



Land East of Rectory Lane, Barrowby

Representations to South Kesteven Local Plan
Regulation 18 Consultation

Boyer

Prepared on behalf of Land First Barrowby Ltd | August 25

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1. INTRODUCTION

1.1 These representations have been prepared by Boyer on behalf of Land First in response to the South Kesteven District Council Local Plan Regulation 18 Proposed Housing & Mixed-Use Allocations Consultation.

1.2 Land First are the promoter for the Land East of Rectory Lane, Barrowby ('the site') which is approx. 5.12 Ha and is being promoted for residential development with the capacity to deliver up to 100 dwellings. A site location plan can be found at Appendix 1.

Local Planning Policy Context

1.3 South Kesteven District Council ('SKDC') adopted its 'Local Plan 2011-2036' in January 2020. The adopted Local Plan outlines the spatial strategy to meet development needs across the District of South Kesteven up to 2036. In April 2024, SKDC commenced preparations of their new Local Plan, including a review and an update to their evidence base documents, including housing and employment needs.

1.4 In December 2024, the Government published an updated National Planning Policy Framework (NPPF) which set out a new calculation for the standard method to determine the setting of housing requirement figures. The changes to the standard method has resulted in an increase in the number of homes required in South Kesteven from 701 dwellings per year (as originally set out in the April 2024 Draft Plan) to 886 dwellings per year. Therefore, in order for the Plan to be found sound and meet the higher housing requirement, the Council will need to identify additional housing sites beyond those previously consulted upon.

1.5 SKDC have published their Regulation 18 Proposed Housing and Mixed-Use Site Allocations document for consultation in July 2025, which these representations respond to.

1.6 These representations consider the following areas:

- **Section 2:** Meeting Housing Needs
- **Section 3:** Sustainability Appraisal
- **Section 4:** Land East of Rectory Lane, Barrowby
- **Section 5:** Summary & Conclusion

1.7 We trust that our comments are of assistance to the Council in formulating an approach that is in accordance with Paragraph 36 of the National Planning Policy Framework ('NPPF') (December 2024). In order for the emerging Local Plan to be found 'sound' at examination it must be positively prepared, justified, effective and consistent with national policy.

2. MEETING HOUSING NEEDS

Changes to Previous Housing Needs

- 2.1 The Council previously published their Regulation 18 Consultation in April 2024 which sought views in relation to the Draft Plan which included proposed policy and allocations for the District. Since the publication of this Consultation, changes have been made to the standard method for calculating housing need. This has resulted in the number of homes required in South Kesteven increasing from 701 dwellings per year (as originally set out in the April 2024 Draft Plan) to 886 dwellings per year. Across the 20-year plan period this equates to 17,720 dwellings, which is an increase of 3,700 homes. As a result, South Kesteven do not have a sufficient housing supply due to the new standard method increasing the housing requirement which the emerging Local Plan must meet in full. Therefore, in order for the Plan to be found sound and meet the higher housing requirement the Council must identify additional housing sites beyond those previously consulted upon to ensure compliance with the NPPF.
- 2.2 We welcome the approach the Council has taken to reconsider the proposed number of housing sites across the Plan period in order to appropriately meet the requirements as set out within the NPPF. We also welcome the consideration of the 2024 affordability ratio which has resulted in an increase to the latest annual housing requirement of 886 dwelling per year for the District. It is understood that the Council have sought to meet this increased need through increasing the existing proposed allocations densities and the identification of additional housing sites.
- 2.3 Where capacity on existing proposed allocations has increased, this has been informed by the Housing Density Study which was published by the Council in July 2025. This study recommended that in order to accurately represent the current landscape of house building within the District, that density in the four main market towns should be increased from 30 to 35 dwellings per hectare, whilst density in all other settlement types remains 30 dwellings per hectare (dph).
- 2.4 The Planning Practice Guidance (PPG) which considers effective use of land, outlines in relation to housing density that a range of tools and considerations can be taken into account when establishing appropriate densities for a particular area (PPG, Para 004). Previously SKDC have used the indicative number of 30 dph to achieve balanced land use across the District 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 consistently since 2020.
- 2.5 Whilst it is recognised that there are opportunities to increase densities on existing draft allocations within the market towns we consider that a lower density may be more appropriate in villages and more rural settlements within the District.
- 2.6 Large Village locations such as Barrowby are a good example of where there may be constraints such as the open landscape to the rural urban fringe where a lower density on

sites to the edge of the village would be more appropriate than a high density scheme which would potentially more closely respond to each village's context. As a result of lower densities within these areas, this may reduce the number of dwellings that each site can provide. Therefore, we consider that in places where a lower density is considered suitable that further sites should be identified in order to achieve the housing needs of the District, ensure that sites do not risk under delivery, and to ensure that the Plan remains sound.

- 2.7 As well as increasing the capacity of sites the Council also have identified 10 further sites for allocation. 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.
- 2.8 We welcome the Council's identification of a further 10 sites for allocation to meet the increased housing need. However, we consider that further sites should be allocated in sustainable locations such as Barrowby in order to ensure that there is increased flexibility and to ensure that the housing needs of the District can be fully met.

Plan Period

- 2.9 As part of this Consultation the Council state the Plan period has been amended to cover the period from the 1st April 2023 through to the 1st April 2043, previously the plan period was proposed to cover 2021 to 2041. It is welcomed that the Council have updated the Plan period in accordance with realistic Local Plan timescales and kept this as a covering a period of 20 years. The updated Local Development Scheme (LDS) (February 2025) sets out the adoption of the emerging Local Plan is anticipated for November 2027.
- 2.10 Although it is welcomed that the Council have amended the start and end date of the plan, the start date of 2023 is still two years ago and given the delays already faced by the Council as a result of needing to take into account the new standard method and unknown impacts of the devolution agenda, we consider that the plan period should be extended further to account for the pace that the Local Plan review is progressed.
- 2.11 Furthermore, the majority of the supporting evidence base of the Local Plan has been commissioned and published in 2024 which is past the current start date of 2023. We therefore consider the start date should be brought forward to 2024 to accord with the most up to date evidence with an amended plan period of 2024 – 2044.

Plan Buffer

- 2.12 As part of the further Regulation 18 Housing & Mixed-Use Allocations Consultation the Council have set a plan buffer of 11%, this would equate to a housing supply of 19,672 dwellings across the plan period (set out at Paragraph 2.3 of the Consultation Document).
- 2.13 The previous plan buffer (confirmed in the April 2024 Consultation) was set at 21%, which was retained to reflect the buffer in place within the Adopted Local Plan. This provides a greater choice of sites to the market and provides a contingency in case of a lack of delivery. The Council have not provided justification as to why a decrease in the buffer has been proposed.

- 2.14 Based on the new standard method of 886 homes per year and by applying the newly proposed 11% buffer to the number of homes delivered from the 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.
- 2.15 Therefore, we consider the Council should still ensure contingency is provided in the event of under delivery and a 20% buffer should be retained as previously suggested and to also take into account the implications of the increased standard method figure. To do so, the Council should allocate additional land for housing to accommodate this in sustainable locations, such as Land East of Rectory Lane, Barrowby.

Proposed Housing Allocations

- 2.16 This section reviews the delivery assumptions of several of the large strategic sites put forward as part of the emerging Local Plan that we consider are not deliverable under the current proposed timescales set by the Council.

Policy SKPR-65: Prince William of Gloucester Barracks

- 2.17 The Prince William of Gloucester Barracks was a proposed allocation within the April 2024 Regulation 18 Plan for 4,000 new homes and 8 Ha employment land. As part of the further Regulation 18 Housing & Mixed-Use Allocations Consultation this proposed allocation has been carried forward however the number of new homes has been reduced to 3,000 and the 8 Ha of employment land retained. The Council state the reason for this reduction is due to further consideration of Biodiversity Net Gain requirements on site. As a result of this reduction, this therefore means only 1,890 dwellings are set to be provided within the plan period through to 2043.
- 2.18 The Ministry of Defence (MoD) are due to vacate the Barracks in 2028¹. However, given the current geopolitical climate and current unrest provides uncertainty as to whether the closure of the Barracks will go ahead as scheduled, it may be the MoD want to retain the land for defence purposes. In addition to this, Local MPs have also been lobbying to prevent the barracks closing down due to the current political situation and have stated that there should be an increase in defence spending due to current threats². It is therefore unclear whether the site will come forward as anticipated due to the level of uncertainty present.
- 2.19 There is still a clear lack of information published from the MoD to outline when delivery could start on the site. As is it uncertain when delivery will commence on site, 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 (1,890 dwellings are anticipated within the Plan period) on average from validation

¹ Ministry of Defence (MoD), (2025), *Prince William of Gloucester Barracks, Grantham*, Available at: <https://princewilliamofgloucesterbarracks.co.uk/>

² Conservatives, (11th July 2025), *Column: Back my campaign to save Grantham's Prince William of Gloucester Barracks*, Available at: <https://www.garethdavies.co.uk/news/column-back-my-campaign-save-granthams-prince-william-gloucester-barracks>

of the first application to completion of the first dwelling is 6.7 years, and sites of this size deliver on average, 150 dwellings per annum. Taking the brownfield nature and current operational facilities still on site the estimated date to start on site and the estimated build out rate could therefore be even longer.

- 2.20 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. With this in mind, the housing trajectory should be updated to amend the start date of the Barracks and reduce the number of dwellings that could be delivered within the plan period.

