

Bourne Parish Neighbourhood Plan

Exhibition of Possible Housing Sites



Welcome to this exhibition

Bourne Town Council is responsible for preparing the Bourne Parish Neighbourhood Plan (the Plan). While the Town Council has overall responsibility, it has delegated the task to a Steering Group of members of the Town Council and local community. However, we want to involve the wider community by asking for your views at key times in the process.

Preparation of a neighbourhood plan provides the local community with an important opportunity to help shape the future of its Parish. A neighbourhood plan can include policies to support the protection of key elements of our environment such as important open spaces and buildings; it can define where buildings can go; and it can influence what new buildings should look like and be used to support the kind of development that the local community wants to see.

What is the purpose of this exhibition?

We are asking for your views on:

A number of sites which have been put forward by promoters for inclusion in the Bourne Parish Neighbourhood Plan (the Plan); and

The preferred direction for further growth, should this prove necessary as part of a review of the South Kesteven Local Plan.

Specific questions that we would like your views on are included in an online survey available on the Bourne Parish Neighbourhood Plan website. If you are unable to access the online survey you can complete and return a printed questionnaire which is available at this exhibition on request.

What is/are the vision and objectives of the Plan?

In 2020 the Steering Group published a draft vision and objectives to clarify what we would like the Plan to contribute towards. Some changes were made as a result of comments that were received, although most respondents were supportive of the vision and objectives.

The Plan vision

By 2036 Bourne will be a more attractive, sustainable, vibrant and prosperous market town and parish with a safe, healthy environment that is more resilient to climate change and where provision has been made to better cater for the infrastructure needs of our community, from the very young to the very old; where the positive character of our heritage, our landscape and our natural environment has been improved; where there is a thriving economy; where housing meets the needs of the local community; where shopping and services within the town centre are more varied; where the visitor experience has been enhanced; and where there are greater opportunities for sustainable travel.

The Plan objectives

1. To protect our most important green assets whilst improving and increasing the provision of open space and green infrastructure links.
2. To conserve and enhance biodiversity.
3. To support the retention and further provision of community facilities and services in Bourne to meet the needs of the population.
4. To conserve and, where possible, enhance Bourne's distinctive historic character as a market town.
5. To conserve and, where possible, enhance key landscape and townscape features and important views.
6. To support a diverse range of employment opportunities in Bourne.
7. To support uses and proposals that enhance the economic vitality and viability of Bourne town centre.
8. To support the visitor economy while protecting the unique culture, environment and heritage of Bourne.
9. To plan for a minimum of 100 new homes in sustainable locations which are well connected to local services and facilities.
10. To provide for a mix of house types, sizes and tenures which reflect the housing needs of Bourne.
11. To encourage walking, cycling and the use of public transport as alternatives to the car.
12. To minimise the impact of new development on the highway.
13. To promote development that contributes positively to its neighbourhood while embracing high quality design and energy efficiency.

The housing sites

What has already been decided?

We do not start with a blank canvas. The Plan cannot stray too far from Government policy or the strategic policies of the South Kesteven Local Plan (SKLP).

The housing strategy in the SKLP aims to focus growth at Grantham with more limited development in Stamford, Bourne, the Deepings and larger villages. Infill development and redevelopment is permitted within Dyke and Twenty. In the open countryside, which includes Cawthorpe, development is restricted to that which is necessary to support the rural economy.

The Plan is required by the SKLP to allocate land for a minimum 100 new homes in the town of Bourne. This is in addition to sites that have permission, including Elsea Park and Manning Road. Government policy indicates that the Plan cannot be used to place an embargo on development. ***'No development' is not an option!*** Our aim is to influence where development should go. This will reduce the risk of speculative development taking place in less preferable locations.

In addition, the housing requirement in the SKLP is being reviewed to cover the period to 2041 with an expectation that further housing will be required in Bourne. The Plan will identify a preferred direction for this further growth.

