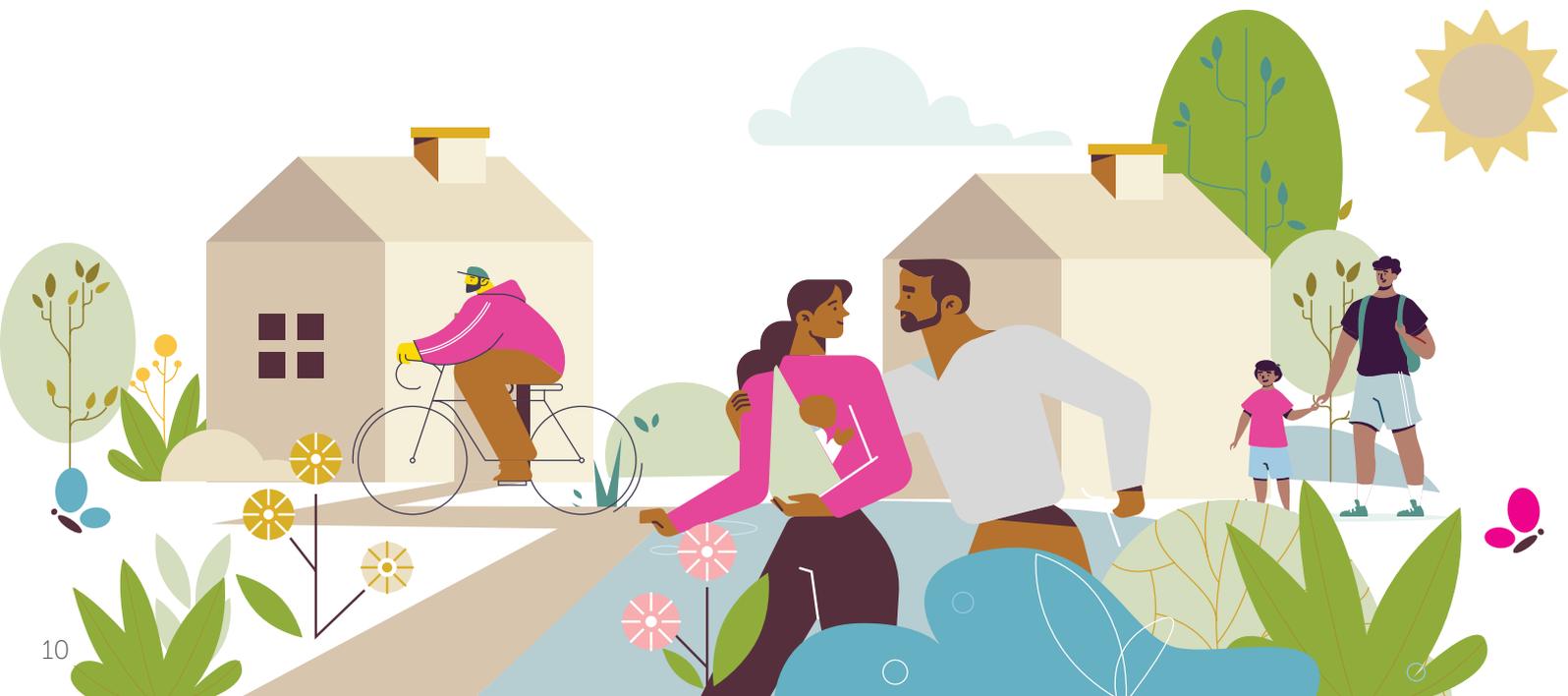
Developing residential properties on this site presents an opportunity to promote sustainable living practices. By incorporating energy-efficient design, green spaces, and sustainable transportation options like cycle paths and public transport links, the development can minimise its environmental impact and contribute to a greener future.

### 4. Optimising Land:

Situated on the western edge of Grantham and close to local services, the site offers a suitable opportunity for sustainable development while respecting principles of biodiversity conservation. Through efficient land-use practices and the incorporation of green infrastructure, the development can minimize land consumption and potentially include publicly accessible green spaces, contributing to the enhancement of the local ecosystem.

### 5. Economic Benefits:

The construction of homes will generate economic activity, create jobs, and support local businesses. Additionally, improving housing affordability will contribute to the economic well-being of the community, ensuring that residents can thrive in their hometown and also benefit from the proximity to Grantham and Nottingham, accessing its diverse economic opportunities.







## 2.2. Site Location

The site is located close to the Grantham North West Quadrant (NWQ), a significant area of growth of new homes in the town. This includes Poplar Farm (1,800 dwellings) and land to the west of Poplar Farm and to the south of the A52 Barrowby Road (around 1,500 dwellings).

The NWQ will provide a number of local facilities including schools and a local centre, which will be accessible via sustainable modes of transport and through targeted pedestrian and cycle infrastructure improvements along the A52.

Bus service connections to the site would be a natural extension to those that will already be serving the NWQ along the A52 corridor and would add to the long term commercial viability of those services; this is an opportunity that would be explored in further detail as the site is progressed.

Whilst the strategy for the development will be to minimise any private car journeys to and from the site, these will of

course still occur at times and the vehicular impact on the local highway network of Lincolnshire County Council and the Strategic Road Network (A1 and A52 along the site frontage) managed by National Highways will need to be considered.

The development will benefit from new confirmed highway improvements in the vicinity of the site including:

- Capacity and layout improvements to the A1/A52 junction, to be delivered as mitigation works for the forthcoming Grantham Designer Outlet Village. This will include a dedicated left turn onto the A52 and upgraded pedestrian crossing facilities. On its eastern side, the junction will be upgraded to include traffic signal control
- The Grantham Southern Relief Road linking the A52 at Somerby Hill to the A1, which is planned to be fully opened by the end of 2025 and will remove some traffic through Grantham on the A52 and at the A1/ A52 junction adjacent to the site.