Policy SKPR-278: Spitalgate Heath – Garden Village

- 2.21 The Spitalgate Health Garden Village is set to provide 3,700 dwellings and 11 Ha of employment land, with 1,512 of these dwellings anticipated to come forward within the plan period.
- 2.22 An outline planning application has been submitted on the proposed Spitalgate Health Garden Village since September 2014 (Ref: S14/2169). Originally this application sought 3,700 dwellings to be delivered across the site in accordance with the proposed Policy SKPR-278. However, on 30th June 2025 the description of development was amended in relation to the site and it now seeks up to 3,400 dwellings, which is 300 dwellings lower than what was originally proposed. As a result of the change in the description of development, this has triggered 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). Although this provides evidence that work is being undertaken and progressing on site, the reduction in the number of dwellings which are anticipated to be delivered and updates which are required to the supporting information also raises questions about when delivery will start on site.
- 2.23 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”*
- 2.24 The Grantham Southern Relief Road (GSRR) was originally anticipated to be completed in 2024/25 however a recent update from Lincolnshire County Council confirms at least a three-year delay to the completion of the GSRR due to a bridge design flaw as a result of engineers failing to take into account wind loading effects³. The update confirmed that once the ‘bridge push’ starts the road will be open approximately two years later. As well as the further delays this has also resulted in an additional cost of between £10-20 million.

³ Lincolnshire County Council, (15th August 2025), *Progress update for Grantham Southern Relief*, Available at: <https://www.lincolnshire.gov.uk/news/article/2444/progress-update-for-grantham-southern-relief>

- 2.25 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.
- 2.26 By once again considering the Lichfields Start to Finish Report, for a site of this scale (1,512 within the plan period) 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 not realistic until at least 2034/35, this could even be pushed back further should further delays occur with the delivery of the GSRR. As considered above average build out rates for sites of 2,000+ dwellings is 150 dwellings per annum. Therefore, similar to the above by 2043 only 1,500 dwellings would be delivered on the site. Although this is only marginally lower than the anticipated 1,512 dwellings which Policy SKPR-278 outlines this is the best-case scenario which does not factor in any further delays surrounding the GSRR. This also does not take into account 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.
- 2.27 Although we do consider the GSRR will eventually come forward and the site will deliver housing, we do not believe the current proposed trajectory of 1,512 homes is realistic or reflects the recent amendment made to the description of development. Therefore, we consider this 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, Grantham and Policy SKPR-334: Land south of Gorse Lane

- 2.28 The Land north of Gorse Lane (SKPR-323) and Land south of Gorse Lane (SKPR-334) are two new proposed site allocations which have been brought forward as part of this Consultation. Combined, both of these sites would deliver 1,404 dwellings and 2 Ha of land for permanent Gypsy & Travellers and Travelling Showpeople pitch/plot provision. 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.
- 2.29 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 been stated in relation to the SKPR-323 proposed allocation this has not been included in relation to the SKPR-334 allocation. We consider as these sites are to be brought forward via a comprehensive masterplan then these requirements should be applied to both proposed allocations.
- 2.30 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 the sites. 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 access for amount of dwellings 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 this would then connect onwards to the further SKPR-323 site.

Housing Trajectory

- 2.31 Based on the above commentary on the proposed housing allocations we therefore consider further revision of the housing trajectory is required. Currently the only housing trajectory published by the Council is outlined at Figure 1 of the Consultation Document. This is a high-level indicative housing trajectory for the plan period and sets out that the majority of housing allocations are proposed to come forward in 2030/31. It is stated that that in 2030/31, 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.
- 2.32 This indicative 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. 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, which should be consulted upon and additional allocations identified to ensure that gaps in delivery do not arise.

Conclusions

- 2.33 Overall, we consider that the Council's emerging approach is not sound. We welcome that the Council have acknowledged the need to plan for a higher housing requirement due to the new standard method. However, we consider that a realistic start date to the Plan needs to be considered, along with retaining a 20% buffer to increase resilience, and producing a detailed breakdown of the housing trajectory and an assessment of the timescales for each allocation to come forward.
- 2.34 Furthermore, we do not consider that the Council's emerging approach is sound as further allocations are required in suitable Large Village locations such as Barrowby. Barrowby is a sustainable location and is suitable for further growth within the District. We consider that a balanced approach should be undertaken by the Council so that housing growth is spread across the identified settlement hierarchy. This will assist in the deliverability of the Plan through the provision of choice and competition in the market, will assist in supporting local services, and will support rural communities with new market and affordable housing.

3. SUSTAINABILITY APPRAISAL

3.1 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

3.2 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.

3.3 This Addendum focuses 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 which accompanied the previous Regulation 18 Draft Local Plan consultation in April 2024. The Addendum does not assess any new sites that are available for development.

3.4 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.

3.5 As Land East of Rectory Lane, Barrowby is not assessed within the SA, the following assessment is made:

Constraint	Boyer RAG Assessment
Air Quality	
Air Quality Management Area (AQMA)	More than 1,000m and up to 3,000m distance from an AQMA.
Biodiversity and Geodiversity	
Internationally Protected Sites	The nearest internationally protected site is more than 15km away
Site of Special Scientific Interest (SSSI)	More than 4,000m and up to 5,000m distance from an SSSI. Nearest SSSI Allington Meadows
Local Geological Site	Nearest Geological Site - Little Ponton Quarry over 100m from site.
Regionally Important Geological Site	Nearest Regionally Important Geological Sites - Harlaxton No 4 (Hungerton) Quarry over 100m from site.
Local Wildlife Site	More than 1,000m and up to 1,750m distance from a local wildlife site - Harlaxton Clays Wood

Local Nature Reserve	The nearest LNR is more than 15km away.
Ancient Woodland	More than 1,500m and up to 3,000m distance from an area of ancient woodland - Harlaxton Clays Wood
Priority Habitat	More than 250m and up to 500m distance from an area of priority habitat.
Historic Environment	
Grade I Listed Building	More than 1,000m and up to 2,000m distance from a Grade I listed building - Church Of All Saints
Grade II* Listed Building	More than 2,000m distance from a Grade II* listed building - Gateway And Screen Wall 1200 Metres North West Of Harlaxton Manor.
Grade II Listed Building	More than 200m and up to 400m distance from a Grade II listed building - Barrowby Lodge And Adjoining Stable
Scheduled Monument	More than 2,250m distance from a scheduled monument - Harlaxton village cross
Conservation Area	Up to 400m distance from a conservation area.
Registered Park and Garden	More than 500m and up to 2,000m distance from a registered historic park and garden. - Harlaxton Manor
Landscape	
Tree Preservation Order (TPO)	More than 50m to nearest TPO. No TPO's within Site Boundary.
Flood Risk	
Flood Zone 2	More than 500m and up to 1,000m distance from an area of land within Flood Zone 2.
Flood Zone 2	More than 500m and up to 1,000m distance from an area of land within Flood Zone 3
Land, Soil, and Water Resources	
Agricultural Land Classification – Grade I	No overlap with Grade I Agricultural Land
Agricultural Land Classification – Grade II	No overlap with Grade II Agricultural Land
Agricultural Land Classification – Grade III	Site wholly in Grade III Agricultural Land
Mineral Safeguarding Area	No overlap with a Mineral Safeguarding area

Mineral Consultation Area	No overlap with a Mineral Consultation area
River	More than 800m and up to 1,500m distance from a river
Source Protection Zone	No overlap with source protection zone.
Community Wellbeing	
Employment Site	Up to 3,000m distance from an employment site
Primary Service – Shop	Less than 500m distance from a shop.
Primary Service – Primary School	Light Green = more than 500m and up to 1,000m distance from a primary school.
Primary Service – Secondary School/College	more than 2,000m and up to 4,000m distance from a secondary school.
Primary Service – Surgery	more than 1,500m and up to 3,000m distance from a surgery.
Town Centre	More than 1,500m and up to 3,000m distance from a town centre boundary.
Open Space	More than 200m and up to 400m distance from an area of open space.
Transportation	
Bus Route	More than 100m and up to 250m distance from the nearest bus route
Bus Stop	Up to 200m distance from the nearest bus stop.
Train Station	More than 1,000m and up to 3,000m distance from a train station
Public Right of Way	Up to 100m distance from the nearest PRoW.

Table 3.1 Boyer’s Assessment of Land East of Rectory Lane, Barrowby

- 3.6 The above assessment confirms that the site East of Rectory Lane, Barrowby is a sustainable location for development within a Large Village. The Council’s assessment should be expanded to cover other options for growth in Large Villages, in order to effectively meet the housing needs of the District.
- 3.7 Furthermore, to ensure a robust approach, the assessment should be informed by more recent data, rather than data which was last updated 18 years previously, as this may create gaps in accurate data and show sites which are suitable as being not suitable for development.

Points of the Compass

- 1.1 To support the Sustainability Appraisal, a Points of the Compass Assessment has been prepared (SA Technical Annex), which assesses the four Market Towns and Larger Villages across the district.
- 1.2 The assessment appraises the 20 settlements against the following criteria:
 - a. Built environment designations; scheduled monuments, conservation areas, registered parks and gardens, and listed buildings.
 - a. Biodiversity designations; SSSIs, Priority Habitats, and RIGS.
 - b. Soil and water designations; SPZs, ALC, and Flood Zones
- 1.3 The exercise confirms that the large villages of Barrowby, and Harlaxton, are located almost entirely within Gra3, located in the northwest and southwest of the area respectively.
- 1.4 The Barrowby Broad Area has been divided into 4 segments: Barr1, Barr2, Barr3 and Barr 4. The site being brought forward by Land First is located within Barr2 (as part of the wider Gra3 broad area).

