



# Bourne Parish Neighbourhood Plan

Supported by Bourne Town Council

## Housing Sites Assessment



Bourne Parish Neighbourhood  
Plan Steering Group.  
Background Paper  
Updated October 2023

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## Purpose of the Background Paper

- 1.1 The purpose of this background paper is to outline the process used to determine which site(s) to allocate for housing in the Draft Bourne Parish Neighbourhood Plan (BPNP) and the preferred direction for any further growth required in response to the current review of the South Kesteven Local Plan. The conclusions reached by Bourne Town Council are set out in section 4 (page 8) of this document.

## Introduction

- 2.1 Bourne Town Council has appointed a Steering Group to prepare the Bourne Parish Neighbourhood Plan (the BPNP). In tandem with the South Kesteven Local Plan, which was adopted in 2021, this will provide for development within Bourne between 2011 and 2036, including the allocation of land for housing.
- 2.2 The BPNP must be in general conformity with the strategic policies in the South Kesteven Local Plan (the Local Plan). In summary, the Local Plan anticipates the completion of at least 2,200 new dwellings in Bourne including, though not limited to, development at Elsea Park and on sites allocated for development. Policy BRN-H1 of the Local Plan allocates land for approximately 107 dwellings at Manning Road, Bourne while Policy BRN1 indicates that locations for an additional minimum of 100 new homes should be identified in the BPNP. The supporting text indicates that, should the BPNP not make such provision by 2026 (i.e., within 5 years of the adoption of the Local Plan), South Kesteven District Council (SKDC) will undertake this task as part of a review of the Local Plan.
- 2.3 The Inspector responsible for the examination of the SKLP highlighted the need for an early review. This will, in part, enable SKDC to consider whether its local housing need has changed sufficiently to warrant a re-evaluation of the strategic housing policies. The review will roll-forward the Local Plan period to 2041. In October 2020 SKDC published an [Issues and Options report](#) as the first consultation stage of the review. It asked for comment on key questions including the overall housing requirement for South Kesteven and the distribution of that requirement. It suggested that 8-10% of the growth should be directed to Bourne, requiring land for a further 364-746 dwellings in Bourne in addition to existing completions and commitments.
- 2.4 Discussions between Bourne Town Council, the Steering Group and SKDC have resulted in an understanding that the BPNP will also identify a preferred direction for further growth, although the scale of such development will be determined as part of the Local Plan review. A draft consultation of the Local Plan review is expected in late 2023 or early 2024.
- 2.5 Policy BRN1 of the Local Plan emerged following the publication of a Consultative Draft of the now adopted Local Plan in 2017. At that stage the emerging Local Plan

proposed the allocation of land off Cedar Drive (45 dwellings) and west of Beaufort Drive (190 dwellings) for housing. Consultation on that document resulted in several hundred objections to the allocation of the two sites.

- 2.6 Subsequent discussions with SKDC led Bourne Town Council to reluctantly agree to allocate land for 200 dwellings as part of the BPNP. This agreement resulted in the removal of the sites at Cedar Drive and Beaufort Drive from the draft Local Plan and the introduction of Policy BRN1. The requirement for the BPNP to allocate land for 200 dwellings was subsequently amended to a minimum 100 dwellings following a recommendation made by the inspector who held the examination into the Local Plan that the land at Manning Road (see paragraph 2.2) should be allocated for residential development. The Local Plan was subsequently adopted on 30<sup>th</sup> January 2020 and currently forms the development plan for South Kesteven.
- 2.7 The background paper sets out an objective methodology to ensure that the assessment of potential sites is undertaken on a consistent and transparent basis. It describes the process that has been followed, the selection criteria used and provides an assessment of each site against the selection criteria.