Which sites are under consideration and why?



A number of sites have been put forward as possible housing sites by developers and land owners. The locations of these sites are shown on the map on this board. It is a Government requirement that an objective appraisal of all of these sites be undertaken.

The Steering Group has therefore prepared a Draft Housing Sites Assessment Background Paper (the Background Paper) which examines the merits of each site, based on what we currently know.

What is the Site Assessment and where can I view the Background Paper?

The Background Paper can be viewed on the Bourne Parish Neighbourhood Plan website; at this exhibitions and at the library in Bourne during normal hours of opening.

The assessment uses a 'traffic light' system to indicate how well the sites perform against a range of criteria. Examples of criteria used include an assessment of:

- The proximity of the site to services and facilities such as schools, the town centre, a bus stop and employment areas;
- The impact on recognised areas of biodiversity;

- Opportunities to provide a range of house types, including affordable housing;
- Flood risk and other physical constraints; and
- Possible opportunities for recreational and community facilities.

In broad terms the colour coding used is as follows:

Positive impact identified (e.g. the site could provide an opportunity to improve the provision of community facilities)		Negative impact identified although mitigation is likely to be possible	
No negative impact identified or impact should be relatively easy to mitigate		Potentially significant negative impact. Adequate mitigation may not be possible	

The following boards provide a brief summary of the findings specific to each site.

Site No1. Land rear of nos 1-7 (uneven) Drummond Rd

Summary site description and housing capacity

- Adjoins residential development with gardens backing onto the site.
- Neighbouring properties are mostly bungalows, although there are a few 2 storey dwellings.
- 0.6ha residential development with an estimated capacity of 15-20 dwellings.

Site Location Map



Brief summary of assessment:

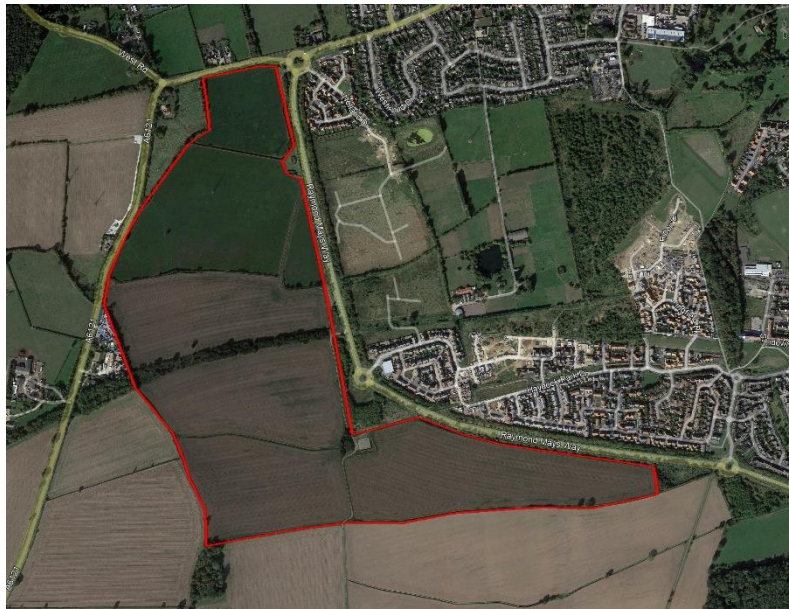
- The site is in single ownership and is of a small scale. Its allocation would require one or more other sites to be included in the Plan to meet the minimum requirement of 100 new dwellings.
- The site adjoins existing residential development. Adequate separation distances to existing dwellings would need to be provided.
- Vehicular access would be obtained through the demolition of no 3 Drummond Rd. The highway authority has indicated that, in principle, vehicular access should be feasible.
- The site is located within the built up area of the town and overall accessibility to employment land and a range of services is good.
- A requirement for the provision of open space and affordable housing would be dependent upon the number of homes to be provided – 10 dwellings would be likely to require some public open space with 11 or more dwellings (or 1000m² gross floorspace) triggering an affordable housing requirement .
- The site is at low risk of surface water flooding. Appropriate mitigation measures would be required.