View from Thorns Lane #LL:343 Public Right of Way (PRoW) looking north



Allington

Gonerby Moor

Great Gonerby

Sedgebrook

site

S14/3260

GR3-H2

GR3-H3

S08/1231

Barrowby

S14/3571

LV-H3

S14/2935

GRANTHAM

Denton

Harlaxton

129.74 HA  
320.59 ACRES  
TOTAL SITE AREA

Site location plan



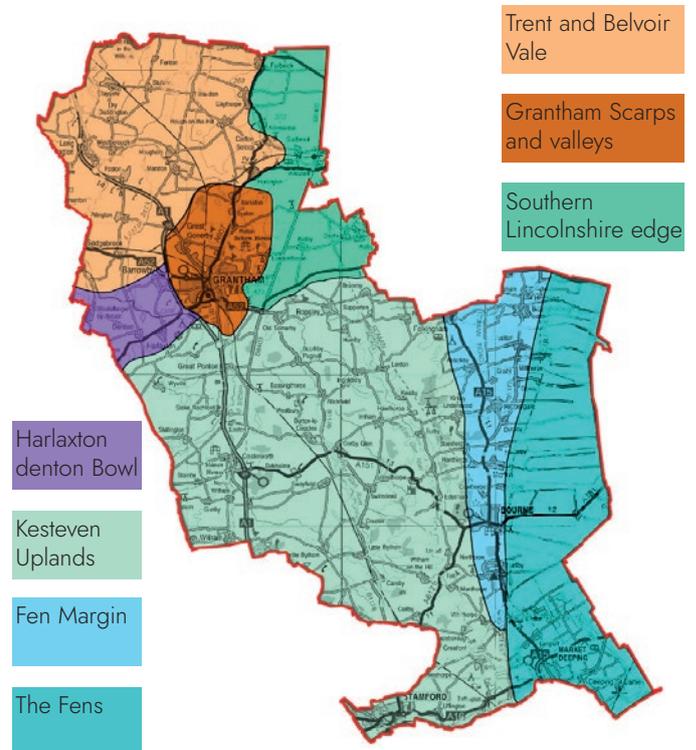


## 2.3. Landscape Setting

The site mainly lies within the Trent and Belvoir Vale landscape area with few notable landscape features. Its most valuable aspects include clipped boundary hedgerows and hedgerow trees, along with two linear byways, Thorns Lane and Allington Lane, which add character.

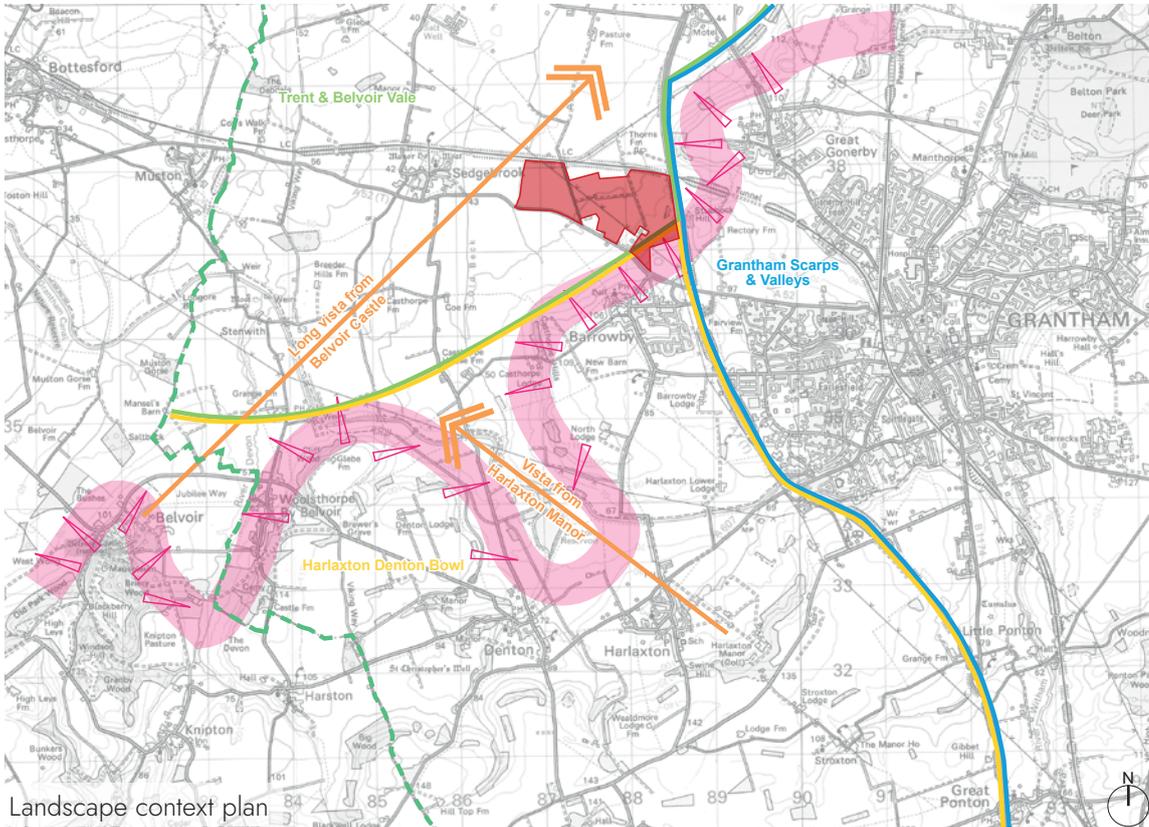
Key constraints include concerns about impacting nearby settlements like Barrowby and Sedgebrook, potentially leading to coalescence. Both Sedgebrook and Allington are well-integrated into the landscape due to surrounding vegetation. A similar approach could prevent coalescence at the Land West of Grantham.