Barr2

- 3.8 Within Barr2, it is identified that there is a cluster of listed buildings just beyond the southwestern boundary of Barr2, in the built-up part of Barrowby, which are within the Barrowby Conservation Area. Of which, the Conservation Area extends into the south eastern corner of Barr2.
- 3.9 Barr2 is located on the boundary between the Trent and Belvoir Vale and the Denton Harlaxton Bowl Landscape Character Areas (based on the most recent LCA undertaken in 2007). These character areas noted to have medium and high sensitivity to residential developments. however, in respect of Barr2, this landscape conclusion is based on the wider Landscape Character Area, irrespective of the urbanising influences of nearby Grantham and the A52.
- 3.10 In respect of the Harlaxton Bowl Landscape Character Area and the Trent and Belvoir Vale Character Area, it is noted within the Landscape Character Assessment (2007) that the character of the area surrounding Barrowby gives way to the flatter topography of the Vale of Belvoir. Furthermore, it is noted that parts of the village edge have a more abrupt boundary with the adjacent countryside and that any future built development should provide a more varied settlement edge and a softer transition to the countryside. It is considered that in landscape terms, focusing new development away from the southern edge of the village (where the land falls away into the Vale of Belvoir) should be preferable to maintain the intrinsic character of the Denton Harlaxton Bowl Landscape Character Area.
- 3.11 The Points of Compass exercise confirms that the south eastern corner of Barr2 is also at higher risk of surface water flooding. The land east of Rectory Lane, Barrowby, faces fewer constraints in respect of flooding when assessing the site at a finer grain.

- 3.12 The Point of the Compass exercise coupled with the existing evidence base in respect of Landscape Character supports the development of the central area of Barr2.

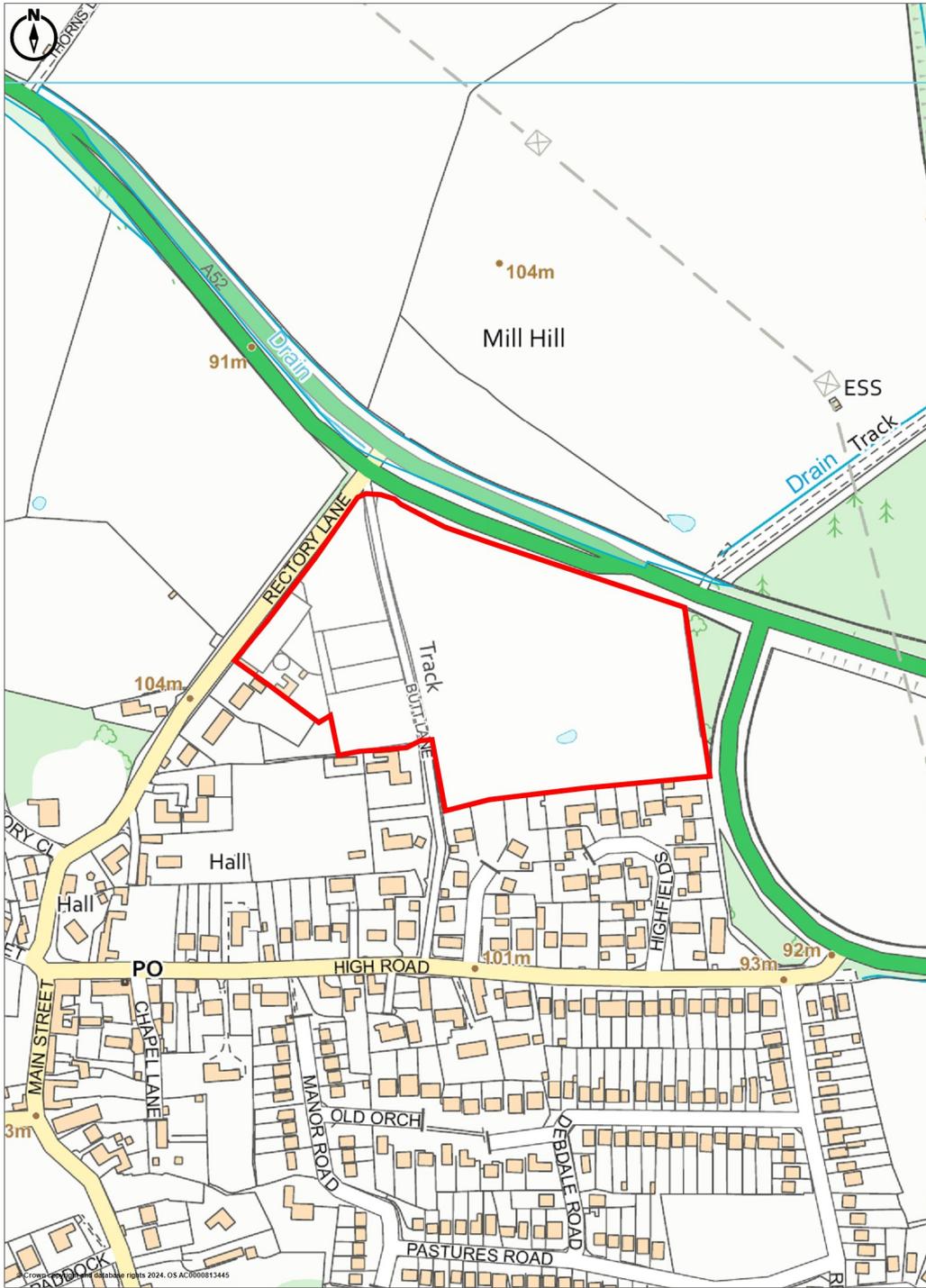
4. LAND EAST OF RECTORY LANE, BARROWBY

- 4.1 The site measures approximately 5.12 hectares and currently comprises of agricultural pasture and paddock land and includes a residential dwelling and small number of existing stables/outbuildings in the southwest corner. The site has a relatively flat topography.
- 4.2 The site is bound by the A52 to the north, the A1 northbound slip roads to the east, existing residential development to the south and Rectory Lane to the west. The site has the ability to accommodate up to approximately 100 new dwellings (appendix 3).
- 4.3 Barrowby is a village located 2 miles west of Grantham, Lincolnshire. It lies south of the A52 trunk road and on the west side of the A1. The village has an attractive conservation area at its core, and 33 listed buildings within the parish. Barrowby has a primary school/preschool, café, post office with general store, butchers shop, memorial hall and a public house. The primary school is located within walking distance and is approximately 300 metres from the site.
- 4.4 The South Kesteven Settlement Hierarchy Review (2024) confirms that Barrowby is defined as a 'Larger Village' within the settlement hierarchy due to the provision of its own facilities and the close links with Grantham, therefore making it a sustainable settlement capable of accommodating new housing development.
- 4.5 The site is suitably accessible by public transport, with a number of bus routes running close to the site boundary, connecting Barrowby to Grantham and other nearby settlements. Access to the site has been assessed via an Access Appraisal prepared by BWB (Appendix 2). This appraisal confirms that safe and suitable access can be achieved via a T-Junction alongside pedestrian access via footways on both sides of Rectory Lane.
- 4.6 Taking the above into consideration, this site being brought forward by Land First has the potential to deliver up to approximately 100 dwellings in a suitable and sustainable environment. Accordingly, the site is deliverable, suitable, and available to come forwards to meet the housing needs of South Kesteven.

5. CONCLUSIONS

- 5.1 Boyer has prepared these representations on behalf of Land First in response to the Regulation 18 Proposed Housing and Mixed-Use Site Allocations Consultation being undertaken by South Kesteven District Council ('SKDC').
- 5.2 These representations are made in support of the Regulation 18 further consultation document and emerging Local Plan with respect to the ongoing promotion of the land east of Rectory Lane, Barrowby ('the site'), for residential development of up to 100 dwellings with open space, landscaping, drainage, and associated infrastructure.
- 5.3 The site is a suitable option that is available and deliverable for providing the required growth in the district within the early years post adoption of the emerging Local Plan. We consider that the site is highly suitable for consideration as a proposed housing allocation.
- 5.4 The purpose of these representations has been to assist SKDC ('the Council') in formulating an approach within the emerging Local Plan that is both consistent with national planning policy and the tests of soundness.
- 5.5 In this regard, our representations relate to the tests of soundness set out at paragraph 36 of the National Planning Policy Framework ('NPPF') (December 2024); namely, whether the emerging Local Plan is: *Positively prepared; Justified; Effective; and Consistent with national policy.*
- 5.6 Land First consider at this stage, the approach set out in the Local Plan Consultation Document is not capable of being found sound. The approach currently being undertaken with regard to the housing needs, is not considered to be consistent with national policy, effective, justified, and positively prepared. Furthermore, we do not consider that the emerging approach undertaken by the Council is sound due to the requirement of further site allocations in suitable Large Village locations such as Barrowby.
- 5.7 These representations have set out our recommendations to assist the SKDC in achieving an approach that is capable of being found sound as the emerging Local Plan progresses and which ensures that the housing needs of the District are met in a sustainable manner.