Site No2. Land at south-west Bourne

Summary site description and housing capacity

- Located on the south-west side of Bourne adjacent to Raymond Mays Way.
- Bounded to the north by West Rd; to the east by Raymond Mays Way; to the west primarily by the A6121 and agricultural land and to the south by agricultural land.
- Agricultural land extending to ~63 ha.
- Proposal provides for up to 900 homes including open space and the provision of community facilities.

Site Location Map



Brief summary of assessment

- The site is of a size that could deliver the minimum housing requirement of 100 new homes with additional capacity (800 homes) if required to meet the needs of the Local Plan review. The site would be able to deliver a varied mix of tenure, size and house types including affordable housing.
- The land is in single ownership and is being promoted by a major housebuilder. A number of background documents have been provided by the promoter including a vision statement; a landscape summary report; a traffic impact assessment; a constraints plan; a utilities overview; access plans and a constraints and comparison of opportunities around Bourne report.
- The promoter has suggested that the northernmost part of the site (adjacent to West Rd) would be a suitable location for development required to meet the minimum allocation of 100 new homes to be allocated in the Neighbourhood Plan.
- The vision statement indicates that 55% of the site could be used for public open space including sports pitches, play areas, allotments, a community orchard and general amenity space.
- Proposals include on-site provision of a primary school and a local centre which could include uses such as shops, a community centre and a local surgery.
- Vehicular access is proposed directly from the major highway network of the town using an existing roundabout on Raymond Mays Way and from a proposed right hand turn lane off West Rd.
- Overall accessibility to employment land and a range of services has been assessed as 'medium'.
- Additional measures to enhance sustainable transport include on-site provision of some facilities, a network of green infrastructure within the site and links to the two public rights of way which cross the site, providing connections to Bourne/Elsea Park and the wider countryside. However, it would be vital to provide appropriate connections across

this road to prevent isolation and deliver a well-connected development. The promoter has indicated that the site could be served by bus.

- A disused railway line crosses the site and would form part of the green infrastructure network. To the west, though beyond the site boundary, the disused railway line is designated as a Local Wildlife Site. Within the site, the proposals include opportunities to enhance biodiversity including sustainable drainage features, meadow habitats, woodland, hedgerows and other landscape enhancements.
- There are some localised areas of surface water flooding - appropriate mitigation would be required. Physical constraints include high voltage cables and a high pressure gas main which would be incorporated into areas for open space.
- Mitigation measures may be necessary to reduce the impact of noise on any proposed residential properties in proximity to the major roads adjoining the site.

Site No3. Land west of Meadow Drove and north of Pinfold Industrial Estate.

Summary site description and housing capacity

- Located on the north-east side of Bourne adjacent to the Pinfold Industrial Estate.
- Bounded to the south by the Pinfold Industrial Estate; to the east by Meadow Drove; and to the north and west by agricultural land.
- Consists of agricultural land extending to ~3.8 ha.
- Capacity for ~85-100 dwellings with open space.

Site Location Map



Brief summary of assessment:

- The site should be able to meet the minimum requirement of 100 homes if developed at a net density of 35 dwellings/ha.
- The owner has expressed a willingness to work with the owners of adjoining land – either as part of the larger site 4 or site 6.
- A mix of dwellings should be possible and the site is of a size that would trigger the need for affordable housing required by the Local Plan.
- The scale of development would trigger a requirement for open space.
- The site is at low risk of fluvial flooding although a small area of land along the southern boundary is at medium risk. Mitigation measures would need to be included.
- No obvious physical constraints that would restrict development have been identified.
- The site adjoins agricultural land to the west. As a consequence, it is relatively detached from the town with no pedestrian/cycle link via Blackthorn Way into the built up area of the town.
- Overall accessibility to employment land and a range of services has been assessed as 'medium'. The highway authority has indicated that local carriageway/footway improvements are likely to be required and public transport links should be considered.
- The site adjoins the Pinfold Industrial Estate. Mitigation measures may be necessary.

