

# **South Kesteven Local Plan Regulation 18 Representations.**

## **Proposed Housing and Mixed-Use Site Allocations**

On behalf of David Wilson Homes East Midlands and Hallam  
Land.

Date: 27<sup>th</sup> August 2025 | Pegasus Ref: P22-2687

LPA Ref: Ref: SKPR-269

Author: Richard Brown

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# 1. Introduction

- 1.1. This representation is submitted by Pegasus Group on behalf of Hallam Land and David Wilson Homes East Midlands, part of Barratt Redrow PLC in response to the Draft South Kesteven Local Plan Regulation 18 Consultation.
- 1.2. The representation focuses upon the extra housing sites that are subject to consultation, together with the justification for the scale and distribution of development that is set out in the spatial strategy.
- 1.3. These representations relate to our client's interests at Land South of Harrowby Lane, Grantham (reference SKPR-82). The site was submitted through the 'Call for Land' exercise and is included in the Draft Site Assessment Report (February 2024).
- 1.4. The site has been assessed by South Kesteven District Council under the site references Ref: SKPR-269, SKPR-82, and SKRP-312. For ease of reference these sites are shown below, the first is the full site (SKPR-269) and the other two are parcels of the wider site (SKPR-82, and SKRP-312).

Ref: **SKPR-269** Parish: Grantham Proposed Use: Residential Preferred Site: **No**  
 Location: Land north and south of Harrowby Lane, Grantham, NG31 7TX Land Type: Mixed Site Size: 210



Ref: **SKPR-82** Parish: Grantham Proposed Use: Residential Preferred Site: **No**  
 Location: Land South of Harrowby Lane, Grantham, NG31 9HB Land Type: Greenfield Site Size: 112.3



Ref: **SKPR-312** Parish: **Grantham** Proposed Use: **Residential** Preferred Site: **No**  
 Location: **Land south of Harrowby Lane, Grantham** Land Type: **Greenfield** Site Size: **19.17**



- 1.5. A concept masterplan for the site is shown in Appendix A, a contextual plan in Appendix B and Vision Document in Appendix C, with extracts reproduced below. The concept masterplan below shows our client’s interests in the context of allocated sites, supporting infrastructure notably the Grantham Southern Relief Road, set within the wider Grantham urban area. It can be seen that our client’s land interests enable the logical long term growth of the town, that is supported by infrastructure, and which benefits from, and supports existing services and facilities within Grantham.





16. The site is capable of delivering a mix of uses, including a local centre, new primary school and up to 2,880 homes. The site offers a sustainable location for strategic development with excellent connectivity provided by the existing Public Rights of Way network that run westwards into Grantham and the potential to deliver a new bus routes connecting the site with Grantham Town Centre, providing access to its wide range of facilities and services.
17. The site provides a strategic option which complements the proposed strategy and strategic sites already allocated to the east of Grantham. Whilst the Council has not identified the site as a draft allocation to meet the immediate housing needs in the District, there is an opportunity for the Local Plan to set out a longer term vision for Grantham and identify this area as a broad location for future growth. These representations will set out the case for the site in this context and outline the benefits it could deliver.
18. There is also an opportunity to deliver a smaller scale of development of 400 homes in the short term as a standalone development. A concept masterplan for the smaller scheme is shown in Appendix D and reproduced below. This smaller non-strategic option would not compromise the wider proposals but is also not reliant on the wider development to achieve a sustainable development in this plan period if the wider site is not considered as part of this Local Plan update.



- 1.9. All the land promoted is in single ownership and being promoted jointly by Hallam Land and Barratt Redrow PLC. Both companies have a strong track record in jointly delivering strategic sites. There are no technical or legal issues with the site, making it a viable and deliverable option.



## 2. Overall Scale and Distribution of Development

### Testing Alternative Options

- 2.1. The consultation document notes the increase in the housing need from 701 to 886 dwellings per year as the main reason for the current consultation, and the document's focus on housing and mixed-use sites. It is also noted that this consultation is intended to build upon the consultation carried out in April 2024.
- 2.2. Given the increase in scale of development that needs to be planned for compared to the adopted Local Plan, it would be expected that the consultations in 2024 and this current one, would test reasonable alternatives for the overall scale and distribution of development across the district in line with the 'justified' test of soundness which requires a local plan to identify an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence.
- 2.3. The consultation document is accompanied by a Sustainability Appraisal (SA) Scoping Report, however it is also not accompanied by an SA Report which sets out reasonable alternatives for the scale and distribution of development. The thorough testing of reasonable alternatives is not only fundamental to the justification and the soundness of the Plan, it is required for legal compliance in line with the SEA Regulations<sup>1</sup>
- 2.4. The absence of an assessment of reasonable options for the scale and distribution of growth makes consultation less meaningful, as the site assessment needs to be understood alongside a preferred overall pattern of development.

### Identifying a Preferred Option to Inform Site Selection

- 2.5. Having considered the alternative options, it is then important that the preferred option is identified and then used to inform the site selection process.
- 2.6. It is noted that paragraph 1.13 of the consultation document says:

*"The proposed housing and mixed-use site allocations continue to follow the Local Plan's spatial strategy, by allocating the most suitable and sustainable sites across the district, focusing on Grantham, Stamford, Bourne, The Deepings, and Larger Villages. All potential sites have also been considered through the Sustainability Appraisal process." (our emphasis)*

- 2.7. The adopted South Kesteven District Council Local Plan 2011- 2036 (SKDCLP 2020) spatial strategy is set out in Policy SP1 and the policy describes the spatial strategy as follows:

*"The overall strategy of the Plan is to deliver sustainable growth, including new housing and job creation, in order to facilitate growth in the local economy and support local residents. The focus for the majority of growth is in and around the four market towns."*

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<sup>1</sup> The Environmental Assessment of Plans and Programmes Regulations 2004



*with Grantham being a particular focal point. Larger Villages will provide a supporting role in meeting the development needs of the District” (our emphasis)*

2.8. The information in the table below is taken from Table 6 and Table 7 in the Local Plan consultation document and the final column in taken from page 32 of the adopted SKDCLP (2020).

Location	Completions (2023/24)	Existing Supply (April 2024)	Adopted Local Plan Housing Allocations	Proposed Local Plan allocations	Total Supply based upon delivery to 2043	Adopted Local Plan Distribution	Proposed Housing Distribution *
Grantham	93	2,402	4,956	1,576	9,027	53%	46%
Stamford	56	329	1,610	105	2,100	18%	11%
Bourne	236	732	0	1,037	2,005	7%	9%
The Deepings	24	173	753	2,421	2,087	8%	11%
Larger Villages	137	670	461	0	3,689	10%	19%
Other Settlements	29	735	0	6,276	764	4%	4%
Total	575	5,041	7,780	6,276	19,672		

2.9. It can be seen therefore that if the spatial strategy from SKDCLP 2020 had been carried forward as suggested, 52% of housing provision would be directed to Grantham, compared to the proposed 46%. This is the equivalent of approximately 1,400 further homes that should have been directed to Grantham.

2.10. The Local Plan consultation purports to follow the development strategy from the adopted South Kesteven Local Plan, however it can be seen that the proposed levels of development directed to Grantham are significantly lower than current development strategy.

2.11. It is essential that the Council prepare a Local Plan for the future growth of the area which is informed by an assessment of reasonable options for both the scale and distribution of housing. The preferred development strategy option should then be used to inform the site selection process.

2.12. As currently set out, it is not clear that reasonable alternatives have been considered or that a preferred development strategy has informed the site selection process appropriately.

### 3. Site Selection

3.1. We have reviewed the site assessment for our client's site (references SKPR269 and SKPR82).

3.2. The Highway Authority comments regarding our client's site are:

*"This size of development is likely to have a severe impact on the local highway network. It is unlikely that sufficient active travel and sustainable transport could be provided between this site and the town centre to mitigate the impact. Harrowby Lane/Belton Lane is not a suitable corridor to introduce significant bus/cycle/pedestrian facilities that would be necessary for a development of this size"*

3.3. The highway assessment does not demonstrate a detailed understanding of the site and its potential to integrate with the surrounding urban area and provide access to urban area by walking and cycling. The extract of our vision document below shows that development can be accommodated on our client's site with attractive and safe non car routes into the urban area across through the creation of new public open space. The white arrows at the perimeter of the site boundary show pedestrian/cycle links with surrounding urban area, whilst blue dotted lines show the existing rights of way, and the green dotted lines show proposed pedestrian and cycle routes within the site. The white dotted line shows main vehicular access within the site.

3.4. Furthermore, our client's site can link to the rest of the Grantham through bus services as part of strategic approach with other sites allocated in the emerging Local Plan.



3.5. With regard to our client's site SKPR-269, the Council's main finding is as follows:

*"Large strategic site that has naturally generated multiple constraints which would need to be addressed. Site of this scale could significantly alter character and setting of the settlement. Site not proposed for allocation at this time as other more suitable sites are available to meet required need across the plan period"*

3.6. The main findings of the commentary, about changing the nature of constraints and altering the character and setting of the settlement, would be true of any site of this scale, including



sites that have been allocated. The commentary does not therefore provide clear reason why this site has not been allocated whilst others have.

- 3.7. It would appear that the reason our client's site has not been proposed for allocation relates to strategic reasons to do with an overall distribution strategy, rather than because of any inherent site constraints.
- 3.8. As set out above, the Local Plan consultation purports to follow the development strategy from the adopted South Kesteven Local Plan, however it can be seen that the proposed levels of development directed to Grantham are significantly lower than current development strategy. Furthermore, as can be seen in other parts of our representation, consideration needs to be given to extending the plan period which entails planning for more houses and planning for the longer term.
- 3.9. The detailed work that our client has prepared in terms of the Vision document (Appendix B) show a site that can be delivered as a logical extension to Grantham, which integrates with surrounding development and landscape and which can provide attractive and sustainable linkages to the surrounding urban area. There are no reasons why this site cannot be allocated and cannot contribute to the development strategy of the adopted Local Plan for the district. It's exclusion from consideration as allocation is not clearly justified and fails to take account of the changes to the context of the site that will occur or the opportunities available here for walking, cycling and public transport.
- 3.10. In terms of the Site SKPR- 312, the site was not allocated for the following reason:
- "Site has been identified to fall within an area affected by a minerals and waste policy from the adopted Lincolnshire County Council Minerals and Waste Plan (2016). Appropriate measures would be required to ensure compliance with the affected policy. Other more suitable sites are available to meet required need across the plan period"*
- 3.11. Numerous sites have been proposed for allocated which fall within an area affected by minerals and waste policy. The above reasons also suggests that development would be acceptable on the site subject to "appropriate measures". This is the only reason given for not allocating the site, and there are no reasons given for other sites being "more suitable". The site selection process is not justified and is not sound.

## **Other More Suitable Sites**

- 3.12. As we have noted above, it is far from clear why sites that the Council propose to allocate are, in fact, more suitable than our client's site. With regard to the site, SKPR-65 (GR3-H4): Prince William of Gloucester Barracks, this site is not expected to close for 3 years, and the deadline for its closure has already been pushed back a number of times. It is noted that the Council assessment for site SKPR-65 anticipates delivery in 10 plus years.
- 3.13. The Council has not published a site-by-site housing trajectory to support its Local Plan, and the delivery of strategic sites is not supported by evidence from site promoters and developers. Given how critical the delivery of strategic sites such as the Barracks site would be to meeting the districts housing needs, having this understanding and confidence in the delivery of the site, should be an essential prerequisite for allocation.