The proposed development entails establishing a new settlement in open countryside, primarily in the low-lying Trent and Belvoir Vale, mainly comprising arable land with limited landscape value. The areas of higher sensitivity and value are to the south and west, towards Great Gonerby and Barrowby, with only a small portion of the site falling within this higher-value sloping land to the southeast.



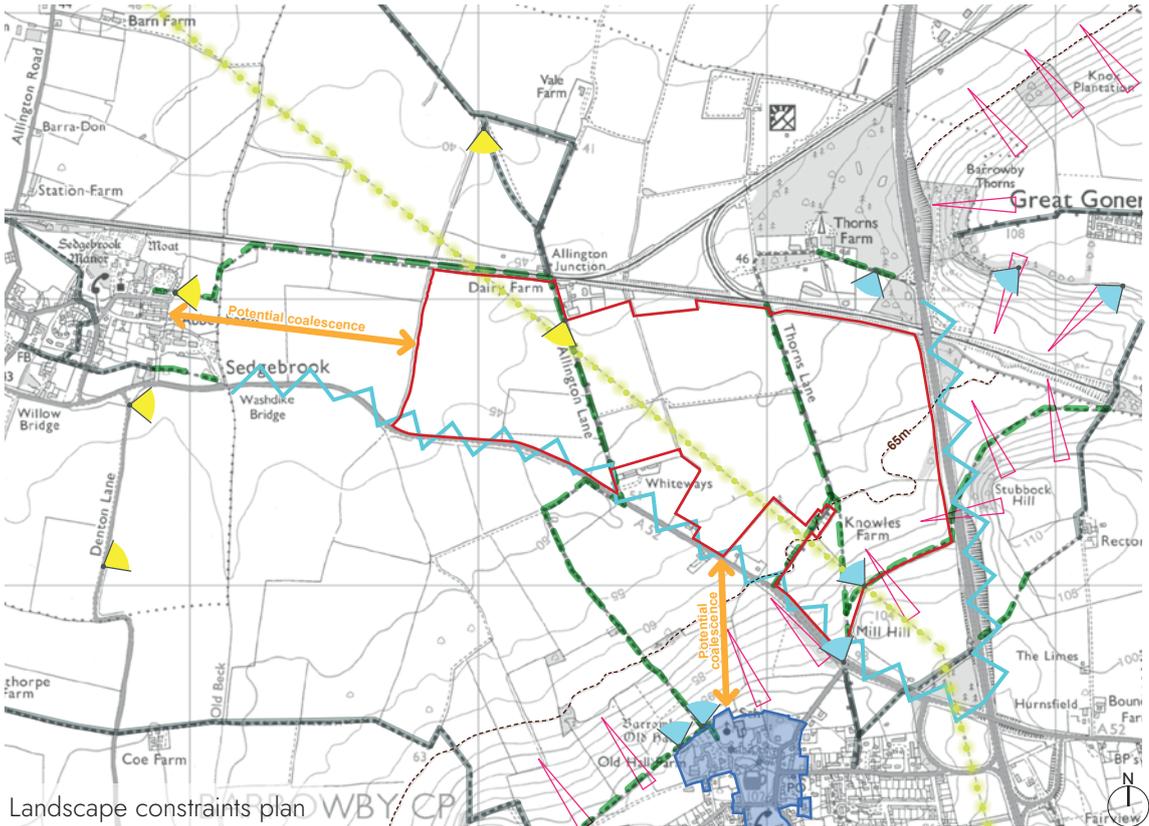
The landscape strategy includes the following elements:

- Restricting development to land below the 65m contour to avoid any direct effects on the more sensitive landscape character of the escarpment to the east.
- Provide native woodland areas (minimum 100m in depth) adjacent to the A1 boundary and on the rising ground. This would provide mitigation of the A1 and link with other woodland blocks in the area to enhance landscape character.
- Provide native woodland areas (minimum 100m in depth) to the south west and west to provide visual enclosure of the site from Sedgebrook, mitigation of the A52 traffic and the soften views from the wider landscape to the south west.
- Locate access points at locations along the A52. Development would be set back from the access points.
- Provide an internal distributor road between the access points. This would comprise a broad tree lined corridor c 25m wide and with a local centre facing onto the route.
- A network of varied open spaces throughout the site. This would include spaces for formal and informal sports and SuDs for surface water drainage.
- A safeguarded landscape corridor would allow for the high voltage electricity cables and pylons, and would be sensitively designed by varying width and character to help assimilate the cables into the settlement and open spaces. Careful attention would be paid to the location of pylons to avoid visual dominance.
- Provision of a network of recreational routes for pedestrians and cyclists within the development linking existing rights of ways to new routes through open spaces and woodland areas. The routes would reinforce connections into the wider rights of way network and connections to the neighbouring villages. Vistas up to the escarpment including to Barrowby church spire would follow the existing byways of Allington Lane and Thorns Lane.
- The character of the settlement should have a village character, with substantial open spaces and greens to sit comfortably within the landscape character of the vale as the site is separate from Grantham and other urban areas. This character would also appear more in keeping in the vale setting from the elevated viewpoints on the scarp to the south and east.



- KEY**
- Site boundary
  - Trent & Belvoir Vale
  - Grantham Scarps & Valleys
  - Harlaxton Denton Bowl
  - - - District/County boundary
  - Long distance views from historic houses
  - ▲ Scarp slopes

Landscape context plan



- KEY**
- Site boundary
  - - - 65m AOD contour
  - ▲ Scarp slopes
  - High voltage pylons and overhead cables
  - ~ Traffic visible from A1 and A52
  - - - Rights of way with views into site
  - Other rights of way
  - ▲ Elevated views onto and across site
  - ▲ Views from within the vale
  - Conservation area
  - ↔ Potential coalescence

Landscape constraints plan



## 2.4. Transport

The way that people travel was evolving prior to the COVID pandemic, and it is expected that the changes that have occurred over the last two years will accelerate this rate of change.

In many ways this is a positive side effect of the pandemic and should be used as a catalyst towards assisting the UK Government's target to reach Net Zero emissions by 2050.