Site No 4. Land North of Pinfold Industrial Estate and east of Bourne Academy playing field.

Summary site description and housing capacity

- Located on the north-east side of Bourne adjacent to the Pinfold Industrial Estate.
- Bounded to the north by agricultural land; to the east by Meadow Drove; and to the south by employment land and a site with planning permission for residential development. Car Dyke and a public right of way are located on the western boundary with a playing field beyond.
- Consists of agricultural land extending to ~9.9 ha.
- Capacity for ~220-260 dwellings with open space.

Site Location Map



Brief summary of assessment:

- The site is in multiple ownership (3 owners). It is understood that the site owners would be willing to work together to develop the land.
- The site is of a size that could deliver the minimum housing requirement of 100 new homes with additional capacity for an estimated 120-160 homes if required as part of the Local Plan review.
- The land would be able to deliver a varied mix of tenure, size and house types including affordable housing.
- The Pinfold Industrial Estate is located along the southern boundary of the site while the Bourne Academy playing fields are positioned to the west of Car Dyke. Appropriate measures to mitigate the impact of noise would need to be incorporated into the development.
- The site is at low risk of fluvial flooding although a small area of land along the southern boundary is at medium risk. Mitigation measures would need to be incorporated into the development including a maintenance strip along the Car Dyke.
- The land adjoins the built-up area of the town and overall accessibility to employment land and a range of services has been assessed as 'medium'. Development should incorporate measures to enhance walking and cycling via the use of the public footpath, enabling improved links to the town, local facilities/ services and the wider countryside. The highway authority has indicated that the Spalding Road footway should be extended to the site; local carriageway improvements will be required; and public transport links to the site should be considered.
- The scale of the development would trigger the need for open space.

- Proximity to the public right of way/Car Dyke could provide an opportunity to improve green infrastructure links, enhance biodiversity and ensure the integration of the Car Dyke as a positive landscape feature.
- No obvious physical constraints that would restrict development have been identified.

Site No5. Land south of Mill Drove.

Summary site description and housing capacity

- Located on the north-east side of Bourne.
- Bounded to the north by Mill Drove and to the east by Meadow Drove. The Car Dyke and a public right of way are located on the western boundary with residential development beyond.
- Consists of agricultural land extending to ~6.6ha.
- Capacity for ~150-170 dwellings with open space.

Site Location Map



Brief summary of assessment:

- The site is of a size that could deliver the minimum housing requirement of 100 new homes. It also forms part of the larger site 6. A mix of dwellings should be possible and the site is of a size that would trigger the need for affordable housing required by the Local Plan.
- The site adjoins the built-up area of the town and overall accessibility to employment land and a range of services has been assessed as 'medium'. The highway authority has indicated that footway and cycleway links to the existing town/facilities/schools should be provided along Mill Drove and connect onto Arnhem Way. Local carriageway improvements will be required and public transport links to the site should be considered.
- The south-east part of the site is at medium risk of flooding, although a risk assessment has indicated that mitigation measures should be possible. In addition, flood defences are present along the Car Dyke and an 8m wide corridor is likely to be required for maintenance purposes.
- The scale of development would trigger a requirement for open space. The promoter has indicated that a sports pitch could be provided on-site within walking distance of Bourne Academy.
- Proximity to the public footpath/Car Dyke could provide an opportunity to improve green infrastructure links to this corridor, enhance biodiversity and ensure the integration of the Car Dyke as a positive landscape feature. Development could incorporate measures to enhance walking and cycling via the use of the public footpath, enabling improved links to the town, local facilities and services and to the wider countryside.