APPENDIX 1. – LOCATION PLAN



Promap

● LANDMARK INFORMATION

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 Plotted Scale - 1:5000. Paper Size - A4

APPENDIX 2. – ACCESS APPRAISAL PREPARED BY BWB

PROJECT NAME	Rectory Lane, Barrowby, Lincolnshire		
DOCUMENT NUMBER	RLB-BWB-GEN-XX-RP-TR-0001	BWB REF	244877
AUTHOR	Matt Corner	STATUS	S2
CHECKED	Paul Wilson	REVISION	P1
APPROVED	Matt Corner	DATE	04.12.24

1. INTRODUCTION

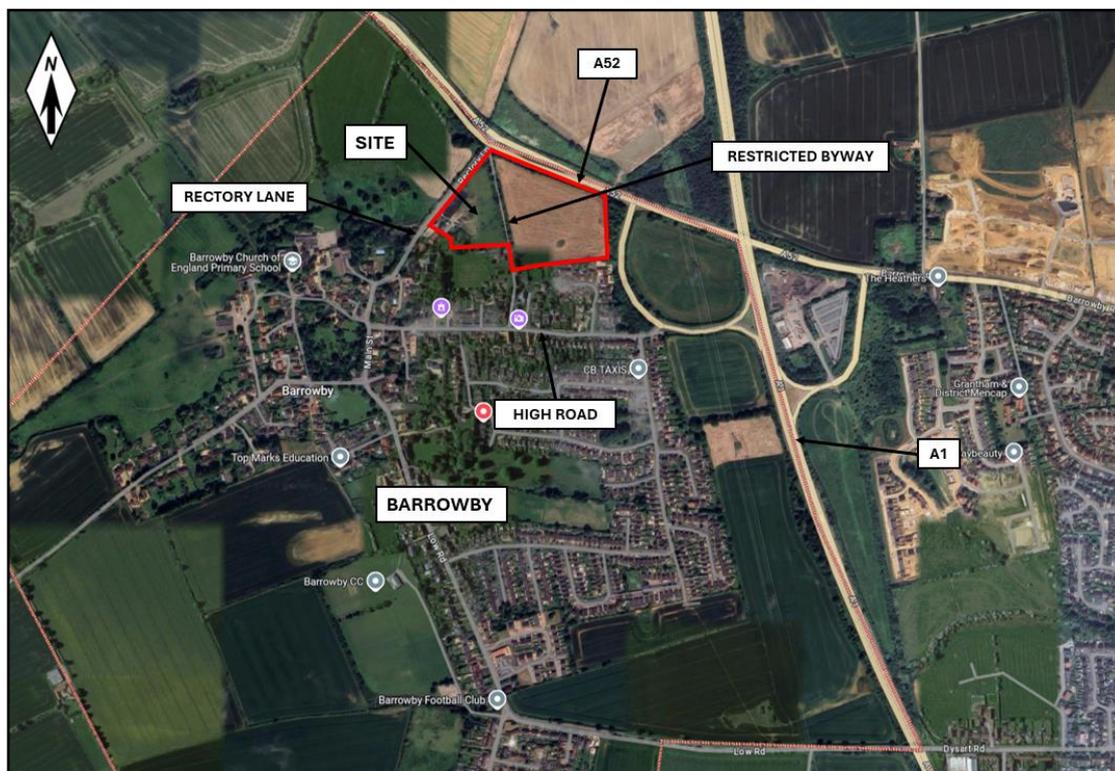
- 1.1 BWB Consulting Ltd ("BWB") has been appointed by Boyer, on behalf of various land owners, to provide highways and transportation advice in respect of a residential development of up to 100 dwellings, located on land to the east of Rectory Lane in Barrowby, Lincolnshire.
- 1.2 The purpose of this Access Appraisal is to determine whether safe and suitable access is achievable, to assist with promoting the site to potential developers. It has been produced based on a desktop assessment and takes into account the highway design standards adopted by Lincolnshire County Council (LCC), as the local highway authority.

2. EXISTING CONDITIONS

Site Details

- 2.1 The site comprises a 5-hectare parcel of land located to the east of Rectory Lane in the northern part of Barrowby. It is largely vacant but includes a residential dwelling and small number of existing stables/outbuildings in the southwest corner, which are served by a private drive from Rectory Lane. There is also a Public Right of Way, referred to as 'Butt Lane', that bisects the site from north to south.
- 2.2 The site is bound by the A52 to the north, the A1 northbound slip roads to the east, existing residential development to the south and Rectory Lane to the west. **Figure 1** shows the site location.

Figure 1. Site Location

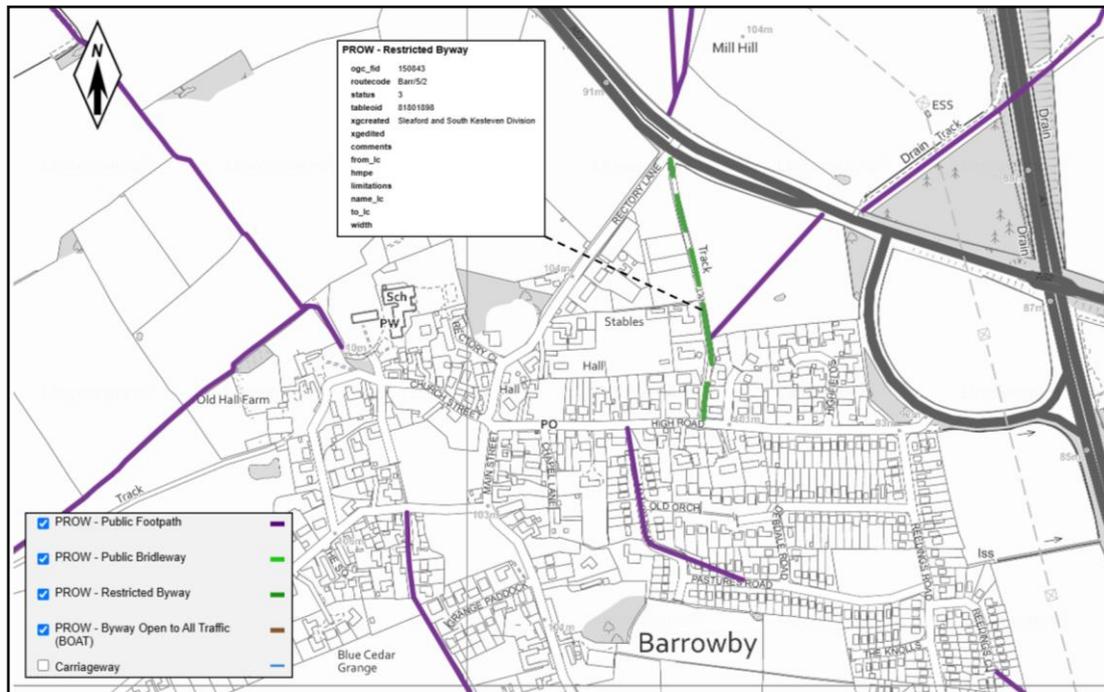


Highway Network

- 2.3 There is an existing private drive into the site from Rectory Lane, which extends between two properties. This comprises a dropped kerb vehicle crossover.
- 2.4 Rectory Lane is a single carriageway road that extends in a north to south direction past the western side of the site and is the main access point into Barrowby from the A52. Across the site frontage, Rectory Lane is subject to national speed limit restrictions, although the speed limit reduces to 30mph opposite the southwest corner of the site as the road extends into the existing built-up area of Barrowby. Rectory Lane has a carriageway width of approximately 7.5 metres and provides a narrow footway along its eastern edge and a verge along its western edge. There is currently no street lighting across the site frontage.
- 2.5 Highway land boundary information has been obtained from LCC confirming that the full width of Rectory Lane, including the carriageway, verge and footway are within the adopted public highway. A copy of the plan is included at **Appendix 1**.
- 2.6 Butt Lane bisects the site from north to south and extends between the A52 to the north and High Road within the centre of Barrowby to the south. From conversations with the land searches team at LCC, Butt Lane is not maintained by LCC (and confirmed by the highway boundary plan at **Appendix 1**). However, the Public Rights of Way (PRoW) portal shows that Butt Lane is a restricted byway and therefore only accessible to

pedestrians unless vehicles have a right of access. An extract of the PROw portal is shown at **Figure 2**.