Our client's site does not have the same issues with existing use, is being promoted by a well established and leading land promoter working with the UK's largest national housebuilder with a strong track record in delivery. This greater certainty over its delivery should weigh very significantly in favour of allocating our client's site's when compared to other strategic sites.



## 4. Meeting Identified Need

### Plan Period

- 4.1. Paragraph 2.2 of the Local Plan consultation document states that the plan period has been amended and is to be extended to 2043. The paragraph states that this is *“to ensure that the plan looks forward for a minimum of 15 years from adoption which is expected in 2027 this is a requirement as set in the National Planning Policy Framework”*.
- 4.2. Our client previously commented on the plan period in representations to the Regulation 18 consultation in April 2024. At this stage we recommended that the Plan had a plan period to 2043 to reflect the realistic timetable to prepare, examine and adopt the Local Plan, which was based upon experience of other local plan examination and the likely capacity of the Planning Inspectorate.
- 4.3. The Council has since then had to repeat Regulation 18 consultation and so is in a similar position as when our client previously commented. The Council has significant amount of work to complete in order to produce a sound plan, including transport modelling, infrastructure preparation, and the testing of options for the scale and distribution of development in the Plan.
- 4.4. More than 1 year has elapsed since we made our representation and we consider that the Plan period should therefore be extended to at least 2045 in order that plan can be positively prepared and is supported by necessary evidence to justify the policies within the Plan.

### Housing Supply Flexibility

- 4.5. It is noted that during the Regulation 18 consultation in 2024, the Council set out a provision of 16,975 homes against a then requirement of 14,020 homes over the plan period. This housing provision represented a level of flexibility of 21% over the requirement. Page 24 of the 2024 Regulation 18 consultation document specifically states that 20% flexibility was included in the adopted and in the emerging plan in order:  
  
“to provide developers with a greater choice of sites and to have a contingency in case sites are not delivered within the timeframes anticipated”.
- 4.6. The Local Plans Expert Group report, 2016, set out recommendations for a 20% allowance of developable reserve sites to provide extra flexibility to respond to change.
- 4.7. It is noted that the current Local Plan proposes housing provision of 19,672 homes against a stated need over plan period to 2043 of 17,720 homes which represents a flexibility of 11%.
- 4.8. We cannot see any reason why the Council should depart from the approach to housing provision flexibility which has been set out in its adopted plan, within its previous consultation on the Local Plan and as set out by The Local Plans Expert Group report.
- 4.9. If the Local Plan includes an appropriate plan period to 2045 and includes 20% buffer then it should include housing provision of 23,390 homes. This means that the Council should be planning for a further 3,718 homes. This is a significant shortcoming which needs to be addressed in the next version of the Local Plan.

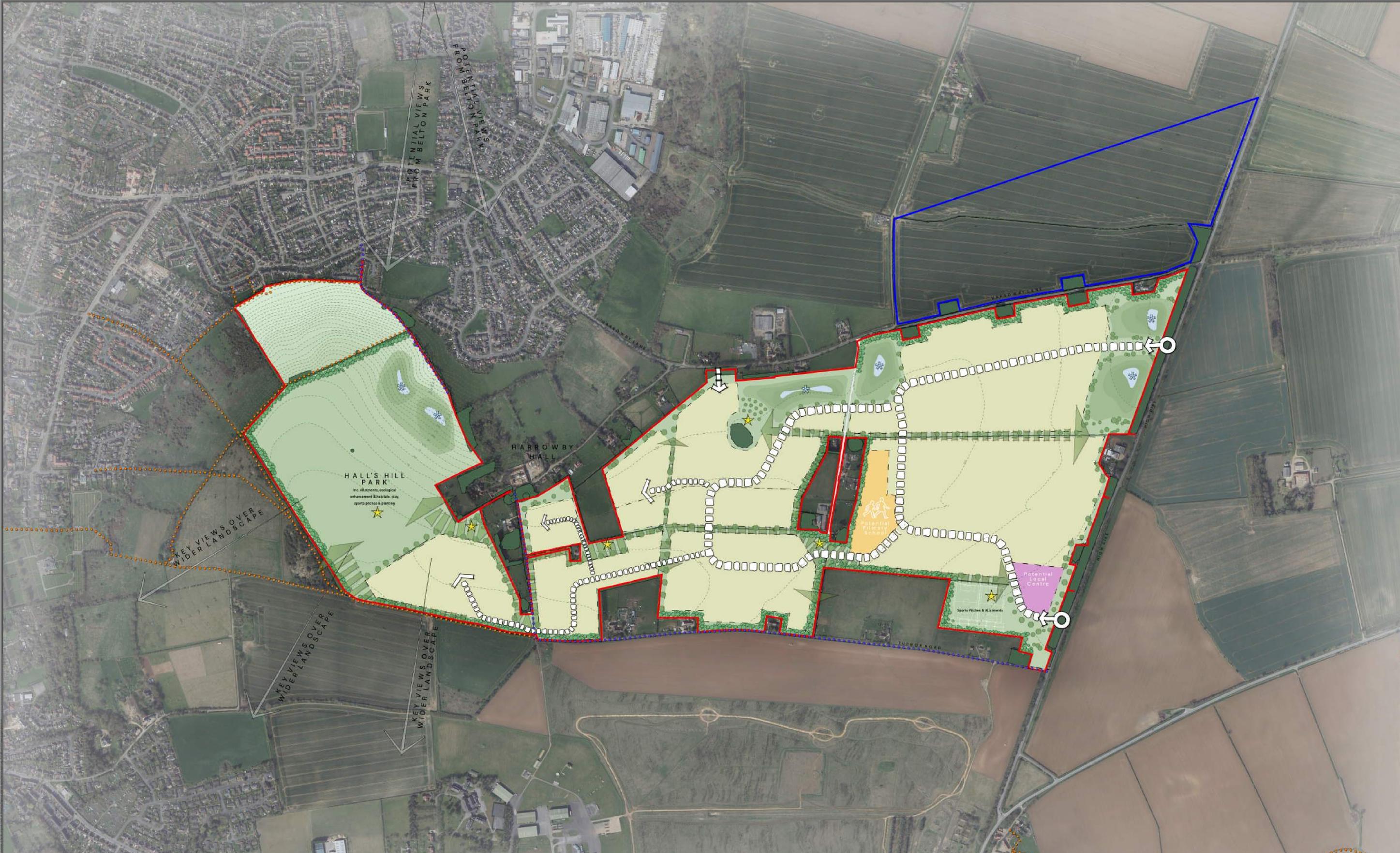


## **5. South Kesteven's Four Market Towns**

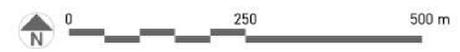
- 5.1. We note that the Council has prepared Settlement Hierarchy Review May 2025. Table 2 on page 10 of this Review shows five tiers to the hierarchy in South Kesteven with Grantham, on its own, at the top of the hierarchy, defined as a Sub Regional Centre.
- 5.2. The Council's evidence contradicts the proposed Chapter, "South Kesteven's Four Market Towns" as this shows Grantham, Bourne, The Deepings and Stamford as effectively the same level of hierarchy.
- 5.3. The proposed hierarchy in Chapter 4 of the consultation Local Plan is unjustified and not sound. Grantham should be shown at the top of the hierarchy and it is clear that it performs a different and more important role and function than any other settlement in the district. There is no evidence available which shows that Grantham's role or function has diminished since the current Local Plan was adopted. Grantham's position in the settlement hierarchy should be stated unambiguously in the Local Plan as it is a crucial aspect of the spatial strategy for development and for the effectiveness of the Local Plan.



## Appendix A: Site Wide Concept Plan



- |  |   |                            |                            |                      |
|--|---|----------------------------|----------------------------|----------------------|
| Site Boundary<br>EWS/CSA   | Proposed Primary School<br>Class 2 Site | Site Access                | Restricted River           | Green Corridors      |
| Ownership Boundary<br>Class 1/2/3/4  | Proposed Local Centre<br>Class 1/2/3/4  | Potential Emergency Access | Retained Trees & Hedgerows | Proposed Play Spaces |
| Residential Development<br>Class 1/2/3/4<br>Class 1/2/3/4<br>(based on 50% of development area @ 200m average density) | Public Open Space                       | Primary Streets            | Proposed Buffer Planting   | Proposed Landscaping |
| Proposed SLOs  | Public Rights of Way                    |                            |                            |                      |





## Appendix B: Contextual Plan





## Appendix C: Vision Document

VISION DOCUMENT

# HARROWBY LANE

GRANTHAM

P22-2687\_200E | APRIL 2024

# HARROWBY LANE GRANTHAM VISION DOCUMENT

Prepared by Pegasus Group on behalf of  
**Hallam Land Management & Barratt Developments PLC**  
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I.  
BARRATT  
DEVELOPMENTS  
& HALLAM LAND  
MANAGEMENT

- 
- I.1 INTRODUCTION
  - I.2 ABOUT BARRATT DEVELOPMENTS PLC
  - I.3 ABOUT HALLAM LAND MANAGEMENT

# I. DAVID WILSON HOMES & HALLAM LAND MANAGEMENT.

## 1.1 INTRODUCTION

This document has been prepared in conjunction with Barratt Developments PLC and Hallam Land Management to explain the rationale and logic behind the delivery of the site at Harrowby Lane, Grantham.

This Vision Document sets out the design and planning ambitions at this early stage, with flexibility to adapt and learn from the local authorities extensive knowledge to ensure proposals are positive for the local area. The following document covers the appraisal work undertaken on the site and the conclusions that have been reached to inform an early stage Concept Masterplan.

The document demonstrates the huge potential that the site has to provide mixed-use growth in the area with the aim to get the site allocated in the Local Plan so this potential can be realised.

## 1.2 ABOUT BARRATT DEVELOPMENTS

Barratt Developments PLC is part of Barratt Developments, the nation's leading housebuilder, creating great new places to live throughout Britain.

Their business is acquiring land, obtaining planning consents and building the highest quality homes in places people aspire to live. This is supported by their expertise in land, design, construction and sales and marketing.

Their vision is to lead the future of housebuilding by putting customers at the heart of everything they do.

With decades of experience in building family homes it is no surprise that Barratt Developments is known for its beautifully designed houses that are built to the highest quality with fixtures and fittings to match.

### DELIVERING HOMES

Barratt Developments PLC East Midlands, part of the Barratt Group, are one of 27 Divisions operating throughout the UK. As a company, we build both private and affordable housing and in our last financial year delivered 17,243 new homes. From the BD East Midlands region alone, our annual delivery is around 700 homes a year and the site at Harrowby Lane is key to this continued success over the next decade. The delivery of these sites comes from a mixture of strategic and immediate sites with the Division pulling through approximately 50% of its annual output from strategically sourced opportunities, demonstrating our commitment to and enthusiasm for longer term developments and recognising the importance of strategic land in delivering the houses that people need in the places they want. As master developer, BD obtain consents that will actually be built, giving confidence to stakeholders about the end product they are investing in.

### PLACEMAKING

As a company, Barratt Developments PLC maintain a commitment to our internal awards process 'Great Places' which assesses built developments against a modified Building for Life criteria that identifies the many successes of our major projects and continuously looks for opportunities to improve for future developments. One of our top priorities is building long-term relationships to secure good value land where people aspire to live as well as designing developments which look great, are a pleasure to live on, and will enhance local communities for years to come. A strategic site of this nature has the ability to deliver a number of valuable place-making assets, including substantial, high-quality open space, as well as community facilities that enable sites and their communities to be fully sustainable places to live. As lead Developer and in promoting the site and obtaining the eventual detailed consent, stakeholders will be engaged throughout the process to fully determine the quantity and quality of important design matters that inherently affect place-making and can be confident that these will actually be delivered.