Site No 6. Land South of Mill Drove and West of Meadow Drove.

Summary site description and housing capacity

- Located on the north-east side of Bourne
- Bounded by Mill Drove to the north and Meadow Drove to the east. Car Dyke and a public right of way are located on the western boundary with housing and a playing field beyond. The southern boundary abuts the Pinfold Industrial Estate and land which has planning permission for residential development.
- Agricultural land extending to ~20ha.
- Capacity for ~300-350 dwellings with open space.

Site Location Map



Brief summary of assessment

- The site is in multiple ownership and is being promoted by a local housebuilder. Individual site owners have indicated a willingness to work together although several have requested that their parcels of land also be given separate consideration.
- The site is of a size that could deliver the minimum housing requirement of 100 new homes with additional capacity for an estimated 200-250 homes if required as part of the Local Plan review. The land would be able to deliver a varied mix of tenure, size and house types including affordable housing.
- The land adjoins the built-up area of the town and overall accessibility to employment land and a range of services has been assessed as 'medium'.
- A significant area of the site is at medium risk of fluvial flooding while parts are at risk of surface water flooding. Along the Car Dyke there are flood defences with an 8m wide corridor required for maintenance purposes.
- The Pinfold Industrial Estate is located along the southern boundary while the Bourne Academy playing fields are positioned to the west of Car Dyke. Appropriate measures to mitigate the impact of noise would need to be incorporated into the development.
- The scale of the development would trigger the need for open space. The promoter has indicated that complimentary land uses such as community facilities and sports provision would be the subject of discussion with the Town and District Council.
- Proximity to the public right of way/Car Dyke could provide an opportunity to improve green infrastructure links to this corridor, enhance biodiversity and ensure the integration of the Car Dyke as a positive landscape feature. Development could incorporate measures to enhance walking and cycling via the use of the public footpath, enabling improved links to the town, local facilities/ services and the wider countryside.

- The site promoter has indicated that development could provide better road connections from Spalding Road to the A15 through improvements to Mill Drove and Meadow Drove. The highway authority has advised that the existing Spalding Road footway would need to be extended to connect to the site; local carriageway improvements would be required; and public transport links should be considered.

Site No 7. Land west of Beaufort Drive.

Summary site description and housing capacity

- Located on the north-west side of Bourne off Beaufort Drive.
- Bounded by agricultural land to the north and west with residential development to the east and south.
- Agricultural land extending to ~6.3ha
- Capacity for ~140-160 dwellings with open space.

Site Location Map



Brief summary of assessment

- The site is in single ownership and is of a size that could deliver the minimum housing requirement of 100 new homes. By virtue of scale, it should be able to deliver a varied mix of tenure, size and house types and would trigger the need for affordable housing.
- Overall accessibility to employment land and a range of services has been assessed as relatively 'poor' when compared to some of the other assessed sites.
- The scale of development would trigger a requirement for open space. In addition, the owner is willing to dedicate land at Wherry's Spinney to the Town Council for the benefit of the town. Opportunities could be incorporated to enhance biodiversity and green infrastructure through landscape planting and the inclusion of wildlife access to the adjoining countryside and the provision of a link to existing open space on adjoining land off Holly Drive.
- Vehicular access would be from Beaufort Drive. This would result in some increase in traffic movements within an existing residential area. In responding to the 2020 planning applications on the site, the highway authority concluded that the development proposed at that time would not have a severe impact upon the local highway network or cause unacceptable harm to highway safety.
- The site is at low risk of flooding and no obvious physical constraints that would restrict development have been identified.
- Adequate separation distances to existing dwellings on adjoining land would be required.
- Views towards Bourne Wood should be incorporated into the development.

Site No 8. Land north of West Rd.

Summary site description and housing capacity

- Located on the south-west side of Bourne to the north of West Rd.
- Bounded by Bourne wood to the north; West Rd to the south; residential development to the east; and agricultural land and a small group of dwellings to the west.
- Primarily grassland extending to ~12ha
- Capacity for ~180-220 dwellings with open space.