## The Site Selection Process

- 3.1 Government policy, set out at paragraph 68 of the [National Planning Policy Framework](#) (NPPF), highlights the need to identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. Additionally, paragraph 70 indicates that particular consideration should be given to the opportunities for allocating at least 10% of the housing requirement on sites no larger than one hectare unless there are strong reasons why this target cannot be achieved.
- 3.2 Further guidance relating to neighbourhood planning is set out in [National Planning Practice Guidance](#) (NPPG). The section relating to ‘[preparing a neighbourhood plan or Order](#)’ indicates (at paragraph 042) that an appraisal of options and an assessment of individual sites against clearly identified criteria should be undertaken. NPPG on [housing and economic land availability assessment](#) indicates that such an assessment should identify sites, assess their development potential and assess their suitability for development and the likelihood of development coming forward (i.e. their availability and achievability).



## Identification of sites

- 3.3 The map below shows the broad location of sites put forward by promoters as potential sites for allocation in the BPNP. A more detailed map of each site is included in Appendix 3 (site assessments)



- 3.4 NPPG on land availability assessments indicates that if the process to identify land is to be transparent and identify as many potential opportunities as possible, it is important to issue a 'call for sites'. The following steps were therefore undertaken:
- In November 2018 SKDC wrote to landowners who had submitted sites in response to consultation on the Local Plan to notify them about the proposed Local Plan policy to allocate housing land in Bourne as part of the BPNP rather than within the Local Plan (see paragraph 2.6 above). The landowners were advised to engage with the Town Council should they wish their land to be considered for inclusion in the BPNP.
  - A letter inviting known landowners and several local land agents to submit sites for consideration was issued by the Town Council in August 2019.
  - At that time, articles were published in 'Discovering Bourne' and 'Market Place'. These are free, monthly magazines which are distributed to households in the Parish of Bourne. In addition, articles were placed in the local, weekly newspapers - the Bourne Local and the Rutland and Stamford Mercury;

- A notice was placed on all Town Council noticeboards; and
  - Details of the consultation, including a site submission form, were put on the Town Council's website.
- 3.5 The publicity invited the submission of sites of at least 0.25 hectares, as suggested in the [Housing and Economic Land Availability Assessment](#) of NPPG, using a pro-forma prepared by the Steering Group. While sites below the threshold of 0.25ha have not been assessed they will continue to come forward as 'windfall sites' (i.e. sites which become available for development but are not specifically allocated for a particular use).
- 3.6 Further publicity was provided in September 2021 when SKDC wrote to promoters who had put forward sites within Bourne Parish for allocation as part of the Local Plan review (see paragraph 2.3, above) to inform them of the opportunity to have their site(s) considered for allocation as part of the BPNP. Only one response was received and this related to a site already put forward for inclusion in the BPNP in response to the consultation of 2019. Subsequently, however, in Summer 2022 the Town Council was contacted by a promoter requesting that consideration be given to the allocation of land at south-west Bourne in the BPNP. In total, the site identification process resulted in 9 sites being promoted for housing.

### Development capacity

- 3.7 For each of the sites submitted for assessment it was necessary to estimate the potential number of dwellings the site could deliver. Figures provided by a developer or site promoter were used where supported by an indicative scheme. In the absence of any existing design work a gross to net factor advocated in '[How to assess and allocate sites for development](#)' (produced by Locality) was applied as follows:

Site size	Net developable area
Up to 0.4ha	90%
0.4ha to 2 ha	80%
2ha to 10ha	75%
Over 10ha	50%

- 3.8 The gross to net factor aims to take account of the need to provide supporting infrastructure such as green spaces, play areas and possibly community facilities on large sites. In determining an appropriate density to apply to the net developable area, a figure of 30-35 dwellings per hectare was used.

## Site assessment methodology

- 3.9 Government policy and guidance outlined in paragraphs 3.1 and 3.2 (above) indicate that the suitability, availability and achievability of potential sites should be assessed. In summary, the NPPG defines these attributes as follows:

**Suitability:** A site can be judged suitable if it would provide an appropriate location for development when considered against relevant development constraints and their potential to be mitigated.

**Availability:** A site can be considered available for development when, on the best information available (confirmed by the call for sites and information from landowners and legal searches where appropriate), there is confidence that there are no legal or ownership impediments to development. For example, land controlled by a developer or landowner who has expressed an intention to develop may be considered available.