### SUSTAINABILITY

We are determined to be the leading national sustainable housebuilder. Our Building Sustainably Framework brings together our sustainability ambitions, targets, activities and metrics to ensure that important issues and solutions are deeply rooted in every business decision and day-to-day action we take. We have put in place a governance framework to support the Committee in scrutinising and implementing sustainability and climate related matters throughout the organisation and its supply chain. As a business we maintain deeply rooted partnerships with organisations including the RSPB, Supply Chain Sustainability School and the UK Green Building Council, increasing our level of responsibility and accountability for sustainable building practises.



### 1.3 ABOUT HALLAM LAND MANAGEMENT

Hallam Land Management are a subsidiary of Henry Boot PLC who have been at the forefront of building and civil engineering for over 135 years. Today the Group is established as one of the leading land, development, property investment and construction based companies in the Country. As a subsidiary of Henry Boot PLC, a strong financial backing supports the land promotion and the ability to fund strategic infrastructure, to deliver complex projects. Hallam are also able to demonstrate their long-term financial strength and commitment through times of uncertainty and downturn.

They have an honest, collaborative and personal approach, forming close partnerships with landowners, key stakeholders and communities across England, Scotland and Wales for over 33 years.

Their professional and proficient teams secure viable planning permissions on typically complex sites, for a wide range of landowners. The sites Hallam Land Management manage range from medium to large residential schemes on predominantly greenfield land, to strategic urban extensions and new neighbourhoods. They also obtain permissions for large-scale, mixed-use commercial sites and logistics schemes.

Hallam seek to work in partnership with local planning authorities, consultees, stakeholders and local communities to delivery sustainable developments with high quality design. In turn, creating places where people want to live.



## 2. CREATING NEW PLACES

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2.1

OUR APPROACH

2.2

CASE STUDY: NEW LUBBESTHORPE

## 2. CREATING NEW PLACES

The first step is to fully understand the site and its context. We then identify what deliverable opportunities exist to create a low-carbon way of living for the new residents.

Ultimately our goal is to create beautiful, aspiring new places for people to live work and play whilst minimising carbon emissions. The Harrowby Lane proposals will create a new community, with facilities on their doorstep to facilitate community cohesion.



### 2.1 OUR APPROACH

We design and deliver our schemes in close consultation with all stakeholders, local authorities, residents, business partners and local groups.

We pride ourselves in maintaining clear communication and professionalism through all stages of the development process.

#### UNDERSTANDING THE SITE

- Initial surveys and technical appraisals of the site deliver the baseline information for informing the design proposals for the site.
- Alongside the technical appraisals, its critical that the development has a sense of place and this comes from understanding its locality, the surrounding context and other developments in close proximity.

#### MASTERPLANNING

- Our vision and masterplan for the site continues to evolve throughout the planning promotion process as we undertake further technical work and respond to stakeholder engagement.

#### DELIVERY

- As a joint venture between Barratt Developments PLC and Hallam Land Management, the team is perfectly positioned to transfer the vision for the development through to delivery on site.

## 2.2 CASE STUDY: NEW LUBBESTHORPE



### NEW LUBBESTHORPE, LEICESTER

New Lubbethorpe has consent for 4,250 dwellings, a mixed use district centre, two local centres, a secondary school, two primary schools and a 21 hectare employment site. It included consent for two motorway bridges, providing a new road that now links the A563 and the A47. Working with the landowners, BDW and Davidsons Hallam have secured funding with Homes England to help deliver this scheme.

- 2008: Identified in Emerging Local Plan;
- January 2010: Stakeholder workshops;
- February 2011: Outline application registered;
- November 2012: Application presented to Committee;
- January 2014: S106 completed;
- May 2014: Judicial Review by Leicestershire Police was successfully quashed;
- July 2015: Infrastructure works commenced (not a Reserved Matter);
- Summer 2015: Reserved Matters submitted;
- Mid/late 2016: Housing delivery commences; and
- July 2018: Bridge over the M1 completed.

In April 2020 the site won the RTPi National Award for Excellence in Planning to Deliver Homes – Larger Schemes. The Judges comments included: “The Judges admired the way in which they were able to engage with a range of stakeholders, including Highways England, and persuaded them to invest in a 20 year plan for the community”.

New Lubbethorpe



# 3. PLANNING POLICY

- 
- 3.1 NATIONAL PLANNING POLICY FRAMEWORK
  - 3.2 NATIONAL DESIGN GUIDE
  - 3.3 LOCAL DESIGN GUIDANCE
  - 3.4 LOCAL PLANNING POLICY

# 3. PLANNING POLICY

## 3.1 NATIONAL PLANNING POLICY FRAMEWORK

The National Planning Policy Framework (NPPF) was first published in March 2012, and has been subsequently updated in July 2018, February 2019, July 2021, September 2023 and December 2023.

The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these should be applied. The NPPF states at paragraph 8 that the planning system has three interdependent key objectives, which when pursued in a mutually supportive way, can achieve sustainable development.

The three key objectives are:

- Social – support strong, vibrant and healthy communities;
- Environmental – protecting and enhancing the natural, built and historic environment; and
- Economic – build a strong, responsive and competitive economy.

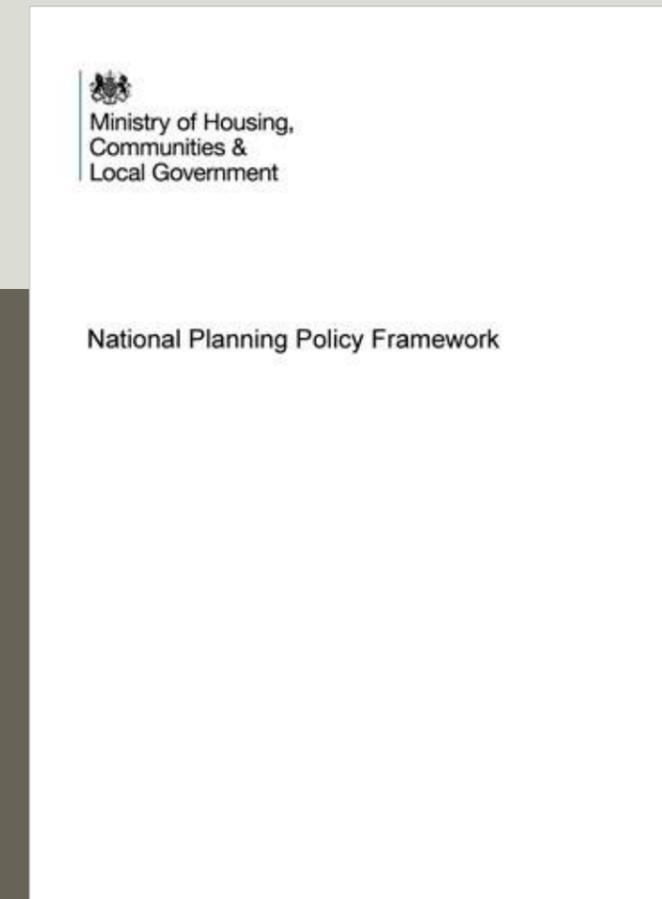
The presumption in favour of sustainable development is set out at paragraph 11.

Section 5 deals with housing issues and sets out the key objective for local planning authorities to deliver a sufficient supply of housing. Paragraph 60 confirms that to support the Government's objective of significantly boosting the supply of homes, a sufficient amount and variety of land can come forward where it is needed. Paragraph 74 advises that:

"The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes)."

Section 6 is in relation to building a strong, competitive economy. Paragraph 85 advises that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth, taking account of local business needs and wider opportunities for development.

Paragraph 108 confirms that transport issues should be considered at the earliest stages of plan-making and development proposals so that opportunities from existing or proposed transport infrastructure are realised, for example in relation to the scale, location and density of development that can be accommodated, and so that opportunities to promote walking, cycling and public transport use are identified and pursued.



### SOCIAL

Support strong, vibrant and healthy communities.



### ENVIRONMENTAL

Protecting and enhancing the natural, built and historic environment.



### ECONOMIC

Build a strong, responsive and competitive economy.



### 3.2 NATIONAL DESIGN GUIDE

The National Design Guide supports the aspirations of the NPPF to achieve high quality buildings and places.

The Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. Key references informing the National Design Guide include Manual For Streets and Building for a Healthy Life.

Ten characteristics of well-designed places are set out:

#### CONTEXT

Enhances the surroundings;

#### NATURE

Enhanced and optimised;

#### RESOURCES

Efficient and resilient; and

#### IDENTITY

Attractive and distinctive;

#### PUBLIC SPACES

Safe, social and inclusive;

#### LIFESPAN

Made to last.

#### BUILT FORM

A coherent pattern of development;

#### USES

Mixed and integrated;

#### MOVEMENT

Accessible and easy to move around;

#### HOMES AND BUILDINGS

Functional, healthy and sustainable;

### NATIONAL MODEL DESIGN CODE

The National Model Design Code (NMDC) was published in January 2021 by the Ministry of Housing, Communities and Local Government.

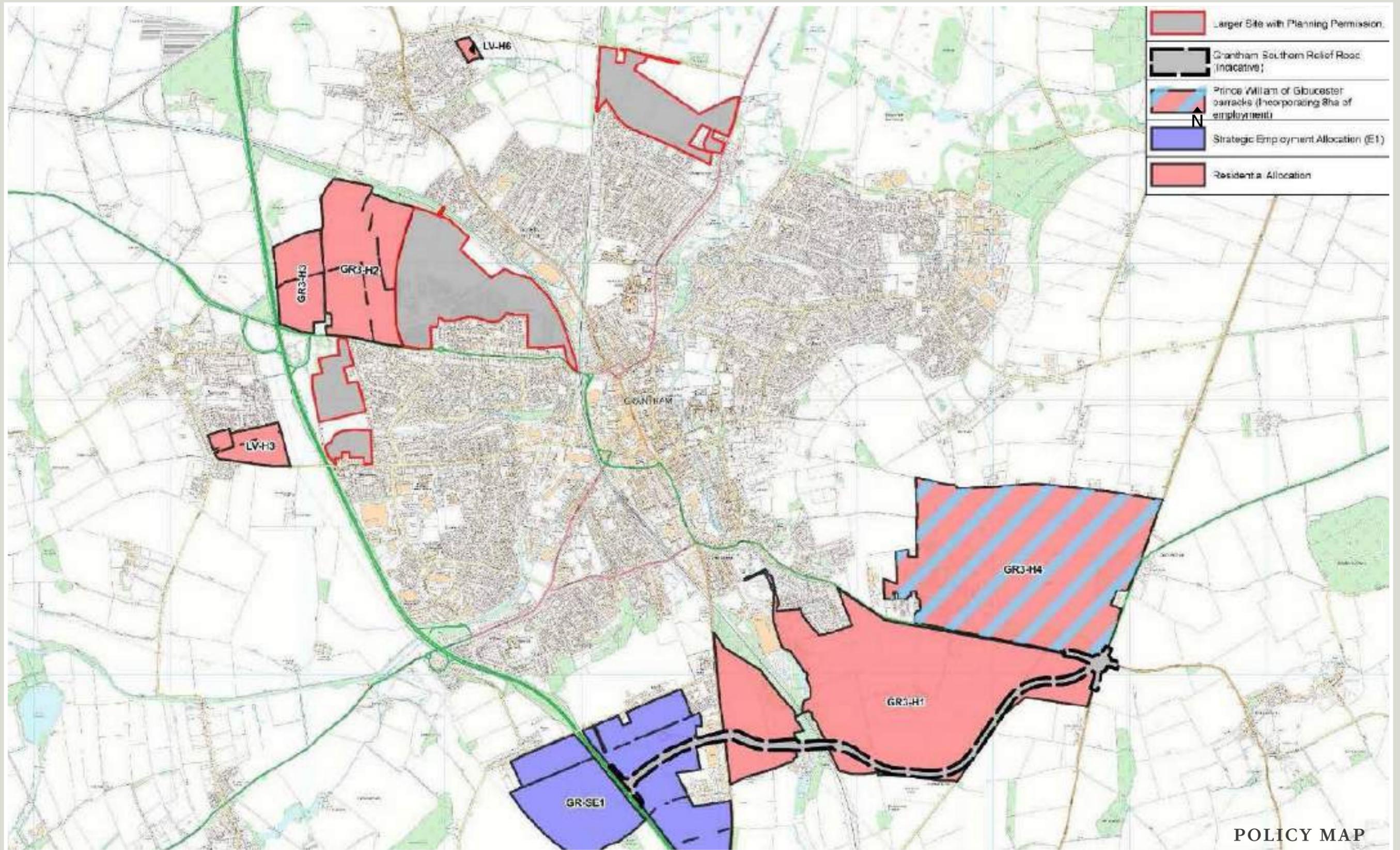
The NMDC document draws upon the NPPF's commitment to ensure that local planning authorities are utilising visual tools, such as design codes and guides, to inform development proposals, which will consequently provide a framework for creating high-quality places, with a consistent and high-quality standard of design.