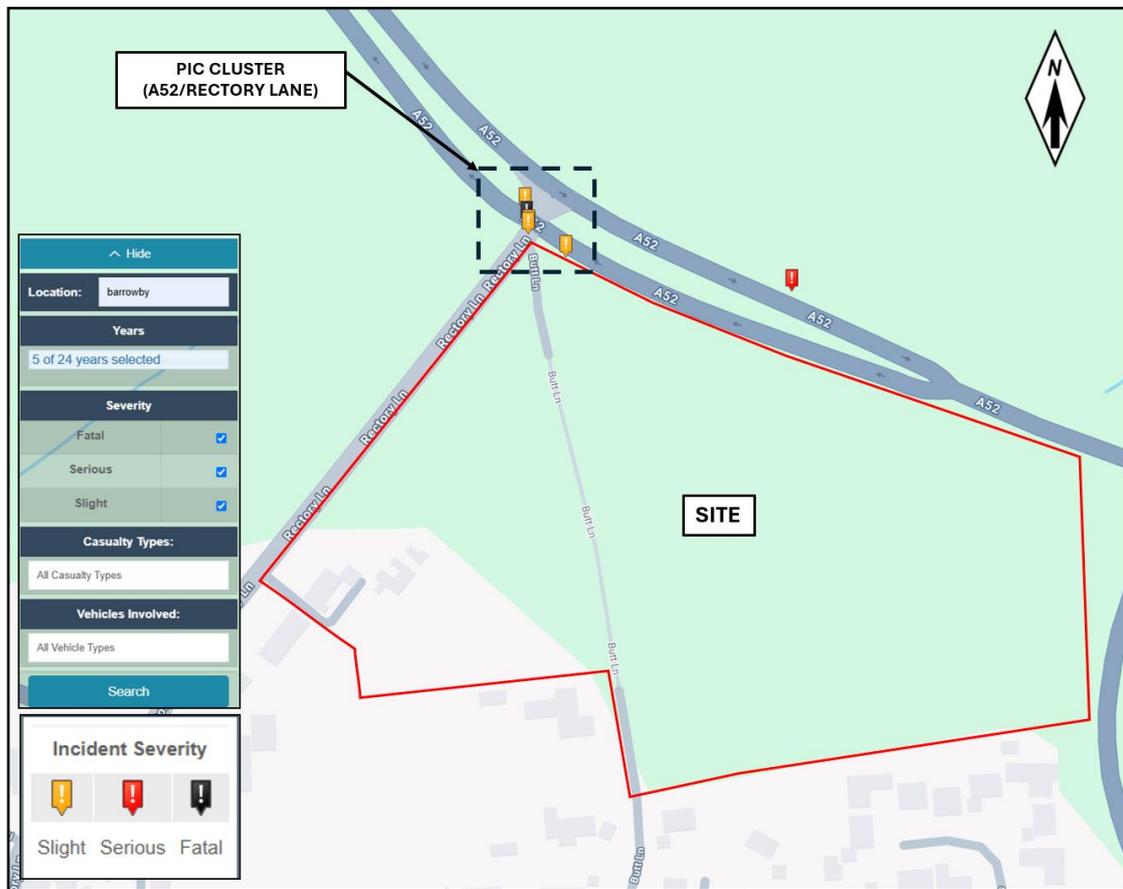
Figure 2. Public Rights of Way



Highway Safety

2.7 The Crashmap database has been reviewed to understand whether there have been any Personal Injury Collision records on Rectory Lane in the vicinity of the site during the latest 5-year period available (2018 to 2022 inclusive). **Figure 3** shows an extract from the Crashmap database.

Figure 3. Personal Injury Collision Records



2.8 The records show that no PICs have occurred on Rectory Lane. There has been a cluster of five PICs occur at the A52/Rectory Lane junction to the north, including one fatal PIC. Whilst further details are required to understand the cause of these PICs at the appropriate point, there appear to be no issues on Rectory Lane that could affect the delivery of a new access.

Sustainable Travel Opportunities

2.9 Rectory Lane currently provides a narrow footway along the eastern side of the road (directly abutting the site) that extends north up to the A52. The infrastructure then continues east along the southern edge of the A52 as a shared footway/cycleway into Grantham. The Rectory Lane footway also extends south into Barrowby connecting with High Road which contains the settlements key facilities and amenities.

2.10 The restricted byway that extends through the site provides an alternative route for pedestrians travelling into Barrowby and connects with High Road. From this point footways are provided along both sides of the road.

2.11 The closest bus stops are located on High Road approximately 250 metres from a central point within the site when accessed via Butt Lane, which are served by Bus Routes 6 and WM02. Bus Route 6 operates between Grantham and Bottesford, via Barrowby and

provides an hourly service in each direction between approximately 0900 and 1530 hours. Bus Route WM02 operates between Barrowby and Grantham and provides one service per day in each direction between Monday and Friday.

3. ACCESS OPPORTUNITY

Design Standards

- 3.1 LCC adopts the 'Lincolnshire Development Roads and Sustainable Drainage Design Approach' (2021) document for highway design. However, it does not provide geometric standards for new residential accesses. LCC's website confirms that the standards within Manual for Streets 1 and 2 should be used for the design of highway schemes on the local road network.
- 3.2 Prior to undertaking surveys, it is envisaged that traffic flows along Rectory Lane would support a simple T-junction access arrangement, in keeping with other existing accesses along the road. A typical residential access serving 100 dwellings comprises a carriageway width of 5.5 metres, with 2 metres wide footways at both sides and 6 metres kerb radii. It is typically accepted that a single point of access can serve between 150 to 200 dwellings, thereafter a second access point is required.

Access Design

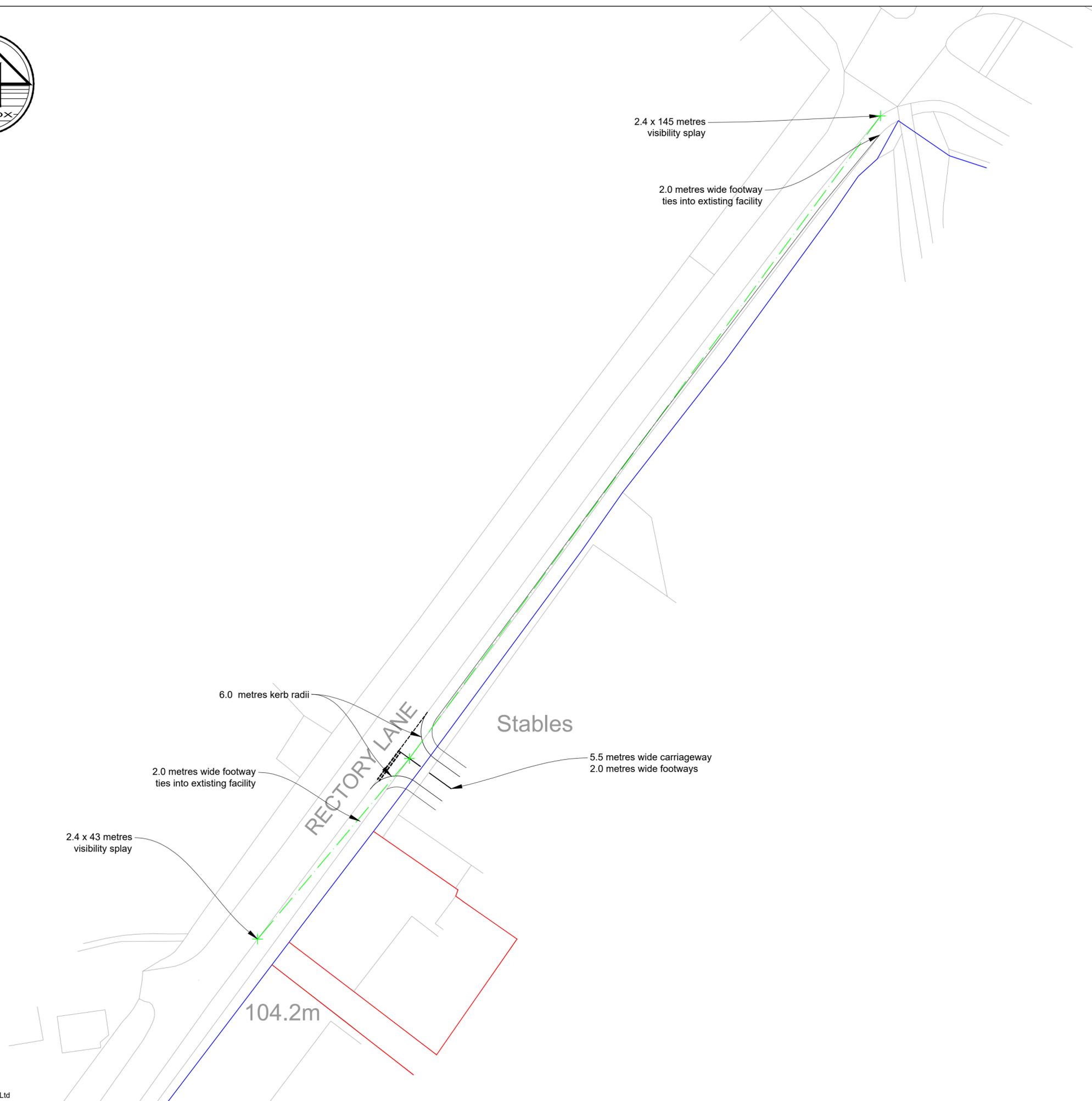
- 3.3 **Drawing Number RLB-BWB-HML-00-DR-TR-100_S2-P1** shows a potential access arrangement from Rectory Lane into the site. The access has been positioned at the southern end of the site frontage close to the existing built-up area of Barrowby, which would be the main desire line for residents travelling to local facilities, although there is scope to move the access further north for masterplanning purposes, if required at a later stage.
- 3.4 The site access comprises a 5.5 metres wide carriageway with 2 metres wide footways along both sides. The existing footway along Rectory Lane across the site frontage is shown to be widened to 2 metres, however there could be scope to provide a 3 metres footway/cycleway to the north connecting with the existing infrastructure on the A52 which would be desirable. This would provide residents with a continuous off-road link for cycling journeys towards Grantham.
- 3.5 The Butt Lane restricted byway extends through the site connecting with the A52 to the north and High Road to the south. At this stage, the conditions of this link through the site are unknown and should be confirmed through a site visit. Whilst land ownership titles need to be obtained, it is recommended that as part of any future masterplan, the conditions of this route are reviewed and upgraded where necessary, to provide better facilities for pedestrians and possibly cyclists. This could be in the form of surfacing improvements, vegetation clearance and low-level lighting.