**Achievability:** A site is considered achievable for development where there is a reasonable prospect that the particular type of development will be developed on the site at a particular point in time. This is essentially a judgement about the economic viability of a site, and the capacity of the developer to complete and let or sell the development over a certain period.

- 3.10 The Steering Group, with the assistance of a planning consultant, developed criteria against which to assess the suitability, availability, and achievability of the sites. The range of criteria was not intended to be exhaustive but was designed to enable meaningful comparison of potential impacts to be identified. The criteria are set out at the start of Appendix 2 and are derived from the consideration of Government policy in the NPPF and the Government requirement for neighbourhood plans to be in general conformity with the strategic policies of the adopted SKLP. In addition, the process enabled sites to be assessed against the objectives of the BPNP (listed in Appendix 4) to determine how they are likely to perform not solely in terms of delivering homes but also in contributing to the objectives of the BPNP. Further explanation of the link between the criteria and the policies and objectives is included in Appendix 2.
- 3.11 Information used to assess each site against the criteria was gathered from a range of sources including:
- mapping constraints data published by the Government and public sector bodies including SKDC, Lincolnshire County Council, the Environment Agency and Natural England;
  - data collected by the Steering Group related to the location of services and facilities;
  - consultation with site promoters, the local community, service providers, and other bodies; and
  - site visits by members of the Steering Group.

3.12 The assessment uses a ‘traffic light’ system to indicate how well sites perform against the specified criteria. This approach has been used in preference to a numerical scoring system as the latter can be taken to imply that different indicators are directly comparable and that the scores can simply be added together to give a total which determines the best options. In contrast, the traffic light system enables an objective assessment of sites to be undertaken. It identifies where potential conformity, conflicts and opportunities arise and enables an informed judgement to be made as to the most appropriate site(s) to include in the BPNP.

3.13 In broad terms the colour coding used in the assessment is as follows:

Positive impact identified	
No negative impact identified or impact should be relatively easy to mitigate	
Negative impact identified although mitigation is likely to be possible	
Potentially significant negative impact. Adequate mitigation may not be possible	

3.14 It should be emphasised that the assessment is not of the detail that would be required in respect of a planning application, nor does it consider the different ways that a site might be developed to address any identified need for mitigation measures. The focus is on providing a broad comparison of sites across a range of criteria to produce a consistent and comparable assessment. It can also act as a useful tool in identifying mitigation measures which may inform key principles for the development of a site.

3.15 The detailed assessment for each site is included in Appendix 3 with commentary included, where necessary, to provide an explanation of the colour coding. Information describing opportunities that development might provide to support the objectives of the BPNP has been inserted at the end of each assessment. A summary of the colour coding given to each site forms Appendix 1.

## Consultation on the background paper

3.16 Following the undertaking of an initial assessment of each site, a draft version of this background paper was issued in February 2022 to site promoters inviting comment on its accuracy; providing an opportunity to supply any further information (e.g. surveys) commissioned to support their development and to explain how their proposal could support the objectives of the BPNP; and requesting them to indicate any benefits to the wider community above and beyond those made necessary by the development that could be delivered as part of the allocation of their site. Other consultees, including infrastructure providers, were invited to comment on the accuracy of the assessment; the presence of any constraints not highlighted in the assessment; and any infrastructure required to enable development of individual sites to take place.