Site Location Map



Brief summary of assessment

- The site is of a size that could deliver the minimum housing requirement of 100 new homes. By virtue of scale, it should be able to deliver a varied mix of tenure, size and house types and would trigger the need for affordable housing.
- The site is in single ownership.
- The land adjoins Bourne Wood which is defined as an Ancient Woodland and Local Wildlife Site. A preliminary ecological assessment prepared on behalf of the promoter concluded that with an appropriate buffer and other measures, any adverse impacts could be mitigated. However, the extent of the buffer that would be required to demonstrate that there would be no deterioration of the woodland as a result of the development is unclear. Opportunities to enhance biodiversity are identified in the preliminary ecological assessment provided by the promoter.
- The scale of development would trigger a requirement for open space. The public right of way which crosses the site between West Rd and Bourne Wood should be incorporated into a green infrastructure framework for the development to provide access to Bourne Woods and improve opportunities for sustainable transport.
- The site is in a prominent location close to the A151/A6121 western gateway. The elevated land at this point provides views across the site towards Bourne Wood. A landscape assessment would need to be undertaken to assess the landscape impact of the development.
- With vehicular access onto West Rd, the development would have good access to the strategic road network of Bourne. Overall accessibility to employment land and a range of services has been assessed as 'medium'.
- Adequate separation distances to existing dwellings adjoining the site would need to be provided together with appropriate measures to mitigate the impact of noise from vehicles travelling along West Rd.

- The site is generally at low risk of flooding, although part of the site is at a higher risk of surface water flooding. Appropriate mitigation measures would be required.
- It is anticipated that over-head power lines on the site could be diverted. Western Power has indicated that the high voltage circuit would require significant reinforcement.

Site No 9. Land rear of 17-30 Cedar Drive.

Summary site description and housing capacity

- Located off Cedar Drive on the north-west side of Bourne.
- Bounded by a public footpath to the north and housing to the east. The remaining boundaries are undefined on the ground.
- Agricultural land extending to ~1.9ha.
- Capacity for ~45-55 dwellings with open space.

Site Location Map



Brief summary of assessment

- Allocation of this land would require one or more other sites to be included in the Plan to meet the minimum requirement of 100 new dwellings. The site should be able to deliver a varied mix of tenure, size and house types and would trigger the need for affordable housing.
- The site is in single ownership and is being promoted by a housebuilder. A number of documents have been provided by the promoter including an indicative masterplan, a design and access statement, an ecological survey, a biodiversity offset assessment, a transport statement, a landscape report, a flood risk assessment and an archaeological report.
- The scale of development would trigger a requirement for open space - the land owner would be willing to discuss some over-provision beyond that required by the Local Plan.
- Opportunities to enhance biodiversity are identified in the preliminary ecological assessment and include landscape planting, bat and bird boxes in suitable positions, refugia suitable for hedgehogs and reptiles and the creation of an area of wetland/scrub habitat.
- The public right of way along the northern boundary forms a green infrastructure corridor which links parts of the town to Bourne Wood. Proposals include links to this corridor which would support connectivity for pedestrians between the site and destinations within the town and wider countryside.
- Overall accessibility to employment land and a range of services has been assessed as relatively 'poor' when compared to some of the other assessed sites.

- Vehicular access would be from Cedar Drive. This would result in some increase in traffic movements within an existing residential area. However, the transport statement indicates that the development would not have a severe impact on the capacity of the network.
- Adequate separation distances to existing dwellings on adjoining land would need to be provided.
- The landowner is willing to permit public access to the Blind Well, which is of historic significance and is located between the site of the proposed development and Bourne Wood'
- The site is generally at low risk of surface water flooding although there is an area of higher risk adjoining the watercourse to the northern boundary. Appropriate mitigation measures would be required.