In recognition of this, Vistry Group is aware that new communities should have access to a resilient transport network that is informed by, and responds to the decisions people are expected to make with respect to travel choice moving forward. Increasingly, these will be consistent with the following key transportation pillars:

- Can traditional trips be substituted by other means (i.e. home shopping, working from home)
- If there is a need to travel can this be completed by other modes, particularly for first and last mile trips
- In the event the use of a motor vehicle is required, this should ideally be undertaken by zero emission vehicles



## Sustainable Transport Strategy

Development proposals should be centred around a comprehensive sustainable transport strategy that will help maximise accessibility and minimise traffic impacts. The localisation of day to day trips should be encouraged through the masterplanning process and careful land use planning. Any new local centre facilities that are provided on site can be planned around key walking and cycling routes to promote active travel, whilst a range of innovative community-focused travel planning initiatives can be implemented to encourage sustainable travel behaviour from the outset.

A public transport strategy that focusses on providing bus service connections into Grantham town centre will be crucial. This would need to be a high quality, direct and frequent service that provides the new community access to employment, shops, facilities and amenities in the town centre, and to Grantham Railway Station, which is located on the East Coast Mainline and could therefore connect residents to wider opportunities in Newark, Doncaster and Leeds to the north and Peterborough and London to the south.

Ensuring that future residents can easily access a bus service of this manner on foot from their homes would allow public transport to be a viable alternative to a private car trip, thereby minimising the traffic impacts and carbon footprint of the site and maximising its sustainability.

As the site is developed, we would also promote the inclusion of a Mobility Hub to further enhance the de-carbonisation of transport. This would:

- Function as a multi-modal interchange, providing seamless connections between the development and the proposed Active Mode networks, including linking to the existing shared use cycle path on the northern side of the A52 to Grantham town centre and potential future high frequency bus services on the A52
- Act as a community hub through the inclusion of co-working space, cafés, bike repair, lockers and other facilities including a micro-consolidation centre that stores home deliveries

Other important aspects of a new residential development at this site to ensure it facilitates and encourages sustainable travel include:

- Interactive digital displays across the site that provide a range of key community information, including real time transport data
- EV charging facilities and EV car clubs that will ensure car borne trips are completed by zero emission vehicles
- A network of routes and open spaces created around existing routes connecting the development with the wider local context





## 2.5. Site Characteristics

The physical characteristics and opportunities of the site are illustrated in the characteristics and opportunities diagram overleaf. The site sits at between approximately 40m and 90m above Ordnance Datum (AOD) sloping gently from west to east, rising more sharply in the west on the approach to Mill Hill, creating a no-build high point of the site. The site is free from major constraints, is available, viable and deliverable.



### Access

Access will be provided along the southern boundary from the A52. An internal street network will be designed through a well considered hierarchy of tree lined routes and verges. Access will carefully consider and incorporate visibility splays and incorporate safe crossings for pedestrians and cyclists.



### Public Rights of Way (PRoW)

Multiple Public Rights of Way (PRoWs) cross the site, all of which will be retained, protected and enhanced. These routes will help link the new village to the existing network as well as providing a basis for the connectivity network within the village.



### Ecology & Biodiversity Gain

Sufficient buffers, including a nature corridors and new native tree planting will provide increased areas of biodiversity net gain. The eastern and western buffers will be designated woodland and wetland corridors, with a mix of native tree planting and wildflower meadows.



### Flooding & Utilities

The entirety of the site is located within Flood Zone 1.

A high voltage power line runs across the site, with multiple pylons located within the site. A buffer zone of 15m either side will be enforced as a no-build zone.



### Topography

To the east of the site the topography rises to 65m AOD and above. This area will be a no-build zone to avoid obstructing views across the countryside. The area will be designated for woodland planting.



### Edge Conditions

The site is bounded by the A1, A52 and East Midlands Railway; on the east, south and north respectively. The western boundary is open fields, leading to the village of Sedgebrook.

Significant buffers will be provided along all boundaries, including a 25m green buffer to the north and 100m buffer to the west to prevent coalescence with Sedgebrook.



Site characteristics plan

KEY

- |   |   |   |   |
|---|---|---|---|
|  Site boundary                |  Listed Buildings                  |  Existing pedestrian/cycle   |  100m buffer prevent coalescence with Sedgebrook |
|  Primary A roads              |  Conservation area                 |  High Voltage electric lines |  No build over 65m zone                          |
|  Railway line                 |  Significant views from site       |  Contour lines               |  Allocated site                                  |
|  Public Rights of Way (PRoW)  |  Existing access to existing roads |  Proposed buffer to A-road   |   |
|  Existing trees and hedgerows |  Indicative all modes access       |  25m green buffer            |   |





# 3. The Opportunity

## 3.1. The Vision

Vistry’s vision for the site is to deliver a sustainable new village, located on the western edge of Grantham, that addresses climate change, enhances publicly accessible green space, delivers on the promise of community infrastructure and facilities to encourage healthy living and contributes to the pressing need for new homes of all shapes and sizes.

The new village will preserve and enhance the local natural environment through delivery of a publicly accessible multi-functional Nature Reserve and create a community asset for biodiversity and leisure use by local residents.



A well-designed place

## 3.2. Land West of Grantham Placemaking Charter

The Land West of Grantham Placemaking Charter demonstrates Vistry Group’s commitment to placemaking and resilience. This Charter includes six principles as shown below and are underpinned by an uncompromising approach to community cohesion and sustainability and within that access to homes for all via genuine affordability.

### 1. Context and Identity



The proposal will create a green and healthy new village in an attractive landscape setting, providing approx. 2500 new homes.

### 2. Movement and Integration



Proposed network of routes and linkages within the development will deliver safe connections for pedestrians and cyclists, linked to the wider network.

### 3. Nature and Spaces - Health and Well-being



The proposal will unlock private land and transform it for the local community’s health, well-being and nature enhancement.