Visibility

- 3.6 The site access is located within a section of Rectory Lane currently subject to national speed limit restrictions, which based on adopted standards requires visibility splays of 215 metres. However, the 30mph zone starts opposite the southwest corner of the site, which requires a shorter visibility splay distance of 43 metres. As part of any future design work, it is recommended that a vehicle speed survey is undertaken to understand 85th percentile speeds.
- 3.7 **Drawing Number RLB-BWB-HML-00-DR-TR-100_S2-P1** demonstrates how visibility splays of 43 metres to the south and 145 metres to the north are achievable from a 2.4 metres setback distance to the nearside kerb line. Both splays cross land that is confirmed to be within the highway boundary. The 145 metres splay to the north covers the entire length of Rectory Lane, where vehicles would be travelling at slower speeds after negotiating the A52/Rectory Lane junction and so should be sufficient. Therefore, it is considered that suitable visibility is achievable from the site access location.

4. SUMMARY

- 4.1 This Access Appraisal has sought to demonstrate whether a safe and suitable access is deliverable from Rectory Lane to serve a residential development of up to 100 dwellings. The key conclusions can be summarised as follows:
- The nature of Rectory Lane should mean that a simple T-junction is suitable based on expected traffic flows.
 - A suitable access arrangement that meets LCC's design standards from a geometric perspective is deliverable from Rectory Lane.
 - The access provides footways on both sides of the carriageway that connect with the existing infrastructure on Rectory Lane that extend north to the A52 and south into Barrowby. There is also scope to provide a shared footway/cycleway to the north to connect with the existing infrastructure along the A52 that extends into Grantham.
 - The Butt Lane restricted byway extends through the site and is a classified Public Right of Way. Whilst land ownership of this link is currently unknown and needs to be investigated further, this link provides an alternative pedestrian route into Barrowby. Therefore, as part of any future masterplan, consideration should be given to improving/upgrading the link where possible.
 - Suitable visibility splay distances are achievable at both sides of the access that cross over land that is within the adopted public highway.
- 4.2 Overall, it is considered that a safe and suitable access is deliverable from Rectory Lane to serve a residential development.



Notes

1. Do not scale this drawing. All dimensions must be checked/verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan



Legend

- Highway Boundary
- Red line Boundary

P1	03.12.24	PRELIMINARY ISSUE	FS	MC
Rev	Date	Details of issue / revision	Drw	Rev

Issues & Revisions

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Client
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- GRAHAM WADE FARMS LTD
- J E WADE & SONS

Project Title
RECTORY LANE, BARROWBY

Drawing Title
ACCESS ARRANGEMENT - SIMPLE T-JUNCTION

Drawn:	F Summerfield	Reviewed:	M Corner
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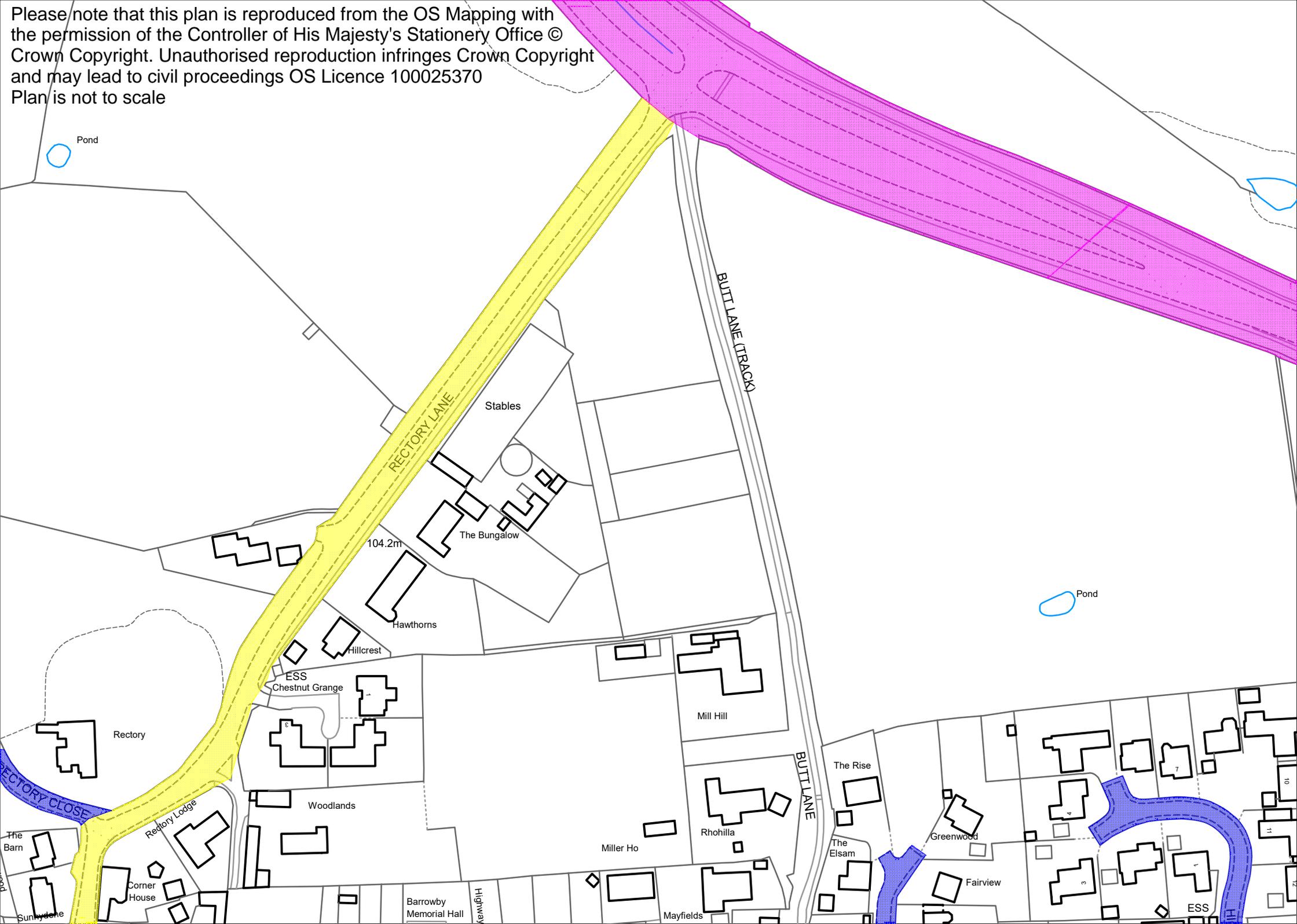
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Drawing Status
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
RLB-BWB-GEN-XX-DR-TR-100	S2	P1

APPENDIX 1: Highway Boundary Information

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Plan is not to scale



APPENDIX 3. – VISION DOCUMENT AND MASTERPLAN



Vision Document

Land East of
Rectory Lane,
Barrowby,
Grantham

2025

LANDFIRST

YOUR TRUSTED LAND PARTNER

LANDFIRST

YOUR TRUSTED LAND PARTNER

Masterplanning, Desk Top Publishing and
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FRAMEWORK MASTERPLAN	10
CONCLUSION	12



INTRODUCTION

Mosaic has prepared this Vision Document on behalf of Land First to support the development of Land East of Rectory Lane, Barrowby, Grantham (the site), for around 100 much-needed new homes and public open space as part of the sustainable growth of Barrowby.

The document establishes that this is a highly sustainable site, capable of accommodating housing growth in a logical and contained manner. Further, it demonstrates that the site is deliverable, due to minimal constraints.

Our vision for the site aligns with the vision and objectives of the South Kesteven District Council Regulation 18 Draft Local Plan 2021–2041 and the Community Consultation Draft of the Barrowby Neighbourhood Plan, as well as the principles set out in Building for a Healthy Life and the Town and Country Planning Association's 20-Minute Neighbourhoods. The site presents an excellent opportunity to contribute to the future sustainable growth of Barrowby while delivering substantial benefits to the local community.

LANDFIRST

YOUR TRUSTED LAND PARTNER

Land First Investments are a family owned and operated Strategic Land Company, with a 25 Year Track Record of delivering homes to places that need it. We work alongside community stakeholders to provide new communities to that will leave a long-lasting positive impact on the towns and villages within which we work in. Our desire is to create high quality and individual new places for people to live, work and play. Within each of our developments, the design has always integrated the wider landscape and nature of the site.

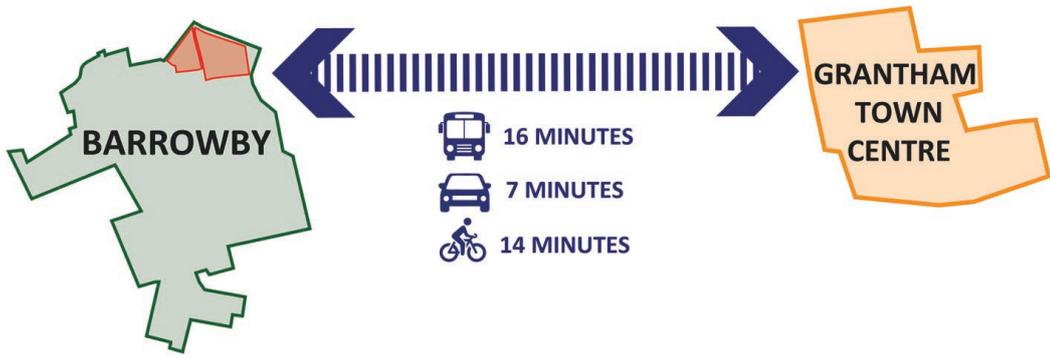
The Site in Context

The site is located on the northern edge of Barrowby, immediately south of the A52 and around 1.5 miles west of Grantham town centre.