- 3.17 Responses to the consultation resulted in changes to the background paper and further consultation during September and October 2022 not only with promoters and various bodies but also with the local community. At that stage, the background paper did not include any conclusions as to which site(s) should be allocated in a Draft BPNP. The background paper was published alongside a questionnaire which sought views not only on the accuracy of the assessment but also on the amount of housing to be provided as part of the BPNP; the preferred direction of any further growth required as part of the Local Plan review (see 2.4, above); the most important factors in determining the preferred site(s) and the most suitable site(s) for development. A total of 4 'drop-in' exhibitions were also held to enable residents to find out more about the housing options.
- 3.18 A majority of respondents to the questionnaire (~64%) considered the assessment of sites to be accurate and thought that it had identified the key issues. However, ~35% made comments or expressed some concern. The comments are summarised in Appendix 4, which also includes the considered response of the Steering Group. Where appropriate, this led to some further changes to the background paper, though primarily in respect of the assessment commentary rather than the colour coding of the criteria. While some responses were site specific, a significant number were related to more general concerns, particularly the amount of housing, traffic and the provision of infrastructure.

## Conclusions

- 4.1 The Steering Group subsequently submitted its conclusions on the housing sites assessment to Bourne Town Council which, at its meeting of 18<sup>th</sup> July 2023, concluded that:
- The Draft BPNP should focus the housing requirement and any additional growth in a single location;
  - The land to the North-East of the town should be identified as the preferred direction of growth and that land within that area should be allocated for residential development as part of the Draft BPNP;
  - Site 4 (Land East of Bourne Academy) should be allocated for residential development in the Draft BPNP;
  - Site 1 (Drummond Road) should not be included in the Draft BPNP.
- 4.2 This section of the background paper outlines the reasons for the conclusions reached by the Town Council.

## The Preferred Strategy

- 4.3 Responses to the public consultation on the housing sites suggested that opinion was mixed as to whether the BPNP should allocate only sufficient land on one of the smaller sites to meet the minimum housing requirement (~52% in favour) or allocate land on one of the larger sites where this could provide more houses and

generate additional community benefits (~54% in favour). In response to a subsequent question, ~52% thought that ensuring that the BPNP allocates land on one of the larger sites should be a priority while ~47% believed that allocating only sufficient land to meet the minimum requirement of 100 homes should be a priority.

- 4.4 Having carefully considered the responses, the preferred strategy of Bourne Town Council is to focus the BPNP housing requirement and any additional growth required in response to the Local Plan review in a single location where land is available and suitable and where development is achievable. Such a strategy should deliver greater community benefits than would be the case if small sites were preferred.

### The Preferred Direction of Growth

- 4.5 As part of the housing sites consultation, the local community was asked for its opinion on the preferred direction for housing growth during the period to 2041. The two most favoured directions were to the north-east of the town, within the area of site 6 (~51%) and to the south-west, within the area of site 2 (~39%) as described in Appendix 3. Both sites can provide for the minimum housing requirement of the BPNP and have additional capacity for further growth in response to the Local Plan review. Land to the north-east has capacity for ~300 to 350 dwellings while land to the south-west has capacity for ~900 to 1100 homes.
- 4.6 The following evaluation compares sites 2 and 6 using the assessment criteria and consultation responses. However, it does not seek to provide commentary where this is unlikely to assist in determining the most appropriate location for growth. For example, both sites should be able to deliver a mix of housing types, sizes and tenures, including the provision of affordable housing.

Criteria	Site no		Comment
	2	6	
Availability			While both areas are being promoted through the BPNP process there appears to currently be a greater degree of certainty that land to the south-west (site 2) could be brought forward as it is in single ownership and under option to a housebuilder. In contrast, while the promoters of land to the north-east (site 6) have indicated that there is developer interest, there are several landowners involved. However, they have indicated that they are either working together or are willing to do so.
Physical constraints			Land to the south-west has several constraints which would reduce the area available for development. These include overhead high voltage cables and a high-