### 4. Community Uses and Built-form



Land west of Grantham will provide high quality new homes across all tenures, with a balanced mix of affordable, shared ownership and privately owned homes to attract residents from a wide demographic.

### 5. Homes, Buildings and Resources



UK Government is now bound by law to reach net zero carbon by 2050. The new village will be planned for the future, designed to minimise its environmental impact and maximise sustainability, moving from non-renewable energy sources to greener sources.

### 6. Carbon Footprint - Lifespan and Stewardship

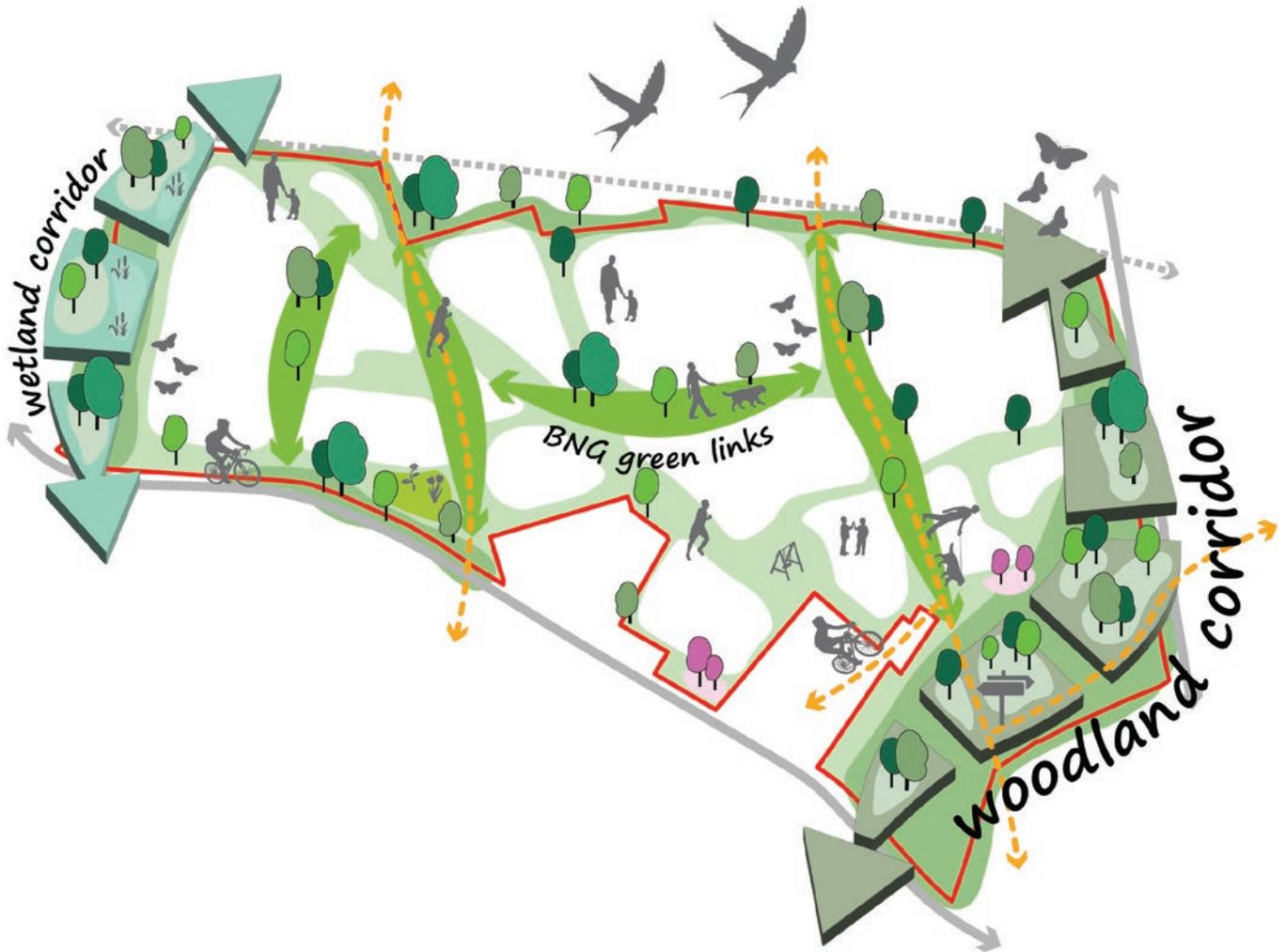


The proposal is a commitment to a ‘People First’ approach to community engagement, ensuring proposals are shaped by, and for, the community.



### 3.3. Placemaking Principles

The design principles below showcase how land west of Grantham can take the site constraints and be transformed into a landscape led placemaking vision for a new village. The proposal creates a sustainable and resilient new village set out within a biodiverse landscape.



#### Creating a Biodiverse Landscape

In accordance with its commitment through the Placemaking Charter, land west of Grantham will maintain and enhance the local biodiversity including the maintenance and creation of wildlife corridors. This will include achieving a biodiversity net gain of 10%.

The development will create a significant woodland corridor to the east and wetland corridor to the west, protecting the setting of the development and existing development of Grantham. The corridors will promote a healthy and active lifestyle through nature trails and 'play on the way' trim trails.

#### Key Opportunities:

- 1. Natural walking routes for all residents
- 2. Designated woodland and wetland corridors abutting the development
- 3. Community orchards adding to biodiversity gain
- 4. Naturalistic play spaces accessible to all residents

## Connectivity & Integration

The proposal will create a well-connected network of legible and safe, tree lined streets and routes. Safe crossings will be provided and lighting will be kept to a minimum to ensure safety whilst minimising impact to the natural environment. There will be provision of a new indicative primary school and local centre along the spine route, helping to create a landscape-led new village.