Opposite page:  
 National Planning Policy Framework, December 2023.

This page:  
 Above: The 10 Characteristics of a Well-Designed Place,  
 National Design Guide, January 2021  
 Right: National Model Design Code, June 2021.

# 3. PLANNING POLICY



### 3.3 LOCAL PLANNING POLICY

The site lies within the administrative boundary of South Kesteven District Council, is greenfield in nature and located on the east edge of Grantham.

The current Local Plan for South Kesteven was adopted in January 2020 which sets out the development strategy for the District to 2036. The Inspectors final report on the current Local Plan commits the Council to undertake an early review of the Local Plan from April 2020 to address, amongst other things, an updated assessment of employment land requirements and changing circumstances in local housing need. The Grantham Capacity and Limits to Growth Study (July 2015) the eastern part of the site as "suitable for development in the longer term".

The site is situated in a highly sustainable location, with the town centre of Grantham nearby where key services and facilities such as jobs, schools, shops, banks, bus service and Grantham train station can be accessed.

In respect of vehicular traffic, the site is located close to the strategy highway network of the A52, providing convenient access to the wider highway network. It will also be possible to access the A1 to the southwest of the site through the provision of the Grantham South Relief Road which will create a bypass from the A52 directly to the A1 rather than via the town centre.

The South Kesteven Local Plan concentrates employment and housing growth in the districts four towns of Grantham, Stamford, Bourne and the Deepings. Policy SP1 put Grantham as a particular focal point for development, with 53% growth intended for Grantham to attract employment and other services. This is further reinforced by four major allocations in Grantham equating to 4,979 dwellings (to be delivered by 2036) and a further 4,275 dwellings to be delivered beyond 2036. The emerging Local Plan reinforces Grantham as the location for growth in the district and proposes to aspire 50% of new development to be located in Grantham.

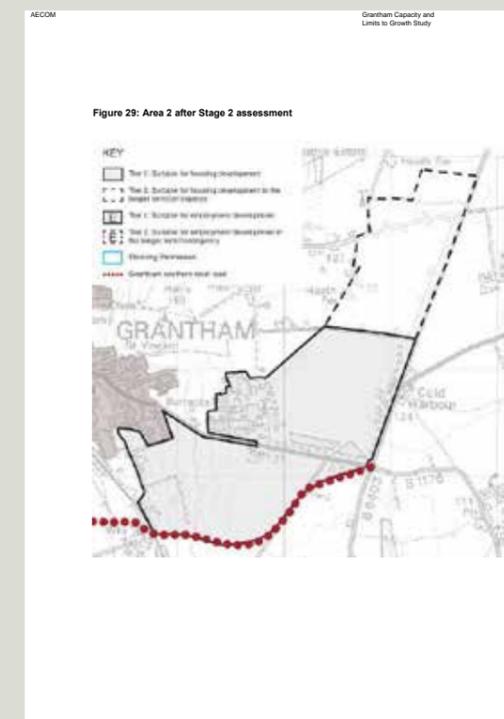
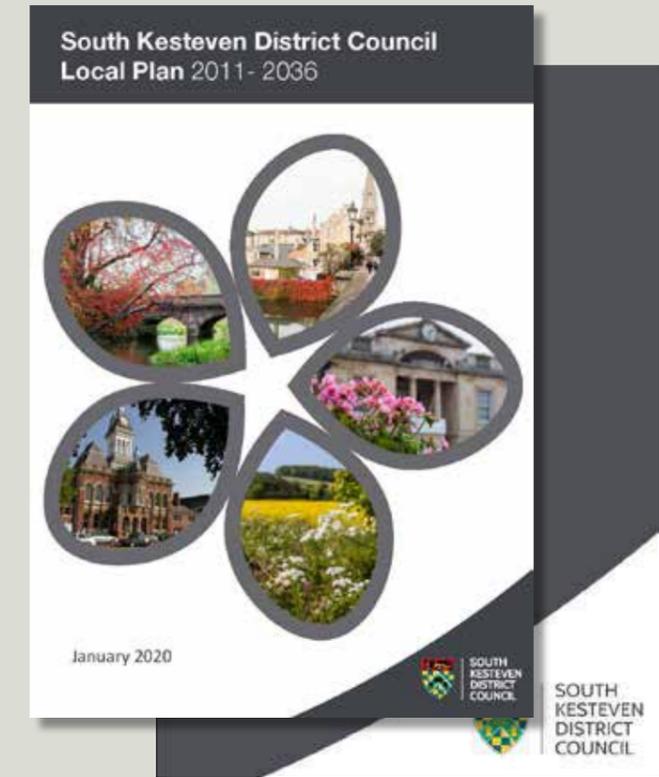
Policy SP2: settlement hierarchy dictates the settlement hierarchy for the District. It places Grantham as a sub-regional centre which is at the top of the hierarchy. Grantham is recognised as the largest settlement in the District and second largest in Lincolnshire.

The site forms a natural expansion to the east of the Town's already evolving form. The adopted Local Plan allocates strategic sites at Grantham; Spitalgate Heath Garden Village to the south and southeast, Rectory Fram to the Northwest and the Prince William of Gloucester Barracks. Once completed, the Spitalgate Heath Garden Village will expand the development edge of Grantham up to the A52/B6403 roundabout and The Prince William of Gloucester Barracks to the north.

Within this context, the site will adjoin the Barracks to the south whilst maintaining an area of separation with Londonthorpe to the north. The site will therefore form a natural extension to Grantham's urban form.

Alternative locations for growth in Grantham are limited. Expansion to the north would be restricted due to the proximity of National Trust Belton House which could impact its setting. It would also be further resisted due to the encroachment up Great Gonerby. Expansion further west is also restricted due to the natural barrier of the A1 to the west of Grantham.

The Council is progressing with a new Local Plan which will look ahead to 2041. It is our intention to submit this document with representations to the Draft Local Plan consultation to assist the Council with the long term vision for Grantham.



**THE  
 GRANTHAM  
 CAPACITY AND  
 LIMITS TO  
 GROWTH STUDY  
 (JULY 2015)**



## 4. THE SITE

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- 4.1 SITE CONTEXT
- 4.2 EXISTING MOVEMENT
- 4.3 EXISTING FACILITIES
- 4.4 TOPOGRAPHY, LANDSCAPE & FLOOD RISK
- 4.5 SITE VIEWPOINTS
- 4.6 OVERVIEW OF SITE ANALYSIS



**GRANTHAM  
TOWN CENTRE**

**THE  
SITE**

**GLOUCESTER  
BARRACKS**

**SPITALGATE  
HEATH**

**SITE CONTEXT**

— — — Grantham Southern Relief Road

# 4. THE SITE

## 4.1 SITE CONTEXT

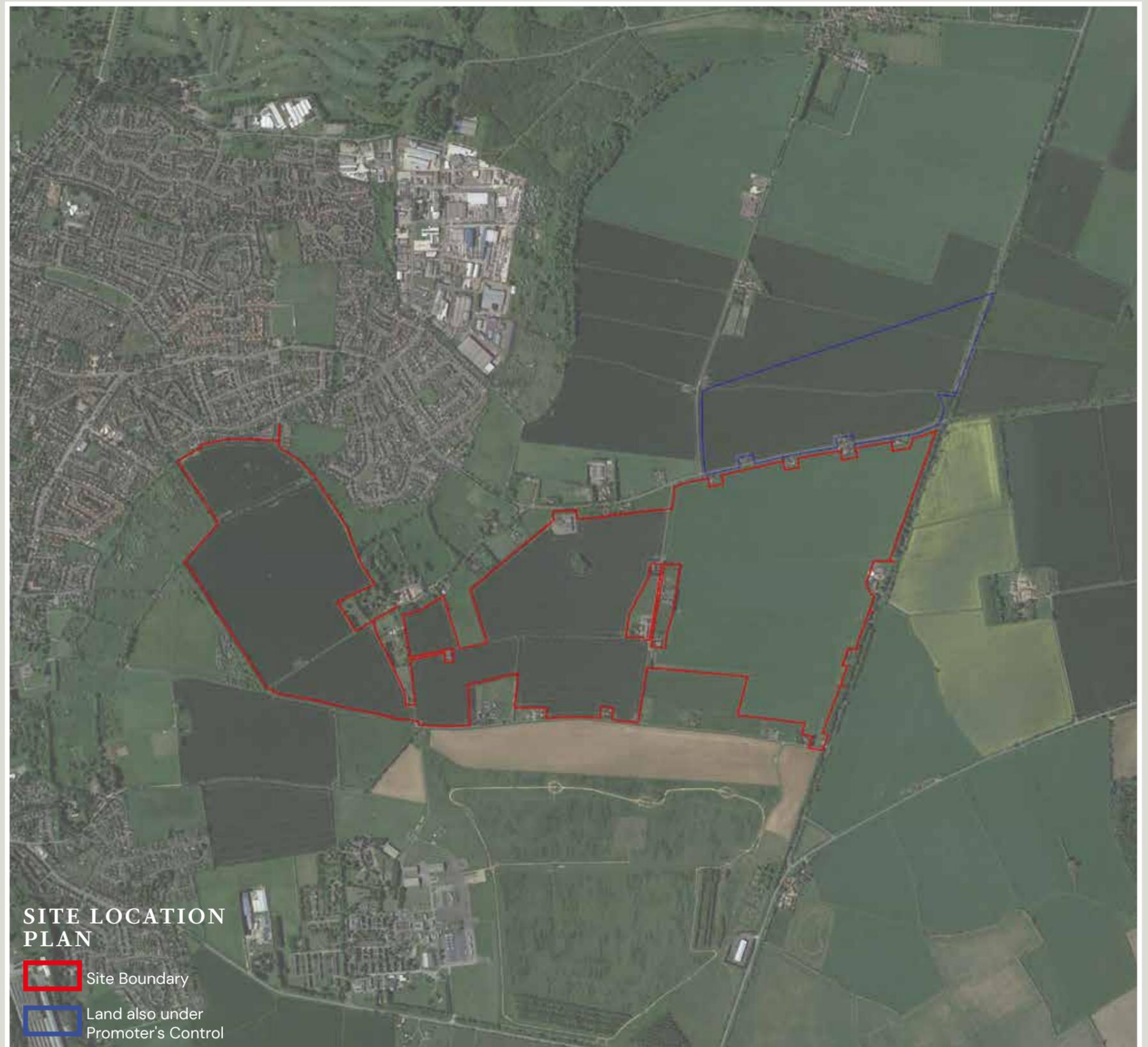
The site is located in Lincolnshire, to the east of Grantham, within the administration boundary of South Kesteven District Council. The site is within close proximity to adjacent towns and larger cities accessible by road and train.