Criteria	Site no		Comment
	2	6	
			pressure gas main. In contrast, land to the north-east appears to be less constrained (though see 'flooding (rivers)' below), although an 8m wide corridor is required along Car Dyke for maintenance purposes.
Vehicular access			It is anticipated that significant improvement would be required to provide vehicular access to the sites.
Community facilities			The vision document for land to the south-west includes provision for a primary school and a local centre. The promoter of land to the north-east has been less precise but has indicated that community facilities and sports provision would be the subject of discussion with the Town and District Council. As the site is located adjacent to Bourne Academy it may provide an opportunity to enhance secondary school provision in Bourne and improve vehicular access to Bourne Academy.
Accessibility			Both sites have been assessed as having 'medium' accessibility. However, much of the employment land in Bourne is located to the east of the town in closer proximity to land to the north-east. This area is also located adjacent to Bourne Academy Secondary School and is closer to the town centre. In addition, Raymond Mays Way acts as a significant barrier between land to the south-west and the existing settlement. This constraint would need to be satisfactorily addressed through the provision of safe and convenient crossing points that will encourage the use of sustainable forms of transport. A vision document produced for land to the south-west includes provision for a primary school which would deliver better access to primary school provision in that area.
Biodiversity			The disused railway to the west of land to the south-west is designated as a Local Wildlife Site. In addition, part of the area is within the Impact Risk Zone for the Site of Special Scientific Interest (SSSI) at Math and Elsea Woods. Development therefore has the potential to impact upon the SSSI which would necessitate consultation with Natural England to determine how impacts might be avoided or mitigated. In contrast, land to the north-east is located neither within nor adjacent to a site of recognised biodiversity importance. However, both areas offer opportunities to enhance biodiversity and incorporate green infrastructure links.

Criteria	Site no	Comment
	2 6	
Built form and settlement pattern		<p>Land to the south-west is essentially bordered only on its eastern flank by the built-up area of the town. In contrast land to the north-east borders the built-up area of the town along both its western and southern boundaries and could be contained by Mill Drove to the north and Meadow Drove to the east. Development to the north-east would also result in a more nucleated settlement with better opportunities for integration with the existing town.</p> <p>In recent times the south-west quadrant of Bourne has witnessed significant expansion at Elsea Park with development expected to take a number of years to complete. Consequently, it could be argued that development of land to the north-east would provide wider locational choice within the town.</p>
Key landscape views		<p>Land to the south-west is in a more prominent position. It is set across rising land with views across the town. In contrast, land to the north-east is on flat land and adjacent to roads which are less heavily trafficked.</p>
Flooding (fluvial)		<p>Land to the north-east is at higher risk of fluvial flooding. While much of the area is within Flood Zone 1 (low probability of flooding from fluvial and tidal sources) it includes land within Flood Zone 2 (medium risk) and a small area in the north-west corner within Flood Zone 3. This could have significant implications as planning policy seeks to steer new development to areas with the lowest risk of flooding. This may necessitate lower vulnerability uses, including landscaped open space, on land at higher risk of flooding. In contrast site 2 is in Flood Zone 1 with a low probability of fluvial flooding.</p>
Flooding (surface water)		<p>Land to the south-west is largely at very low risk although there are some localised areas of flooding which are at high, medium or low risk. Similarly, while the majority of the land to the north-east is at very low risk there are localised areas at high, medium and low risk.</p>
Public consultation - preferred direction of growth		<p>The north-east and south-west were the two most favoured directions for future housing growth. Land to the north-east was preferred by ~51% of respondents to the HSA consultation while ~39% believed growth should be focused to the south-west of the town.</p> <p>In response to a further question, land to the south-west was considered highly suitable for development by</p>

Criteria	Site no		Comment
	2	6	
			~28% of respondents compared to ~26% in respect of land to the north-east. However, ~57% of respondents expressed the opinion that land to the north-east was a highly suitable/suitable location for development and ~54% thought that land to the south-west was highly suitable/suitable.

- 4.7 On balance, Bourne Town Council has concluded that land to the north-east should be identified as the preferred direction of growth and that land within that area should be allocated for residential development as part of the Draft BPNP.

### The Preferred Site Allocation within Land to the North-East

- 4.8 Within land to the north-east there are three smaller parcels of land which have been put forward for allocation in the BPNP in their own right - site 3 (land west of Meadow Drove and north of Pinfold Industrial Estate); site 4 (Land North of Pinfold Industrial Estate and east of Bourne Academy playing field) and site 5 (Land south of Mill Drove) as described in Appendix 3.
- 4.9 The following table compares the three areas of land using the assessment criteria and consultation responses. However, it does not provide commentary on criteria where it is considered that this will not assist in determining the most appropriate site to allocate for housing in the BPNP. For example, all the sites should be able to deliver a mix of housing types, sizes and tenures, including the provision of affordable housing.