### Key Opportunities:

1. High quality homes overlooking woodland
2. Green routes and streets designed as pedestrian friendly and avoid un-authorised parking
3. Residents connected to necessary facilities
4. Opportunity for health trail in the woodland and wetland corridors and around the site

## The Placemaking Approach

The proposal will centre along a movement corridor, connecting through the development from the A52. Each home will have access to an electric charging point. In addition, visitor parking spaces will be provided with on-street charging to ensure all residents have access.



### Key Opportunities:

1. Varying character areas across the proposed landscape-led new village
2. A new indicative primary school and local centre will provide a focal point of the new village for all residents and visitors
3. On-street electric charging points for visitors and residents
4. Pockets of green space and corridors providing access to green space for all residents



### 3.4. Evolving Masterplan

The illustrative framework masterplan for the proposal of a new village at land west of Grantham is landscape-led and informed through a comprehensive assessment of the primary characteristics of the site. The result is a biodiverse and sustainable new development, that will not only provide much needed housing for South Kesteven, but also substantial social and environmental benefits.

#### KEY

- All modes access
- Pedestrian/cycle access
- Existing access to existing routes
- PRoW retained and enhanced for efficient movement network
- 100m wetland corridor to prevent coalescence with Sedgebrook
- No build zone of area upwards of 65m AOD
- 25m green buffer to the north
- Community orchard
- Health trails and pathways creating a linked walkable community
- Proposed area for a new primary school, subject to discussions with the Local Education Authority
- Local centre
- Destination play hubs
- Naturalistic local areas of play (LAP)/Trim trail
- Green corridors improving permeability across the site
- Allotment
- Wetland corridor
- Areas for biodiversity enhancement
- New woodland planting
- Native tree planting to provide a buffer to A1 and A52
- 10 minute walking distance isochrone



#### Land Use Schedule

Total site area	
Residential development with an average of 40 dph (35-45 dph) providing approx. 2400 homes	
Local Centre with higher density residential development (50-55 dph) providing approx. 100 homes	
Indicative 3FE Primary School	
Infrastructure (spine road)	
Public open space	
Estimated no. of new homes	



**Thorns Farm**

**Mill Hill**

**Rectory Farm (phase 3)  
'allocation GR3-H3'**

**Rectory Farm (phase 2)  
'awaiting decision'**

**Rectory Farm (phase 1)**

**Rectory Lane**

**Mill Hill**

**Barrowby Road**

**BARROWBY**

**GRANTHAM**

Ha	Ac
129.74	320.59
60.00	148.26
2.55	6.30
3.00	7.41
5.75	14.28
58.44	144.34
approx. 2500	



# 4. Placemaking Charter

The National Planning Policy Framework has clearly highlighted the need to achieve resilient and well-designed places through a clearly articulated vision. The **Land West of Grantham Placemaking Charter**, is our commitment to working collaboratively with South Kesteven District Council, stakeholders, and local residents to shape a progressive, exemplary, and deliverable new landscape led village. The following six pages outline our delivery ambitions around each of the six pillars of the **Land West of Grantham Placemaking Charter**.



## 4.1. Context and Identity

The vision for land west of Grantham is to create a context-responsive new village planned for the future, underpinned by an uncompromising approach to community cohesion and sustainability, ensuring access to homes for all. Vistry Group will deliver a high quality development creating a new sustainable village with bespoke and thoughtfully designed new homes.

The verdant character of the site, which makes the local setting very distinct, will be safeguarded through additional planting and setback of the development edge, to avoid coalescence with Sedgebrook. Architecturally, it will mirror the traditions across South Kesteven, incorporating local materials, yet detailed to be exemplary and seamlessly blend into the surrounding landscape. Careful consideration will be given to building heights to maintain the area's sense of scale, avoiding building on any land that is 65m AOD and upwards.



### Objectives



Safeguarding the landscape setting and South Kesteven vernacular



Low carbon homes reflecting the local character and built-form



Traditional and modern methods of construction, building homes that are robust and resilient



Working in collaboration with the council to shape the proposal through a robust Design Code





## 4.2. Movement and Integration

Land west of Grantham will be derived of a holistic placemaking approach, including the improvement of wider infrastructure to ensure the sustainability of the location for this new village close to the Sub-Regional Centre of Grantham.

The proposal will create a well-connected network of legible and safe tree-lined streets and routes, with safe crossings provided. Lighting will be kept to a minimum to ensure safety while minimizing impact on the natural environment. Proposals will meet South Kesteven District Council’s parking standards, providing sufficient parking for residents and visitors to prevent overspill on-street parking.

The proposed multi-functional woodland and wetland corridors will offer opportunities for health trails and linkages to the wider network. Land west of Grantham will encourage a modal shift through walking, cycling, EV charging and car share through a range of initiatives to encourage low carbon travel and an active lifestyle.



### Objectives



**Sustainable Travel Plan -**  
Public transport, electric cars and bikes, walking and cycling



**Wider infrastructure improvements** including safe crossings



**Integrated development** providing cross linkages to adjacent countryside and safe routes to Grantham



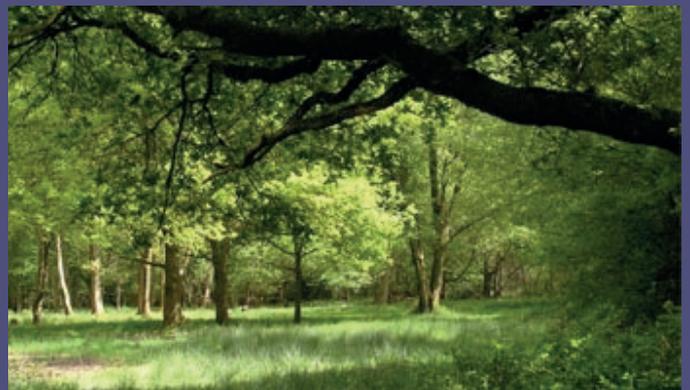
**Personal Travel Plan (PTP)** including shared mobility electric community car and e-bike hire