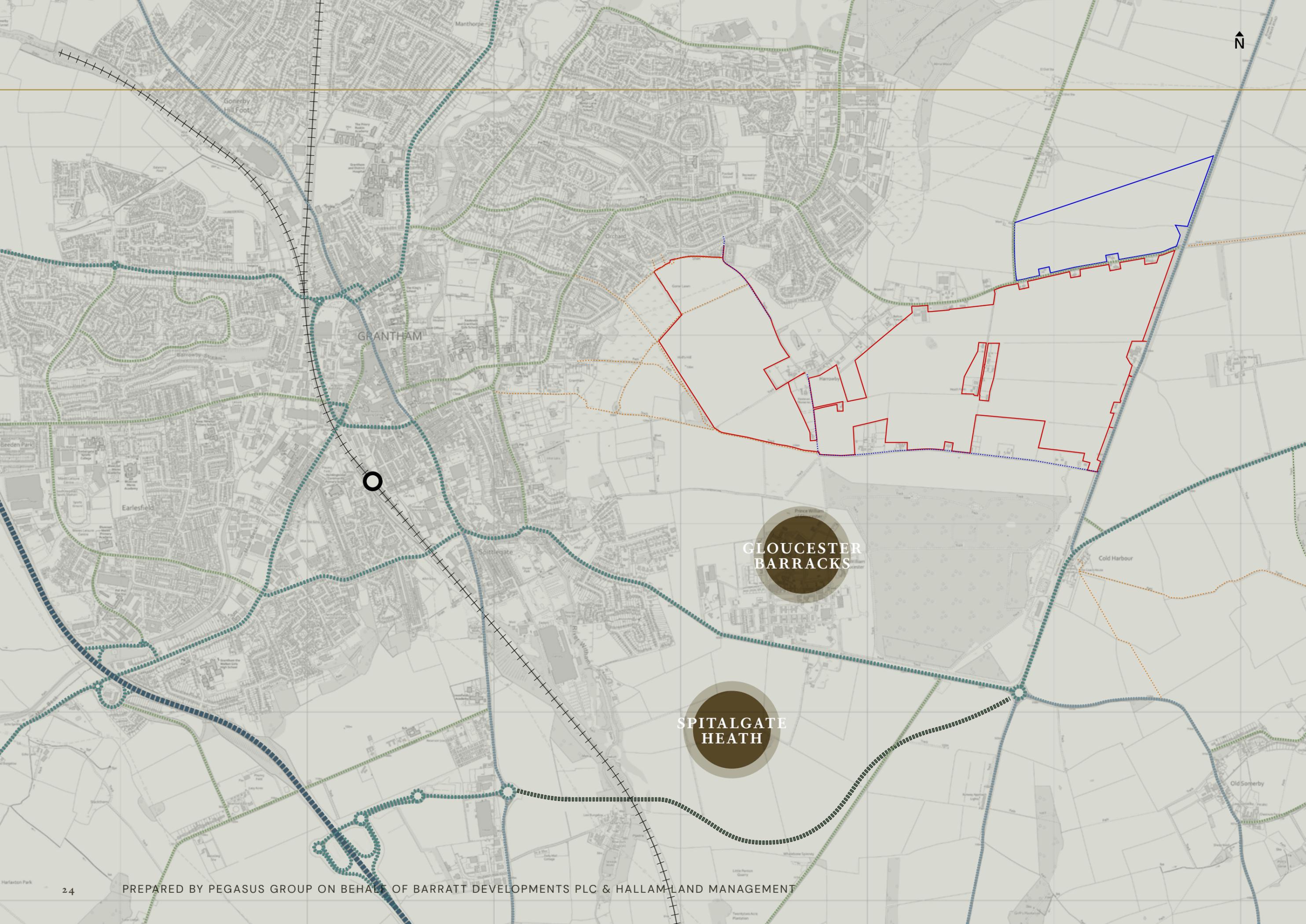
The site is located approximately 3km to the east of Grantham town centre, accessed via existing vehicular routes, primarily Harrowby Lane to the north of the site and the A52 to the south of Gloucester Barracks, and the existing Public Rights of Way.

The Grantham Southern Relief Road is currently under construction, connecting a new A1 junction to the south of Grantham Town Centre A52 at Somerby Hill. The new relief road will reduce town centre congestion, enabling local housing and employment and creating a new A1 junction. To date, the first two phases of the link road were completed in 2022, with Phase 3 looking to be completed by 2025.

The link road has unlocked development land, with Spitalgate Heath and Gloucester Barracks to the south of the site.

The site is under one ownership with the entirety legally controlled jointly between BD and HLM.





GRANTHAM

GLOUCESTER  
BARRACKS

SPITALGATE  
HEATH

# 4. THE SITE

## 4.2 EXISTING MOVEMENT

### 4.2.1 Vehicular Movement

The site is well connected to Grantham, via Harrowby Lane to the north. High Dike, along the eastern boundary of the site, provides an alternative vehicular route to Grantham, via the A52 to the site. The A52 provides connectivity to the A1 to the west, which will be more accessible and avoid Grantham Town Centre, once the relief road is completed in 2025. The A1 provides wider connectivity to other towns and cities, such as Newark-on-Trent, 25km to the north, and Stamford, 30km to the south.

#### VEHICLE TRAVEL TIMES

- Site to Grantham Town Centre – approx. 3km / 10min
- Site to Newark-on-Trent – approx. 25km / 25min
- Site to Nottingham – approx. 34km / 50min
- Site to Lincoln – approx. 35km / 50min
- Site to Peterborough – approx. 47km / 45min
- Site to Leicester – approx. 47km / 1hr
- Site to East Midlands Airport – approx. 64km/1hr

### 4.2.2 Pedestrian Movement

The site is sustainably located, encompassing and close to main routes and public rights of way (PRoW) that run westwards into Grantham, providing access to its wide range of facilities and services.

A public right of way (PRoW) byway runs west-east along Turnor Road which adjoins part of the southern boundary of the site and runs north-south along Turnor Road through the western part of the site towards the northern boundary, where Turnor Road and the byway meet Hall Lane close to Harrowby Hall.

A PRoW footpath runs west of Turnor Road and the byway along the southern boundary of the site, along the western extent of the southern site boundary. This footpath continues westwards down the slope towards Grantham and a second footpath runs north-west along a field boundary along the western boundary of the site. This footpath joins the footpath network across Hall's Hill. Part of this network runs northeast-southwest through the northern part of the site, comprising part of Hall's Hill that falls steeply to the northeast and north.

A byway and a footpath run along the north-western boundary of the site at the foot of Hall's Hill, alongside the settlement edge

#### TRAIN TRAVEL TIMES

- Grantham to Nottingham – 40min
- Grantham to Hull – 1hr 30min
- Grantham to London King's Cross – 1hr 6min
- Grantham to Leeds – 1hr 6min
- Grantham to Norwich – 2hr
- Grantham to York – 1hr 10min
- Grantham to Liverpool Lime Street – 3hr
- Grantham to Harrogate – 1hr 40min
- Grantham to Newcastle – 2hr

### 4.2.3 Public Transport

There are a number of existing bus routes within Grantham; the closest bus stop to the site is located on Kenilworth Road, to the north-west of the site, accessed along Harrowby Lane. It is envisaged that as part masterplan, new bus routes will be provided with access through the site.

There is an existing train station located in Grantham. Situated on the East Coast Main Line, it connects passengers directly to London Kings Cross in just over an hour and Newcastle in two hours. It's also a hub for direct services to Nottingham, Leeds, Manchester, Hull and Norwich. Grantham's town centre is around a ten-minute walk from the station.

### EXISTING MOVEMENT

-  Site Boundary
-  Land also under Promoters' Control
-  Motorway
-  A Road
-  B Road
-  Local Road
-  Relief Road (Under Construction)
-  Rail Line
-  Public Right of Way (Adjacent to site)
-  Restricted Byway
-  Bridleway



### EXISTING FACILITIES

-  Proposed Site
-  School/ College
-  Healthcare
-  Sport / Recreation
-  Restaurants
-  Convenience Stores
-  Religious



GLOUCESTER  
BARRACKS

SPITALGATE  
HEATH

# 4. THE SITE

The Existing Local Facilities Plan (presented opposite) shows the location of key local facilities and services in relation to the site.

The town of Grantham, provides a broad range of facilities associated with towns, ranging from larger supermarkets, sports and leisure, to healthcare provision.

## 4.2.4 Recreation

Grantham Meres Leisure Centre is located approximately 4.5km west of the site, offering a large range of indoor and outdoor facilities. Wyndham Park in the town centre provides outdoor tennis, gym, bowls and basketball.

Belton Park and House, which includes a golf club, Kesteven Rugby Club are all located within 3km of the site. Grantham has a number of public parks located within walking distance of the town centre.

## 4.2.5 Education

The site is located within walking and cycling distance of a number of local primary and secondary schools:

- Belmont Community Primary School (circa 1.2km)
- St. Annes CoE Primary School (circa 2.2km)
- Kesteven & Grantham Girl's School (circa 2.4km)
- Isaac Newton Primary School (circa 3.8km)

## 4.2.6 Health, Doctors and Pharmacies

- Harrowby Lane Surgery (Circa 1.5km)
- The Keep Clinic (Circa 2.2km)
- Grantham Pharmacy (Circa 3.1km)
- Gonerby Road Health Clinic (circa 3.8km)

## 4.2.7 Dentist

- Grantham Dental Lab (Circa 3.0km)
- The Maltings Dental Practice (Circa 3.1 km)
- Appoline Dental Care (Circa 3.8 km)

## 4.2.8 Hospitals

- Grantham & District Hospital (Circa 3.1km)

## 4.2.9 Adjacent Developments

The adjacent developments of Spitalgate Heath Garden Village and Prince William of Gloucester Barracks will provide additional uses which will complement our proposed development, including:

- Circa 8,000 dwellings
- Sheltered housing
- Employment / Commercial space
- Secondary & Primary schools
- Local Centres including shops, hospitality, offices, GP facilities, nurseries and community hubs

Left: St Wulfram's Church  
Middle: Belton Park and House  
Right: Wyndham Park





**EXISTING SITE**

 Site Boundary  
169.53ha

 Land Under Promoters' Control  
36.13ha



# 4. THE SITE



## 4.3 THE EXISTING SITE

The site is approximately 169.53ha and comprises arable farmland, divided by mature hedgerow and trees into varying field sizes. BD and Hallam also control an additional 36.13ha to the north of Harrowby Lane, as shown edged blue on the adjacent plan. The site excludes the existing properties along Harrowby Lane, Harrowby Hall East / Turnor Road and the farmsteads along Heath Farm Lane running roughly north south through the centre of the site. This has resulted in an irregular site boundary along the northern and southern edges, and land excluded from the proposals within the centre of the site.