Barrowby lies approximately 20 miles south of Newark, 23 miles east of Nottingham, and 40 miles north of Peterborough. The village benefits from strong connections to the wider region via the A52 and the A1, providing direct links to Grantham, Nottingham, and beyond.

The site is well related to the existing built-up area of Barrowby, with established residential neighbourhoods to the south. Grantham town centre, offering a comprehensive range of shops, services, schools, and employment opportunities, can be reached within a short cycle, bus ride, or car journey.

-  Site boundary
-  Playground
-  Public house
-  Supermarket
-  Restaurant
-  Sports
-  School
-  Place of worship
-  Community centre
-  Scout group
-  Public right of way: footpath
-  Bus route
-  Bus stop



Community infrastructure and movement plan. Not to scale.

A SUSTAINABLE LOCATION

The site is inherently sustainable and aligns with the Town and Country Planning Association's principles for the creation of 20-minute neighbourhoods, as a wide range of existing facilities are already within a short walk, cycle, or bus ride from the site.

Social infrastructure

In the South Kesteven Regulation 18 Draft Local Plan (2021–2041) settlement hierarchy (Policy SP1), Barrowby is classed as a Larger Village. Larger Villages are described as:

“Settlements which provide a range of local services and facilities and have capacity to accommodate a modest level of development, generally to meet local needs and support the sustainability of the settlement.”

Barrowby is a well-connected rural settlement with a strong range of local facilities to meet daily needs. Within the village, residents benefit from amenities including:

- **Education:** Barrowby Church of England Primary School is located within the village, within walking distance of the site.
- **Recreation:** Playing fields, a children's playground, and access to nearby public rights of way offering extended walking and cycling opportunities.
- **Community services:** All Saints' Church, a village hall, a food store, and a public house.

The nearby market town of Grantham, identified as a Sub-Regional Centre in the settlement hierarchy and located less than 1.5 miles to the east, offers an extensive range of shops, supermarkets, restaurants, healthcare services, secondary schools, sports facilities, employment opportunities, and mainline rail connections.

Connectivity audit: Public transport

The nearest bus stops are located within Barrowby village, a short walk from the site, and provide regular services to Grantham and surrounding settlements. Grantham bus station offers onward connections across the district and to Nottingham, Lincoln, and Peterborough.

Mainline rail services can be accessed at Grantham station, approximately 1.5 miles to the east, with direct connections to London King's Cross (just over 1 hour), Nottingham, Peterborough, and Leeds, as well as wider connections across the Midlands.

Connectivity audit: Pedestrian and cycle network

The site benefits from direct and potential future connections to the village's existing footway network, providing safe pedestrian access to local facilities, including Barrowby Primary School, the village hall, and local shops.

A bridleway bisects the site, and a public right of way (footpath) runs north–south through the centre of the eastern parcel, linking into the wider network of village footways and paths. This offers excellent opportunities for walking, running, and cycling both within the village and into the surrounding countryside.

Local roads in Barrowby are generally lightly trafficked, supporting safe cycling conditions within the village. Barrowby is within a short cycling distance of Grantham, with local roads and footways offering potential for safe and sustainable journeys into the town for commuting, education, and leisure.

Connectivity audit: Road network

The site benefits from immediate proximity to the A52, providing a strategic link between Grantham and Nottingham. The A1 is located just east of the village, offering convenient north–south access to Newark, Stamford, and Peterborough, and wider connections along the A1(M) corridor.

Summary

The facilities and connectivity audit on the previous page demonstrates that Land East of Rectory Lane is a sustainable location for new homes. Residents will be able to meet most daily needs within the village, while benefiting from easy access to the wider range of services, jobs, and facilities available in nearby Grantham and the wider region. The site therefore fully meets the 20-Minute Neighbourhood and Building for a Healthy Life principles, supporting healthy, inclusive, and well-connected communities.



Grantham town centre



Bus stop along High Road, Barrowby



Barrowby village green



Barrowby Church of England Primary School



Barrowby Co-op food store

Building for a Healthy Life



Building for a Healthy Life principles advise places should 'offer social, leisure and recreational opportunities a short walk or cycle from their homes' and that developments should 'provide community facilities, such as shops, schools, workplaces, health facilities, co-working spaces, parks, play spaces, cafés and other meeting places that respond to local community needs'.

20-minute neighbourhoods



20-minute neighbourhoods are complete, compact and connected places where people can meet their everyday needs within a short walk, cycle or bus ride. The idea of the 20-minute neighbourhood presents multiple benefits including boosting local economies, improving people's health and wellbeing, increasing social connections in communities and tackling climate change.

THE SITE

The site extends to approximately 5.12 hectares and comprises a series of paddocks and grassland parcels, enclosed by hedgerows, scattered trees, neighbouring residential areas, and the A52 (Grantham Road). Located on the northern edge of Barrowby, the site sits within a relatively contained and developed setting, influenced by neighbouring homes, the A52, and the A52/A1 junction. A number of small structures and outbuildings are present, reflecting the site's historic and current use for equestrian and smallholding purposes. The land falls gently from south to north-east, creating subtle variations in views and opportunities for the sensitive integration of new development. A bridleway bisects the site, while a public right of way runs north-south through the eastern parcel, connecting into the wider network of village footways and countryside paths.

The site is bounded:

- **North** – by the A52, which forms a built edge to the site and provides direct access towards Grantham and Nottingham.
- **East** – by the A52/A1 junction.
- **South** – by the rear boundaries of homes.
- **West** – by a combination of hedgerows, trees, and open countryside, marking the transition from the village edge to surrounding farmland.

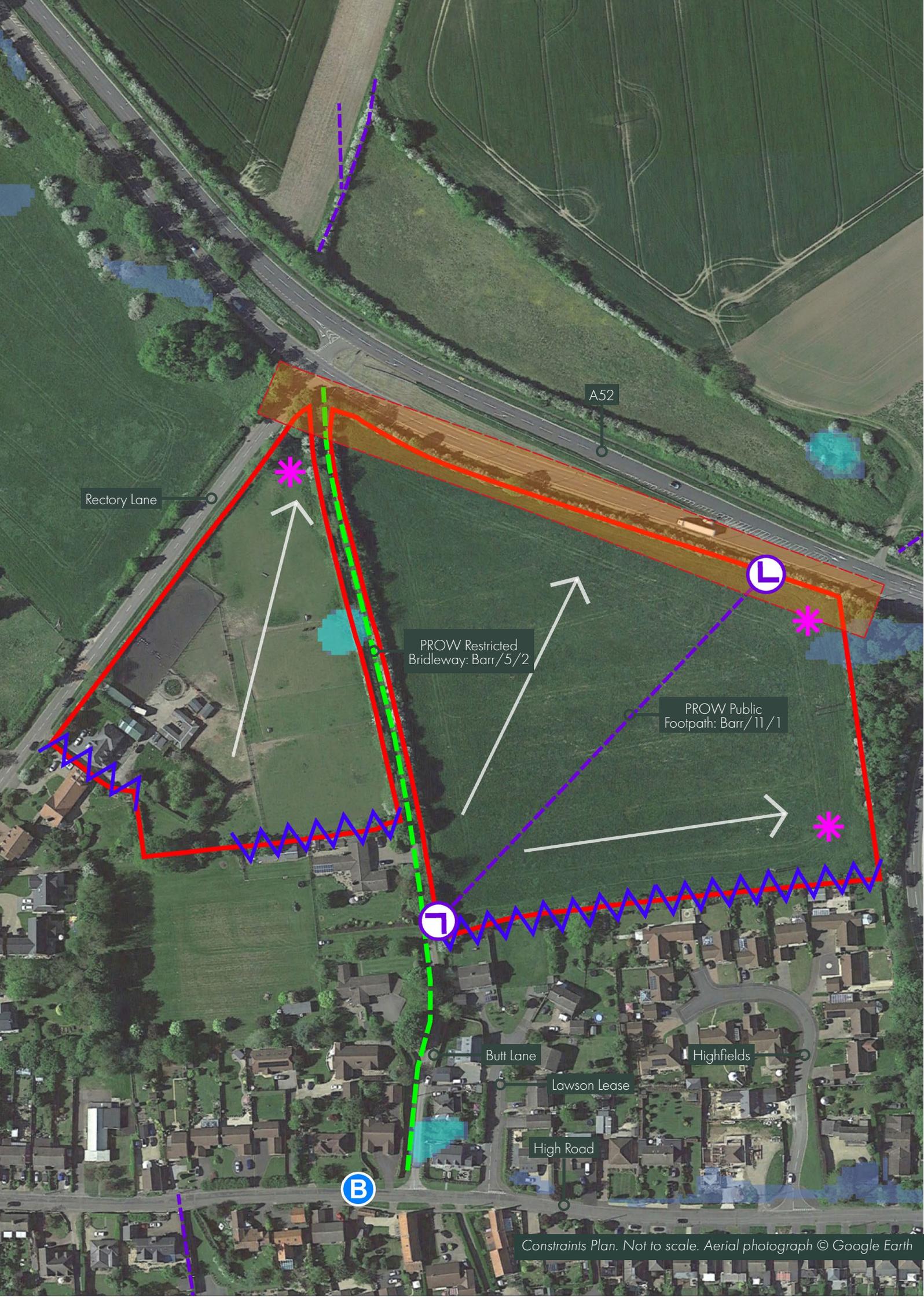
SITE CONSIDERATIONS

Technical assessments have determined that there are relatively few constraints to development.