## 4.3. Nature and Spaces - Health and Well-being

Green infrastructure brings delight and has proven to have a positive impact on levels of health, well-being, air quality, carbon emissions and biodiversity. At land west of Grantham, access to functional, purposeful and interesting spaces that raise happiness and community spirit while reducing environmental impact will be a key priority. Encouraging residents to use their local green space would also improve community cohesion and identity. Designing for social interaction from the outset is a key way of tackling the issues of isolation and loneliness and creating community resilience. The green and blue infrastructure strategy will create a strong identity and provide a wide range of recreational and active uses – integrating both ecological and community functions. This will have three main objectives in line with the **Land West of Grantham Placemaking Charter** -

1. Land for woodland to be maintained in perpetuity as a community asset.
2. New safe green linkages connecting to the adjoining countryside, creating a comprehensive network of multi-functional green and blue infrastructure assets with community open space and play areas.
3. Opportunity for nature enhancement, biodiversity net gain, native trees and hedge planting enhancing local mosaic complemented with informal paths, health trails and naturalistic play areas for residents and visitors to enjoy.



Retention of existing landscape assets, in addition to a new woodland area of native trees



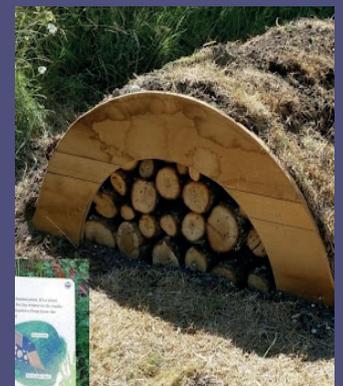
A network of play spaces for all ages and health trail



Achieving 10% biodiversity net gain



Bio-living – growing opportunities with the community



## 4.4. Community Uses and Built-form

Land west of Grantham is committed to creating a sustainable and inclusive environment that prioritises residents' well-being. The new village will provide an indicative new primary school, local centre, and convenient access to sustainable travel options such as public transport, electric cars, bikes, and pedestrian-friendly pathways. This encourages residents to choose eco-friendly transportation, reducing carbon emissions and promoting healthier lifestyles. A proportion of homes will be designed as wheelchair accessible and adaptable.

Within the network of green spaces across the new village, areas will be reserved for community orchards and allotments.

Safety and inclusivity are central considerations in the design of the scheme. The public realm will be designed to be safe and inviting for all residents, adhering to the principles of Secured by Design. This shall ensure that spaces are not only secure but also accessible, fostering community cohesion and a sense of stewardship.



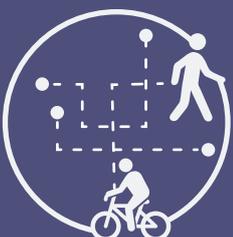
### Objectives



Community orchards and allotments



Community focussed development with provision of an indicative new primary school and local centre



Network of accessible routes - well connected, safe and designed in line with Secured by Design standards



Pocket open spaces for all, improved public realm for community cohesion



## 4.5. Homes, Buildings and Resources

Central to the vision for land west of Grantham is the commitment to housing diversity. Build-to-rent, open-market, and affordable housing options will be made available to ensure accessibility for those with varying income levels, fostering social inclusion and economic diversity within the new village. Additionally, shared ownership opportunities will empower individuals to take their first steps onto the property ladder, promoting long-term stability and home-ownership aspirations. Potential for custom build homes can also be explored based on demand. By providing a balanced mix of tenures, the new village seeks to create a vibrant and cohesive community where residents from diverse backgrounds can come together to live, work, and thrive. The proposals emphasis on accessibility, and quality ensures that it will serve as an inclusive new village within South Kesteven.

Homes will be designed with local materials, attention to detail, incorporating context sensitive design, modern amenities and sustainable technology. The proposed development will be part of the Considerate Constructors Scheme and will include a robust and responsible Construction Management Plan in consultation with the Council. Traditional and modern methods of construction shall ensure homes are robust and land west of Grantham provides buildings for life.



### Objectives



Approx. 2500 new homes, with a mix of sizes and tenure, from starter homes to downsizers



Providing high quality and much needed affordable homes (Part M compliant), including custom build homes



Use of a traditional palette of materials and exploring opportunity to source materials locally



Building homes with care with attention to detail, quality of build and craftsmanship



# 4.6. Carbon Footprint - Lifespan and Stewardship

Land west of Grantham will put sustainability, community well-being, and innovation to the forefront. Sustainable technology will play a key role in reducing the proposal’s carbon footprint. Renewable energy sources like solar panels and heat pumps will be integrated into the development, while infrastructure for electric vehicle (EV) charging and sustainable travel plans will encourage residents to adopt eco-friendly and low carbon transportation options. Additionally, dedicated cycling and walking paths will improve air quality, encourage healthy and active lifestyle and enhance residents’ well-being.

The new village will ensure residents’ needs are met, fostering a sense of ownership and belonging. Amenities promoting physical and mental health, such as green spaces and recreational facilities, will enhance overall well-being.

A sense of community ownership and governance will be essential for a lasting legacy. The proposals will prioritise a robust and sustainable management plan which can be implemented through working in collaboration with the Council, a Community Management Trust and/or local stakeholders.