The site is bound by the B6403 (High Dike) to the east, Turnor Road and farmland to the south; the western slopes of Hall's Hill to the west (falling westwards towards the settlement edge); and residential development on the edge of Grantham to the north-west.

The northern boundary of the site is bound by residential development along Hall Lane; by residential property and woodland on the southern side of part of Harrowby Lane.

There are two Grade II\* Listed Buildings at Harrowby Hall close to the western extent of the northern site boundary, and Grade II Listed Buildings to the west of the site; south of the site within the Barracks; and to the north of the site within Londonthorpe.

Belton House Registered Park and Garden (RPG) is to the north and north-west of the site. This RPG encompasses Bellmount Tower north of the site, and Belton Park north-west and north of the site.

The site comprises a plateau that rises steeply within the north-western extent of the site, (where Hall's Hill rises to the south and east of the settlement edge) and reaches 130 metres above ordnance datum (AOD) within the south-western and central parts of the site. The land falls gradually to the north and east from the highest ground, falling to approximately 120m at the north-eastern boundary of the site and approximately 125m at the eastern boundary of the site, bound by the B6403 road corridor.



## 4.4 CONSULTANT TEAM

In order to develop a robust understanding of the existing site context, constraints and opportunities, Barratt Developments PLC & Hallam have instructed a broad team of specialist consultants to inform the proposals for the site. This includes:

Urban Design, Masterplanning – Pegasus Group

Planning Consultants – Pegasus Group

Landscape Design – Pegasus Group

Transport – ADC

Arboricultural Assessment – FPCR

Heritage Assessment – RPS

Floodrisk & Drainage – BBD

# 4. THE SITE



## 4.5 LANDSCAPE APPRAISAL

### LANDSCAPE CHARACTER

The majority of the eastern and central parts of the site are in the south-eastern part of the Southern Lincolnshire Edge Landscape Character Area (LCA), as identified in the South Kesteven District Landscape Character Assessment. Paragraph 4.75 states that "Landscape sensitivity to new employment and residential proposals is likely to be medium to high. Whilst the landscape itself contains relatively few sensitive landscape features, the remote and rural character suggests that large-scale new built development would be inappropriate".

The western part of the site and northern parts of the eastern and central parts of the site are in the Grantham Scarps and Valleys LCA. Paragraph 4.131 states that: "The Grantham Scarps and Valleys character area is a complex area influenced by the surrounding character areas, and depending on the topography, landscape and human influences.

The landscape is generally small in scale, and areas of particular sensitivity includes the historic Belton Park and the wooded and parkland slopes to the east of the town. There are some areas closer to the edge of town, containing little of intrinsic landscape interest, that would offer the scope for development. New development and associated landscape planting could soften some of the existing hard urban edges to the town. Other areas are of medium sensitivity because of the landscape elements, visibility or general character. These areas may offer some scope for development if sensitively designed and mitigated. The plan at Figure 17 shows a broad area of sensitivity to new employment and residential purposes. Sensitivity would range from low to high, depending on the nature of the site, and the scale and type of the development proposal. In general terms new development should avoid the higher valley slopes, and should not establish new built development on the skyline."

### EXISTING VEGETATION

The site predominantly comprised arable field parcels bounded by network of hedgerows, the majority of which were hawthorn dominated and relatively defunct with limited understory. Those to the northwest of the Site were taller and thicker in structure, with trees and associated scrub.

There are occasional trees and tree belts. There is a continuous belt of mature trees along the site's eastern boundary along the straight route of the B6403

- 3: View from PRow towards existing properties along Turnor Rd
- 4: View from PRow along site boundary
- 5: View from PRow towards Grantham looking west
- 6: View from PRow looking north-west
- 7: View along PRow looking north
- 8: View along Restricted Byway towards Harrowby Hall
- 9: View along Turnor Rd, looking north
- 10: View along High Dike looking south





POTENTIAL VIEWS FROM BELTON PARK

HARROWBY HALL

KEY VIEWS OVER WIDER LANDSCAPE

KEY VIEWS OVER WIDER LANDSCAPE

KEY VIEWS OVER WIDER LANDSCAPE

# 4. THE SITE

## 4.6 OVERVIEW OF SITE ANALYSIS

Technical work has been undertaken to demonstrate that the site is deliverable and that there are no constraints to prevent the allocation of the site as a mixed use, residential- led development in the emerging Local Plan.

The Concept Masterplan has been informed by a number of reports including a Landscape Appraisal and a Highways Assessment to demonstrate that the quantum of development proposed can be successfully delivered.

The adjacent plan summarises the existing opportunities and influences identified from the various surveys and reports completed to date. As the site moves forward, further analysis will be conducted, ensuring the proposed Masterplan is appropriate for the site and deliverable.

### OPPORTUNITIES

- Provide a mix of uses, including a local centre, new primary school and up to 2,880 homes
- Opportunities to maintain and enhance the existing trees and vegetation
- Provide new planting and create new public spaces for the enjoyment of all ages
- Provide sustainable connectivity that link to the existing network of Public Rights of Way
- Create appropriate landscape buffers to soften the development
- Maximise views from the site to the surrounding landscaping
- Respond to the existing topography and provide sustainable urban drainage

### INFLUENCES

- The primary access points will be from High Dike
- Potential secondary access from Harrowby Lane (emergency access / public transport only)
- The irregular form of the site boundary due to existing properties around the edge and within the centre of the site.
- Retention of the access to existing properties along unadopted roads such as Turnor Road & Heath Farm Lane
- The proximity to the existing listed buildings, such as those at Harrowby Hall
- Appropriately locate development to minimise impact on visually sensitive areas
- Respond to existing ecology constraints
- Existing utilities constraints with connection points retained

### OPPORTUNITIES & INFLUENCES

 Site Boundary 169.53ha	 Landscape Buffer	 Existing Buildings Adjacent to Site	 Existing Ecology Constraints
 Adjacent Land under Promoters' Control	 Sensitive Boundary	 Existing Listed Buildings Adjacent to Site	
 Existing Topography	 Potential Noise Constraint	 Existing Public Right of Way	
 Proposed Site Access	 Potential SuDs Location	 Existing Restricted Byway	
 Potential Secondary Access	 Existing Planting	 Key Views	



## 5. VISION & CONCEPT

- 
- 5.1 DEVELOPMENT CONCEPT
  - 5.2 GREEN INFRASTRUCTURE
  - 5.3 ACTIVE TRAVEL
  - 5.4 STREETS
  - 5.5 CONCEPT MASTERPLAN
  - 5.6 LAND USES

# 5. VISION & CONCEPT



## 5.1 DEVELOPMENT CONCEPT

This chapter explains the principles that are guiding the concept of development for the site. This work culminates in the Concept Masterplan that focuses on creating a holistic response to the site features and it's context.

By combining the knowledge gathered on the site and embedding high-quality design principles, a vision can be set for creating a new community. This is achieved through the following design decisions:



**GREEN INFRASTRUCTURE**  
 Creating new public open spaces for the amenity of the new community that are varied in character and for all ages, promoting healthy lifestyles.



**BUILT FORM & CHARACTER**  
 Propose a mix of dwellings to create a socially diverse new community with higher and lower density housing areas for all ages and demographics.

### ACTIVE TRAVEL

Making cycling and walking around the site the most desirable, direct and safe mode of transport with segregated cycle infrastructure and priority crossings. Off-site improvements to ensure that the development has convenient wider connectivity



### MIXED USE

A residential-led Masterplan, but incorporating additional uses such as a new primary school and local centre ensuring a vibrant community with the facilities required for daily life.



Top: Safe and accessible community spaces (Marmalade Lane, Cambridge, Mole Architects)  
 Bottom: Example of SUDs with green link (Lesnes to Crossness, Thamesmead, Untitled Practice)

# 5. VISION & CONCEPT



**GREEN INFRASTRUCTURE**

Site Boundary	Green Corridors	Retained Trees & Hedgerows
Public Open Spaces	Proposed SUDs	Proposed Play Spaces

## 5.2 GREEN INFRASTRUCTURE

To achieve the aims as set out in the vision a Green Infrastructure network is required to create safe movement corridors for future residents and visitors to the site.

Utilising the existing landscape features as the framework for the Masterplan alongside creating new landscape corridors is key to creating a balanced development that provides the health and well-being benefits that are reliant on access to engaging green spaces.

### 5.2.1 Green Links

These links are interactive movement corridors that create direct and legible routes between key areas of the site without the need for vehicles. To engage with users, these routes can be multi-functional, incorporating walking and cycling, alongside informal play features to encourage younger users to engage with the spaces and encourage the new community to take an active role in their stewardship.

### 5.2.2 Play

Parks, playgrounds and playing fields play a vital role in building healthy neighbourhoods contributing to the physical, mental and emotional well-being of local people. The Concept Masterplan will include a variety of play spaces, providing activities for all ages.

### 5.2.3 Feature Open Spaces

Creating a variety of spaces allows residents to have choice in the best way to achieve health and well-being benefits from being outside. Smaller, formal open spaces that include ornamental planting, art and sculpture provide calm havens embedded within development parcels.

### 5.2.4 Hall's Hill Park

Hall's Hill Park will be a feature public space, appropriately located to mitigate the visual impact of the development on the western edge of the site, whilst maximising views of the surrounding landscape. This area will look to include allotments, ecological enhancements and habitats, sports pitches, play spaces and planting.

The extensive area will be for all ages, ensuring that paths are appropriate for the young and the old and details such as benches consider the accessibility of all in the new community and the wider area.

Left: Illustrative example of a natural play space (Alconbury Wead, Cambridge, Urban & Civic)  
 Middle: Illustrative example of green link (Lesnes to Crossness, Thamesmead, Untitled Practice)  
 Right: Illustrative example of greenway (Houlton, Rugby, Davidsons Homes)





### 5.3 ACTIVE TRAVEL

An extensive network of direct, legible and safe pedestrian and cycle routes around the site are shown. These routes are designed with numerous connections to the wider, existing network of footpaths and public rights of way outside of the site boundary to ensure that connectivity is achieved with the existing context.

The proposed routes are designed to ensure that short journeys within the site between uses and to features such as Hall's Hill Park are convenient to take sustainably, rather than an over-reliance on vehicle movements. The development will provide a variety of internal connections, whilst ensuring it appropriately knits into the surround routes, such as the existing Public Right of Way along the southwest boundary, which connects the site to Grantham Town Centre.

To make routes more attractive, segregated pedestrian/cycle routes should be provided encouraging the use of these links for all ages as safe infrastructure actively encourages greater use.

This is assisted by having a significant number of the routes off carriageway, through public open spaces and green corridors, and away from motor vehicles. Where pedestrians and motor vehicles are in close proximity, pedestrian access is always prioritised to reinforce these sustainable movements as the most convenient way to travel.

The routes around the site will have different characters; through the park, less direct, more recreational routes will be created that allow users to experience nature and the landscape, whereas routes along green links are more formal, direct routes that encourage a range of uses from commuting

to jogging. It is important that all routes are designed and delivered to a high standard, tarmac surfacing is encouraged to ensure that routes are accessible for all ages and do not discriminate against individuals with movement disabilities.

A patchwork of routes will be incorporated around the site, running north/south and east/west ensuring that there is always a direct choice to get to their proposed destination for pedestrians and cyclists. The Primary Street through the development is part of this infrastructure and a segregated cycle lane will provide access to the proposed school.