How much land should be allocated for housing in the Plan?

The sites vary significantly in the number of homes that they can accommodate. Some can provide for several hundred dwellings while others have an estimated capacity below the minimum Local Plan requirement of 100 homes. In the event that the Town Council concludes that development on smaller sites is preferable, it may be necessary to allocate more than one site. It could be argued, for example, that it is preferable to allocate smaller sites where the development can be more easily integrated into the existing settlement.

All of the sites assessed in the Background Paper, with the possible exception of the land at Drummond Rd, are of sufficient size to trigger policies in the Local Plan requiring affordable housing, open space and infrastructure requirements (e.g. financial contributions towards the provision of additional school places) made necessary by the development. However, larger sites are more likely to be capable of delivering additional community benefits and, as indicated in the Background Paper, some site promoters have expressed a willingness to make such provision.

In previous consultation, a majority of respondents indicated that they would not support more than the minimum requirement of 100 new homes. However, a greater percentage of people would support a higher figure if it would result in the provision of facilities for which there is a need.

What do you think?

- Should the Plan allocate only sufficient land on one or more of the smaller sites to meet the minimum housing requirement of 100 homes or should it allocate land on one of the larger sites if this would provide more houses and generate additional community facilities/benefits?
- Is the Housing Sites Assessment accurate and has it identified the key issues for each site?
- What do you think are the most important factors in determining which site(s) is (are) the most suitable to allocate in the Plan?
- Where do you think that the preferred direction of growth for any further housing required during the period to 2041 as a result of the review of the South Kesteven Local Plan should be focused?
- Which sites do you think are suitable for housing?
- Which sites do you think are unsuitable for housing?

And finally...

How can you let us know your views?

Thank you for taking the time to visit this exhibition.

The full Housing Sites Assessment Background Paper is available on the Bourne Parish Neighbourhood Plan website. A printed copy can also be viewed at this exhibition and at the Bourne library during normal opening hours.

We would prefer you to submit your response to the questions by completing the online survey available on the Bourne Parish Neighbourhood Plan website.

However, if you are unable to access the online survey you can complete and return a printed questionnaire which is available at this exhibition on request.

Responses should be received on or before 7th October 2022.

What happens next?

The Steering Group will review the survey responses and seek further information, if necessary. It will update the Housing Sites Assessment background paper, where appropriate, and publish the survey findings online.

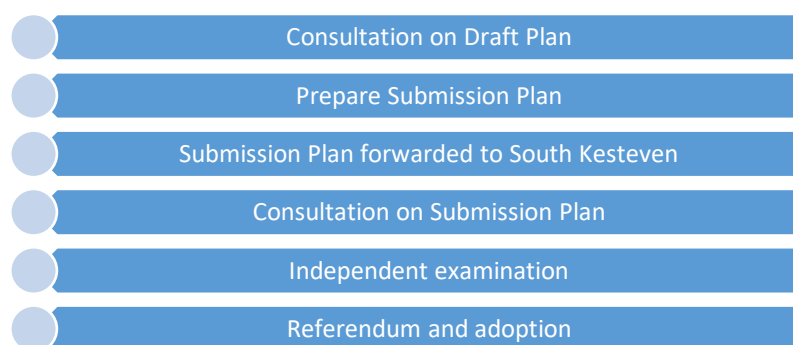
We are also preparing other background papers which detail:

- the character of different areas of the town and of Cawthorpe, Dyke and Twenty;
- the value of different areas of open space in the town and villages and identify a number of green corridors; and
- locally important heritage assets in the town and villages.

We will undertake public consultation on these papers following their completion.

Once we have the information that we require we will prepare a Draft Plan. This will include a draft of the policies against which planning applications will be determined, including the preferred housing options. We will undertake public consultation on the Draft Plan.

The process to be followed following publication of the Draft Plan is as follows:



Information on how to ensure that you receive notification of future consultations is included in the online survey and printed questionnaire.