As is typical for a project of this scale, the site presents various constraints and opportunities that have been carefully considered in the design proposal. The approach aims to address these factors thoughtfully and comprehensively, with the goal of creating a unique and distinctive development for Barrowby.

The plan on the right summarises these findings.

	Site boundary
	Lowest areas of topography
	General fall of land
	Risk of surface water flooding: high
	Risk of surface water flooding: medium
	Risk of surface water flooding: low
	Public right of way: footpath
	Public right of way: bridleway
	Noise from the A52
	Boundary of adjacent properties
	Pedestrian connection point
	Bus stop



A52

Rectory Lane

PROW Restricted
Bridleway: Barr/5/2

PROW Public
Footpath: Barr/11/1

Butt Lane

Lawson Lease

High Road

Highfields

B

L

L

L

FRAMEWORK MASTERPLAN

The vision for Land East of Rectory Lane, Barrowby, is to create a sustainable, landscape-led extension to the village that delivers a distinctive new neighbourhood while reinforcing Barrowby's identity and character.

A well-connected and distinctive place

The masterplan creates a walkable neighbourhood where many daily needs can be met locally, supported by safe and attractive links to the village, surrounding countryside, and convenient access to Grantham for higher-order services. It delivers new green spaces, stronger ecological networks, and high-quality design that respects heritage, protects important views, and reinforces Barrowby's distinct identity. In doing so, the proposals align with the Community Consultation Draft of the Barrowby Neighbourhood Plan, which seeks to provide a balanced mix of homes, safeguard community facilities, enhance biodiversity and green infrastructure, promote sustainable transport, and encourage low-carbon and renewable energy solutions.

Key elements of the masterplan:

- **A balanced mix of around 100 homes:** A range of dwelling types and tenures to meet local needs (family homes, downsizing options and affordable homes), consistent with Policy 3.
- **Generous green infrastructure:** A connected network of green spaces and corridors, strengthening the village edge and linking to existing PRowWs, in line with Policy 7.

- **Biodiversity net gain:** Retention and enhancement of hedgerows/trees, creation of species-rich grassland and new habitats, and integration of SuDS to support ecological networks (supports Policies 1 & 7).
- **Sensitive character and layout:** Streets and homes fronting green routes and spaces, using locally appropriate forms and materials, following the Barrowby Design Codes & Guidance (Policy 2).
- **Integrated movement network:** Enhancements to the existing bridleway and public right of way through the site and new links to village facilities, supporting walking and cycling (Policies 1 & 7).
- **Play and recreation:** Age-appropriate play and informal recreation woven into green corridors, consistent with Policy 7.
- **Sustainable drainage:** Swales and attenuation basins that manage surface water and add to landscape character (supports Policies 1 & 7).
- **Low-carbon/renewables:** Building-level energy efficiency with potential for on-site renewables where appropriate (supports Policies 1 & 8).

Key

- 01 Primary vehicular/cycle/pedestrian access point and crossing point
- 02 Retained pedestrian connection point
- 03 Sustainable Drainage System (SuDS)
- 04 Retained tree planting
- 05 Acoustic bund/noise buffer, if required
- 06 Planted green corridor

- 07 Proposed Feature trees
- 08 Entrance green
- 09 Community orchard
- 10 Recreational footpaths
- ★ Childrens play space
- Public right of way aligned footpath
- Public right of way aligned restricted bridleway



Tree belts at the boundaries are retained within a buffer zone and new bird boxes installed on existing trees to enhance biodiversity



Connect to existing footpaths and promote sustainable modes of transport

Rectory Lane

A52



Create a naturalistic parkland based around nature to help mitigate climate change and promote health and wellbeing for all. Meadow planting and species rich grassland create a significant biodiversity net gain.



Potential to explore off-site community benefits



CONCLUSION

This document has demonstrated that Land East of Rectory Lane, Barrowby, is deliverable, technically unconstrained, and a sustainable location for new development.

The proposals respond sensitively to the site's edge-of-village location, respecting Barrowby's historic character and distinct identity while delivering tangible benefits for the whole community. The masterplan is landscape-led, protecting important views, strengthening green infrastructure, and creating a distinctive new neighbourhood that is well connected to existing facilities and the wider countryside.

This vision for the site will:

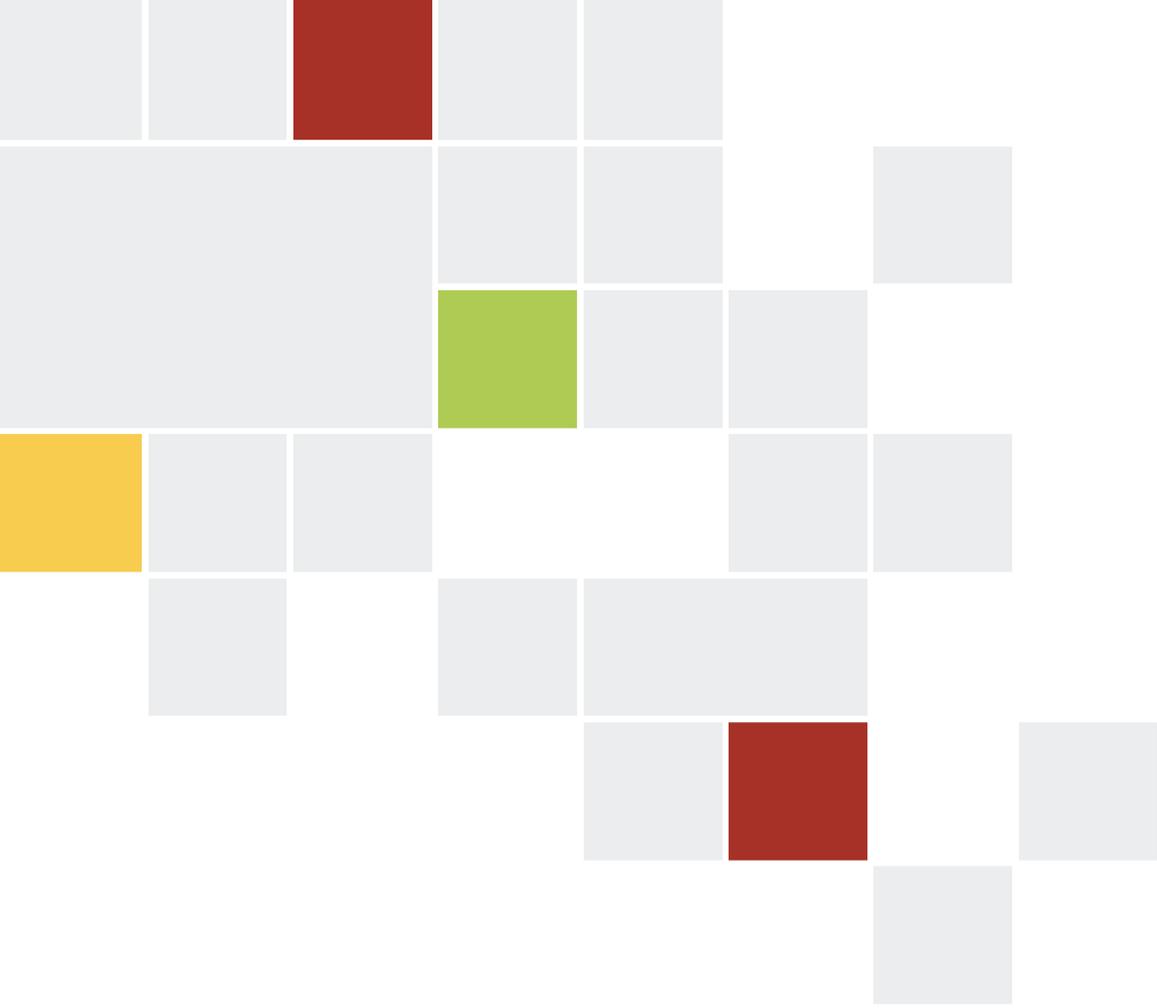
- Deliver a balanced mix of around 100 high-quality homes, including affordable housing, smaller/medium homes, and opportunities for older persons' accommodation, meeting local needs.
- Provide significant areas of publicly accessible green space, with new recreational opportunities, ecological enhancements, and biodiversity net gain.
- Create safe, attractive pedestrian and cycle connections, improving access to local facilities in Barrowby and sustainable travel into Grantham.
- Incorporate sustainable drainage and low-carbon design measures to support resilience and long-term environmental quality.

The development will bring lasting economic, social, and environmental benefits – from supporting local services and providing construction-related employment, to delivering new green spaces and active travel links that promote health and wellbeing.

In doing so, it will deliver the objectives of the Community Consultation Draft of the Barrowby Neighbourhood Plan, contribute positively to the settlement's long-term vitality, and set a high standard for sustainable growth in South Kesteven.

Within this context, we believe Land East of Rectory Lane represents a logical and desirable location for future growth, and we welcome the opportunity to work positively with the Council and local stakeholders to bring this site forward.





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