The Concept Masterplan demonstrates how the site can provide a sustainable connected development that promotes active travel.

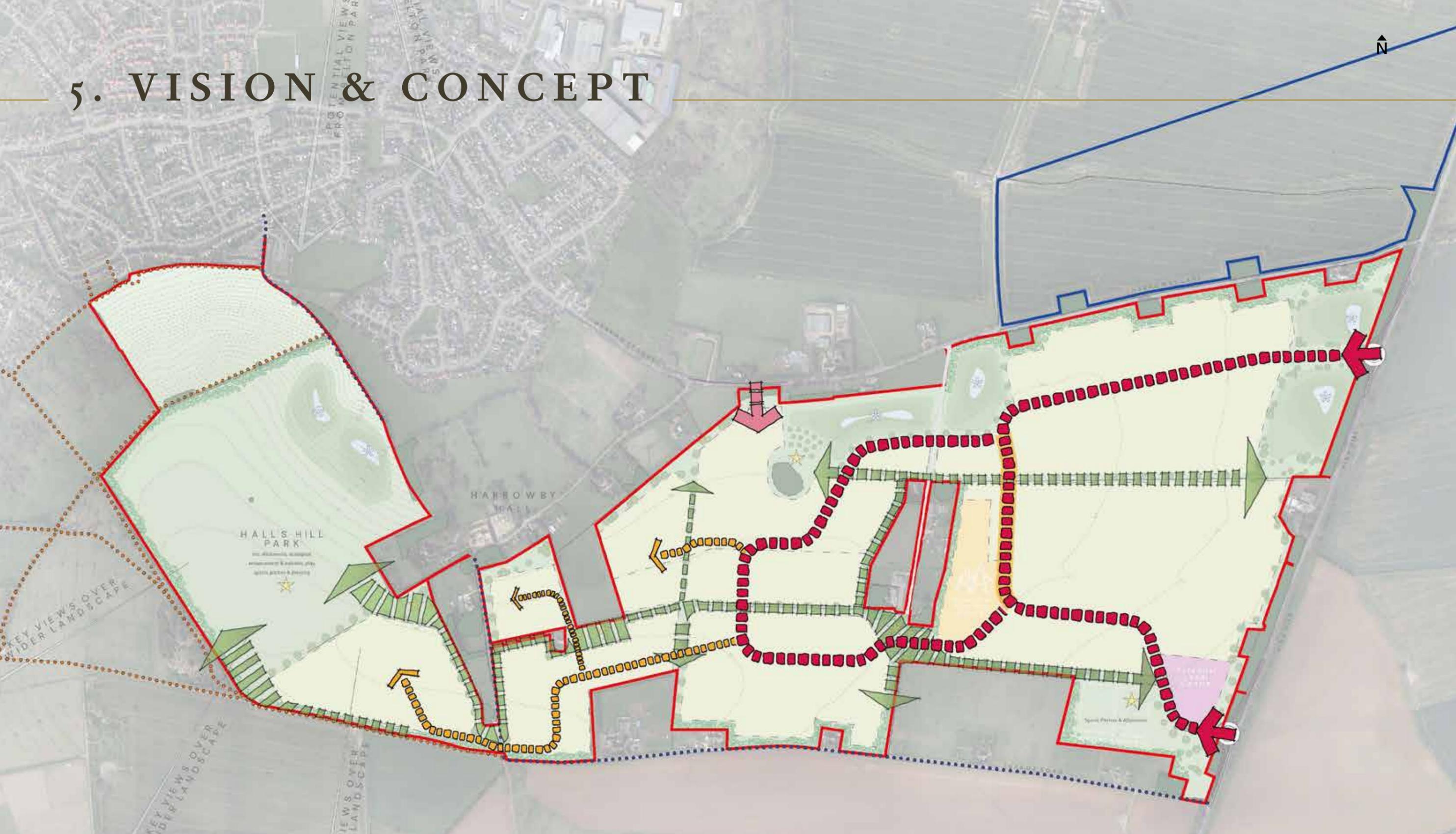
Left: Pedestrian and cycle link (Knights Park, Eddington, Cambridge, Hill Group)

Middle: Lit pedestrian route along landscaping

Right: Primary Street with tree lined verge and segregated cycle route (Knights Park, Eddington, Cambridge, Hill Group)



# 5. VISION & CONCEPT



**STREET HIERARCHY**

Site Boundary	Primary Bus Route	Primary Street / Parcel Access
Site Access	Primary School Street	Potential Secondary Access

## 5.4 STREETS

To complement the pedestrian and cycling routes around the site, a network of streets are created where vehicles and pedestrians are integrated together in a safe way.

The Street Hierarchy Plan shown opposite clearly defines the Primary Street and provides an illustration of how access can be provided to the discrete development parcels. The plan recognises the need to combine the function of the street as a movement corridor alongside its function as a place. Streets must be designed for low speeds, with pedestrian priority, enhancing the relationship between built form, the residents and the street.

Development proposals will need to consider “Manual for Streets 1 & 2” and LTN 1/20, amongst other guidance and policy, which encourages designers to move away from standardised prescriptive measures and adopt a more innovative approach in order to create high quality places for all users, ages and abilities. This is illustratively shown with the proposed segregated infrastructure on the Primary Street.

As the Masterplan is developed further, the movement hierarchy should follow the key principles set out below:

- Create high-quality streets, including soft landscaping
- Promote walking and cycling
- Design for low speeds
- Create a legible, easily navigable place
- Create connected neighbourhoods
- Integrate public transport
- Make parking simple

### THE PRIMARY STREET

There are three points of access into the site; two from High Dike, with a potential third access point along Harrowby Lane (for emergency access and public transport only) These access points provide access to the primary street loop running through the site, ensuring all development parcels will be within 400m of a bus route. Where the street crosses green corridors in several locations it is important that the pedestrian and cycle routes take priority at junctions creating a safe environment for all users of the movement network.

The wider loop is connected adjacent to the school; subject to further detailed work, this street could have a different character, focusing on providing bus access to the school and promoting pedestrian and cycle priority.

### STREETS & LANES

Low category streets provide access predominantly for those accessing their property. They will be arranged as secondary vehicular loops or culs-de-sac as they are low traffic environments. These routes should be direct and not meander so it is simple for all users to navigate the street network.

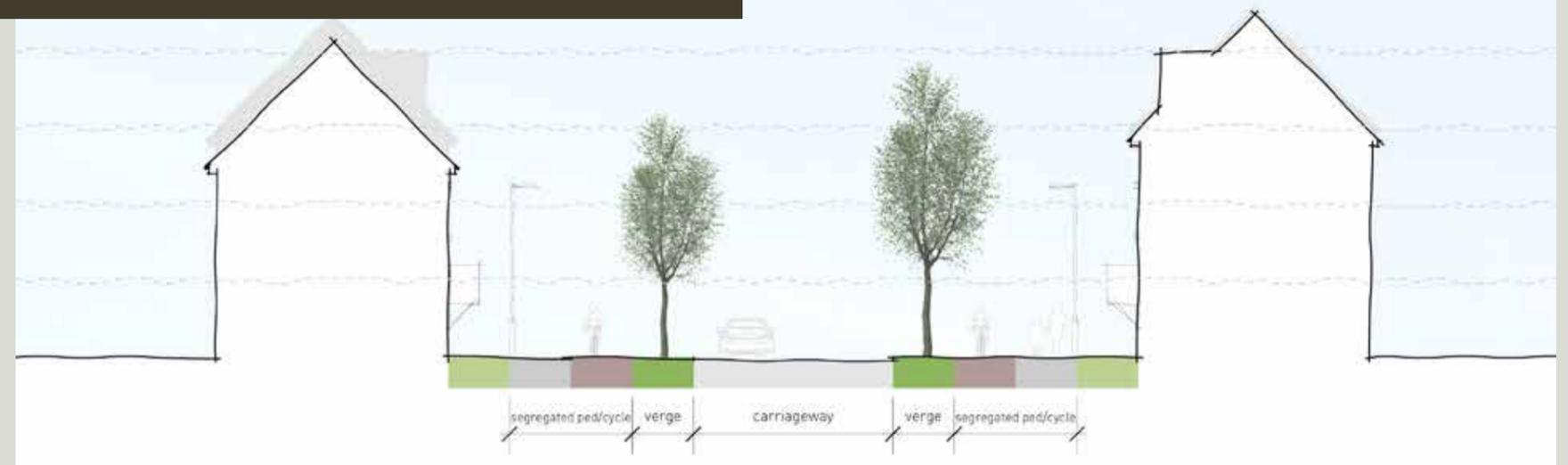
### SHARED PRIVATE DRIVES

Where a cul-de-sac and shared private drives are created pedestrian permeability must be provided around the development edges to prevent pedestrians being forced to use shared private drives to get around the site.



Above: Shared surface streets (Abode, Great Kneighton, Proctor & Matthews)

### ILLUSTRATIVE STREET TYPOLOGY (PRIMARY)





5

HALL'S HILL PARK  
for Allotments, ecological  
enhancement & sports, plus  
sports pitches & play area

2

HARROWBY HALL

5

2

4

3

1

5

2

5

5

1

KEY VIEWS OVER WIDER LANDSCAPE

KEY VIEWS OVER WIDER LANDSCAPE

KEY VIEWS OVER WIDER LANDSCAPE

POTENTIAL VIEWS FROM BELTON PARK

POTENTIAL VIEWS FROM BELTON PARK



# 5. VISION & CONCEPT

## 5.5 CONCEPT MASTERPLAN

The vision for the site laid out in this chapter culminates in the Concept Masterplan. The purpose of this drawing is to show an illustration of how a development could look when a holistic design approach has been followed.