## Objectives



Providing climate resilient homes - all gas free



Innovation Centre - Vistry Group’s pioneering MMC facility on the doorstep



Stewardship - Commitment to managing the strategic landscape resources working with Council



Sustainable resource management, incorporating EV charging facilities





# 5. Benefits of our proposal

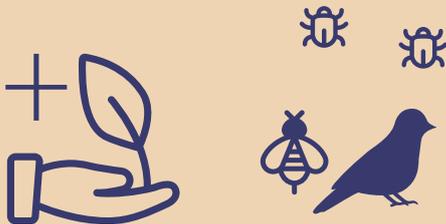
## The proposal will deliver real benefits



Delivery of a high quality new sustainable village with approx. 2500 thoughtfully designed new homes of varying character



Encouraging a modal shift through walking, cycling, EV charging and car share through a range of initiatives to encourage low carbon travel and active lifestyle



Enhancing and future proofing local biodiversity with a commitment to BNG and a management plan



Integrated development providing cross linkages to adjacent countryside and safe routes to Grantham centre



Proposed new woodland and wetland corridors with native trees, scrubs, hedges, SUDs basins, and wildflower meadows; improving biodiversity and enhancing the overall ecological quality of the site



Comprehensive network of multi-functional green and blue infrastructure assets with community open space and play areas



Bringing Vistry Group’s pioneering commitment to deliver net zero ready, high quality, sustainable homes; faster, economically and environmentally friendly



Holistic placemaking approach including wider infrastructure improvements



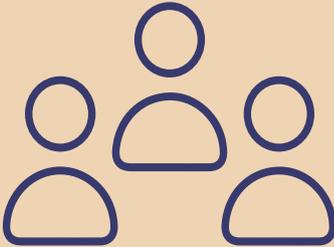
Unlocking private land for a new primary school, subject to discussions with the Local Education Authority



Providing high quality and much needed affordable homes (Part M compliant), including custom build homes



Providing climate resilient homes - all gas free



Proposal for a new local centre providing much needed facilities and local jobs



## 6. Way Forward

This vision document has demonstrated through a comprehensive landscape led masterplan approach that land west of Grantham can create a new resilience village, deliver on critical infrastructure and shape a place that is sustainable and well connected.

Vistry Group is committed to working with South Kesteven District Council, key stakeholders and the local community to deliver this landscape led proposal that will include approximately 2500 exemplar new homes, meeting local housing needs of the district, an indicative new primary school, local centre, health trails, footpaths and cycle links, safe crossings, parking, land for allotments and access to electric charging points. The **Land West of Grantham Placemaking Charter** sets out a holistic approach to 'planning for the future' and ensure that land west of Grantham is connected, smart, sociable and green with an exceptional landscape led design.







LAND WEST OF  
**GRANTHAM**

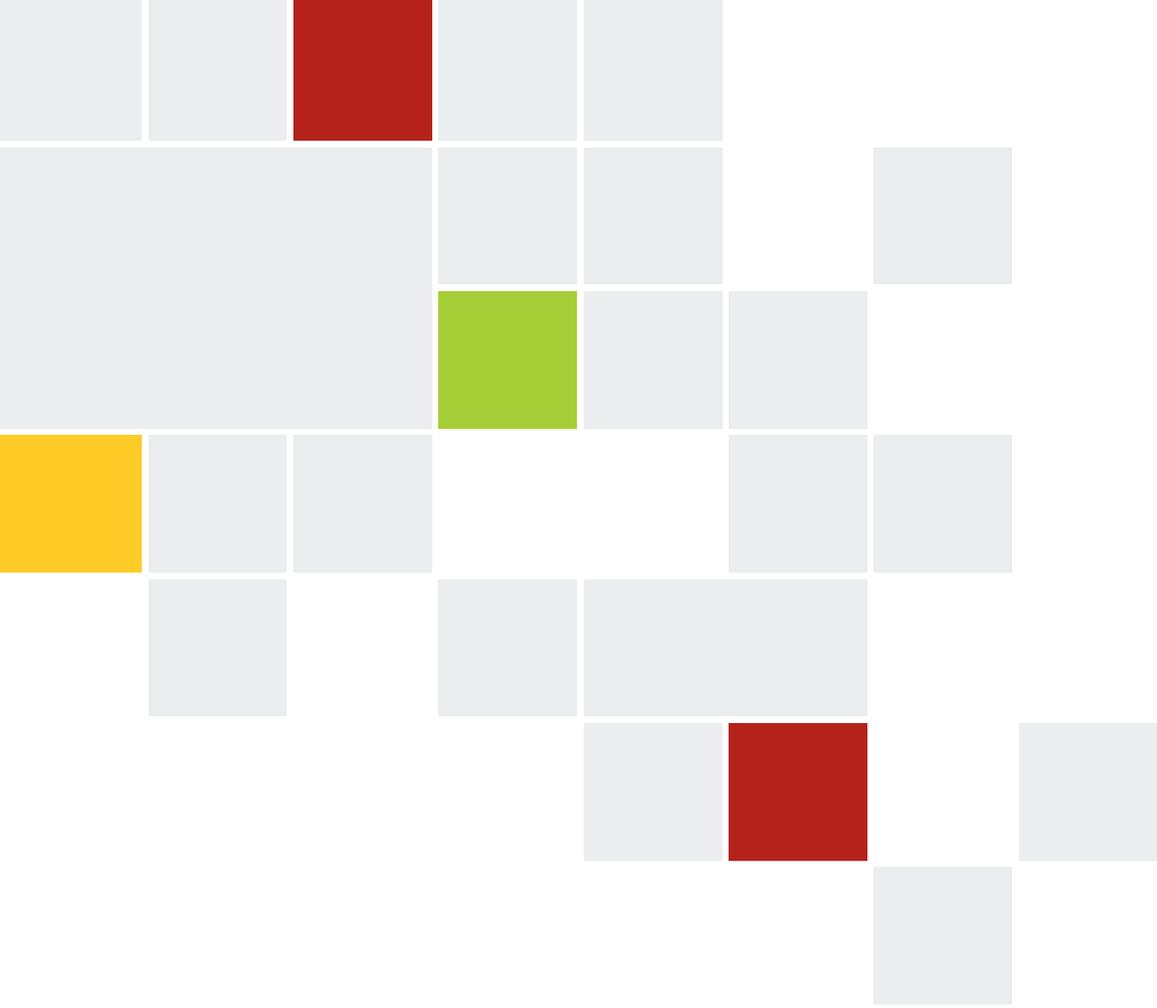
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**Boyer**

**RIBA** 

Chartered Practice

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# Boyer