### RESIDENTIAL



Circa  
**2,880**  
dwellings

### PRIMARY SCHOOL



Circa  
**2.5**  
hectares

### LOCAL CENTRE



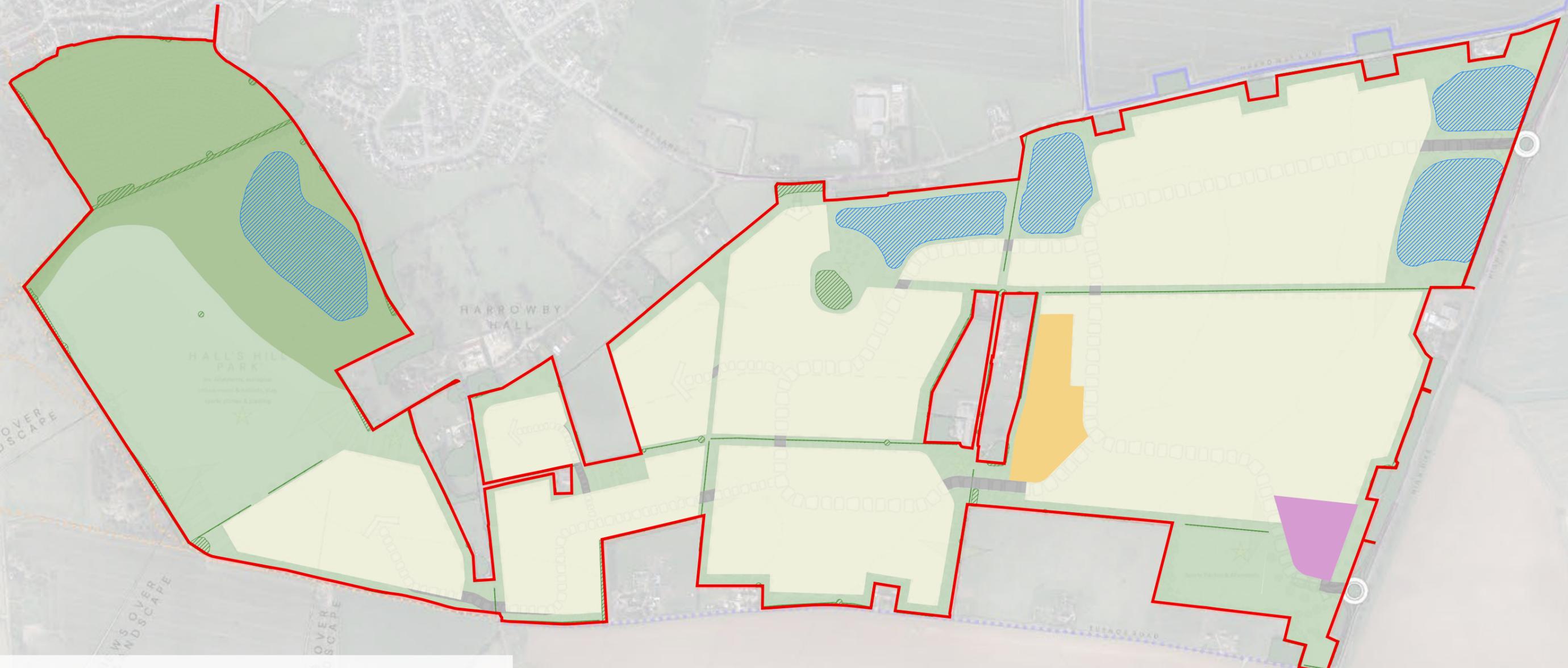
Circa  
**1.5**  
hectares

- 1 Accessed from High Dike, the development has a landscape offset to create a landscape-led site entrance, with opportunities for gateway art or landscaping at the proposed access points.
- 2 Development areas are created that will enhance safety and security, providing development frontages overlooking public open spaces as well as creating perimeter blocks for back to back housing that enclose private rear gardens.
- 3 The Local Centre is located on the southeast edge of the site. Adjacent to the proposed school, this has direct frontage to the Primary Street and a green corridor, allowing pedestrian and cycle connectivity. This area could also incorporate sports pitches and allotments, sharing the local centre car parking.
- 4 The Primary School is located in the centre of the Masterplan, promoting its accessibility by active travel, but also allowing for access by public transport and car.
- 5 Hall's Hill Park, green links and feature open spaces ensure there is public open spaces for all ages. These areas are also key legibility features that make the site easily navigable.

### CONCEPT MASTERPLAN

Site Boundary 169.53Ha	Local Centre 1.5ha	Site Access	Primary Streets
Adjacent Land under Promoters' Control	Public Open Space	Potential Secondary Access	Retained Trees & Hedgerows
Residential Development Circa 2,880 dwellings	Proposed SuDs	PRoW	Illustrative Buffer Planting
Primary School 2.5ha	Public Open Space	Restricted Byway	Potential Play Space

# 5. VISION & CONCEPT



**LAND USE**

 Public Open Space	 Residential
 Proposed SUDs	 Primary School
 Retained Planting	 Local Centre
 Banking	 Road Infrastructure

## 5.6 LAND USES

The Land Use Plan demonstrates the division of land uses across the site, demonstrating the balanced approach taken between development and public open space.

The Concept Masterplan sets out a vision for how the 169.53ha site can achieve its potential. This concept achieves circa 2,880 dwellings at an average of 37dph.

Over 70ha of the site is shown as public open space which exceeds the local policy requirements. The open space strategy includes a mix of formal and informal public open space. This will incorporate playing pitches, equipped play spaces and allotments. It also includes the creation of Hall's Hill Park with a range of uses and wildlife enhancements.

The park and wider green infrastructure will allow all future residents access to public open space and ensures the development will achieve biodiversity net gain within the site boundary.

Sustainable urban drainage will be sensitively designed within the public open space, allowing them to fulfil both an engineering and landscape role providing usable space, enhanced habitats and a diversity in aesthetic to create a naturally beautiful environment.

The design also provides the opportunity for a local centre and primary school ensuring the community has everything close by for a mixed and vibrant neighbourhood. Key urban design principles have driven the design ethos for the site to ensure that a deliverable, attractive place is being discussed from the outset.

The total development area for the site is 90.37ha and this encompasses all developed land uses including the primary school and local centre.

LAND USE	HECTARES
Site Area	169.53
Residential	85.75
Local Centre	1.5
Primary School	2.5
Public Open Space	78.49
Road Infrastructure	1.29



Precedent Images  
 Top: New Lubbethorpe Primary School  
 Middle: Kingswood Parks, Local Centre, Kingswood, Hull  
 Bottom: Willow Grove, Wixams (Barratt Developments PLC)



## 6. DELIVERABILITY & ECONOMIC BENEFITS

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### 6.1 ECONOMIC BENEFITS

# 6. ECONOMIC BENEFITS

## 6.1 ECONOMIC BENEFITS

The Proposed Development will generate a number of economic benefits, both during the build phase and once the homes and employment floorspace are built. These benefits are outlined below and are also presented on the infographic opposite.

### CONSTRUCTION IMPACTS

- Direct and indirect construction-related employment: The Proposed Development could support around 768 temporary roles on-site and in the wider economy over the 10-year build programme.
- Contribution of construction phase to economic output: The Proposed Development could generate £1.5 billion of gross value added (GVA - includes both direct and indirect) during the 10-year build period (present value).

### OPERATIONAL IMPACTS

- Growing labour force: An estimated 421 economically active and employed residents are estimated to live in the new dwellings once the site is fully built and occupied.
- Household spend: Once fully built and occupied, the households are estimated to generate expenditure in the region of £82million per annum.
- First occupation expenditure: Once fully built and occupied, the proposed new dwellings will generate approximately £17.7 million in 'first occupation' expenditure within 18 months. This relates to spend by homeowners on making their house 'feel like home'.
- Increased Council Tax income: The construction of the new homes could generate around £5.6 million per annum in additional Council Tax revenue.



Top: Jack Sparrow/ Pexels, April 2020  
Bottom: CottonBro/ Pexels, June 2020

## Construction of 2,880 dwellings, Primary School and Local Centre

### CONSTRUCTION BENEFITS



**£469million**

Estimated construction investment over 10-year build programme.



**1,045**

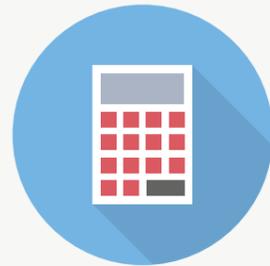
Direct construction roles and indirect/induced jobs supported per annum during build phase.



**£86million GVA**

Economic output contribution from jobs supported by activities at the site over 10-year (present value).

### OPERATIONAL BENEFITS



**£17.7million**

Estimated first occupation expenditure. Research suggests that the average homeowner spends approximately £5,000 within the first 18-months to make their house 'feel like home'.



**£23.8million**

The 4-year New Homes Bonus payment generated for the local authority by the development.



**£43.2million**

Estimated community infrastructure contributions through S106, S.75 & CIL.



**421**

Number of FTE jobs supported elsewhere in the economy by resident expenditure each year.



**£82.3million**

Annual household expenditure.



**£5.6million**

Estimated annual increase in Council Tax revenue.



# 7. PHASING

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7.1 PHASE 1



# 7. PHASING

## 7.1 CONCEPT MASTERPLAN – PHASE 1

A series of technical surveys and reports have been produced, which inform the overall Concept Masterplan.

As part of this work, it has been identified that the entrance from Harrowby Lane could be utilised to provide access to a Phase 1.

Phase 1 can be delivered from Harrowby Lane with a simple priority T-Junction, for which junction analysis and design has been undertaken and proven to be deliverable.

The integration of Phase 1 and access onto Harrowby Lane will correlate through the development of the wider Masterplan proposals, to promote west movements along Harrowby Lane.

The Phase 1 development would have the potential to deliver:

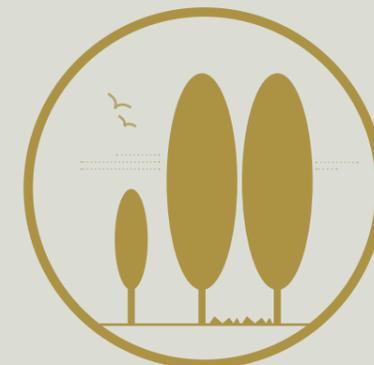
- 400 new dwellings, in a mix of sizes and tenure;
- Circa 2.5 hectares of public open space;
- The retention of existing planting within the scheme and new soft landscaping to provide an appropriate, landscape-led setting for the new homes;
- A potential play space;
- Sustainable Urban Drainage; and
- A considered approach to allow for the delivery of future phases of the surrounding land in a cohesive manner.

## RESIDENTIAL



Circa  
**400**  
 dwellings

## PUBLIC OPEN SPACE



Circa  
**2.5**  
 hectares

### CONCEPT MASTERPLAN

- |  |                   |                              |
|--|-------------------|------------------------------|
| Site Boundary<br>19.05Ha                       | Public Open Space | Retained Trees & Hedgerows   |
| Residential Development<br>Circa 400 dwellings | Proposed SuDs     | Illustrative Buffer Planting |
| Potential Site Access                          | Primary Streets   | Potential Play Space         |



## 8. SUMMARY & NEXT STEPS

- 
- 7.1 PROPOSALS SUMMARY
  - 7.2 NEXT STEPS

# 8. SUMMARY & NEXT STEPS

## 7.2 PROPOSALS SUMMARY

The land at Harrowby Lane provides an opportunity to deliver a sustainable new development of circa 2,880 dwellings, a new primary school and a local centre along with extensive new areas of public open space to benefit the future community.

The proposal is a sustainable and deliverable development option, under one ownership with the entirety legally controlled jointly between BD and HLM.

The development proposals will be achieved in the following way:

- The creation of a new residential community with a range of housing typologies.
- The creation of high quality pedestrian and cycle routes through the development.
- Providing a development that is sustainably connected and easily navigated.
- The creation of a characterful landscape that ranges from a new park through to tree-lined avenues.
- A mix of uses, including a new primary school and local centre.
- Promoting the objectives of sustainable development through layout and design.

The Concept Masterplan demonstrates an ambitious project to create a new mixed use community on the edge of the Grantham, adjacent to Spitalgate Heath and Prince William of Gloucester Barracks.

## 7.3 NEXT STEPS

The Council has published a Draft Local Plan for consultation. It is our intention to submit this document to the Council in response to the consultation and continue to engage positively with the Policy Officers at the Local Authority.

Barratt Developments PLC and Hallam Land Management look forward to engaging with South Kesteven District Council on their ambitions for the site and responding to any feedback on the initial concept masterplan prepared to start a discussion about the best way for this site to contribute to the housing needed in the area.

Alongside the discussions with SKDC, the client and design team are eager to engage in public consultation to ensure all stakeholders are able to meaningfully input into the design of the proposed Masterplan, which will continue to be developed towards an Outline Planning Application in due course.





HALL'S HILL PARK  
In: Allotments, ecological  
enhancement & habitats, play  
sports pitches & planting

HARROWBY HALL

Sports Pitches & Allotments

VISION DOCUMENT

# HARROWBY LANE

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## Appendix D: Phase 1 Plan



Town & Country Planning Act 1990 (as amended)  
Planning and Compulsory Purchase Act 2004

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