Criteria	Site no			Comment
	3	4	5	
Availability				All sites are available for development. Site 3 is in single ownership. It would need to be developed at a net density closer to 35dph than 30dph to provide for the BPNP minimum housing requirement of 100 homes. Site 4 consists of 3 parcels of land. However, the owners have agreed to work together. The land could provide for ~220-260 dwellings. Site 5 is in single ownership. It could deliver ~150-270 dwellings.
Vehicular access				It is anticipated that significant improvement would be required to provide vehicular access to the sites.
'Bad neighbour' uses				Site 4 adjoins the Bourne Academy playing fields while both sites 3 and 4 are adjacent to employment land. Noise mitigation measures may therefore be



Criteria	Site no			Comment
	3	4	5	
				necessary. Site 5 would not impact on existing community or business uses.
Recreational facilities				<p>Development of any of the sites would not result in the loss of existing facilities and all are of sufficient size to trigger the need for new provision.</p> <p>Site 4 is located adjacent to Bourne Academy and is ideally located to facilitate school expansion.</p> <p>The promoter of site 5 has indicated that playing pitches could be included in the development. While this could benefit Bourne Academy, the site is not located adjacent to the school grounds.</p> <p>Sites 4 and 5 could incorporate links to the green infrastructure corridor centred on Car Dyke and the adjacent public footpath with development designed to enhance this important landscape feature.</p>
Accessibility				All sites offer 'medium' accessibility although the 'average accessibility' score for site 4 suggest that, in the round, this site could provide slightly better accessibility than either of the other two sites (see also 'built form and settlement pattern'.
Biodiversity				<p>None of the sites are within or adjacent to a site of recognised biodiversity importance.</p> <p>However, both sites 4 and 5 are located adjacent to Car Dyke and could therefore incorporate links to this green corridor.</p>
Built form and settlement pattern				<p>Site 3 is separated from the town to the west by agricultural land which would act as a barrier to connectivity and have a negative impact on the integration of the site with the town.</p> <p>Site 4 adjoins existing development on two sides. It adjoins the eastern edge of the town and therefore could provide sustainable transport links to enhance connectivity.</p> <p>Site 5 adjoins existing development on one side and is therefore less integrated into the town than site 4. In addition, sustainable routes towards the town centre and other facilities are less direct.</p>
Flooding (fluvial)				<p>Site 3 is largely within flood zone 1 (low risk) with a small area within flood zone 2.</p> <p>Site 4 is largely within flood zone 1 with small areas within flood zone 2. Car Dyke is identified as a 'main river' with flood defences along its banks.</p> <p>Site 5 is largely within flood zone 1 with a small area in the north-west of the site within flood zones 2 and 3. Car Dyke is identified as a 'main river' with flood</p>

Criteria	Site no			Comment
	3	4	5	
				defences along its banks. The SKDC Strategic Flood Risk Assessment (2017) (SFRA) indicates that it should be possible to locate all proposed residential development within zone 1.
Flooding (surface water)				<p>Site 3 is largely at very low risk of surface water flooding although there is an area of medium risk associated with the drainage channel along the southern boundary.</p> <p>Site 4 is largely at very low risk although there are areas of high/medium risk associated with Car Dyke and other drainage channels.</p> <p>Site 5 is largely at very low risk of surface water flooding although there is a high risk associated with Car Dyke and small areas described as at low or medium risk. The SFRA (see above) concluded that mitigation should be possible.</p>
Public consultation - preferred site for allocation in the BPNP				Site 4 was considered to be highly suitable for development by ~25% of respondents. This compares with ~23% for site 3 and ~21% for site 5. However, ~60% thought that site 3 was highly suitable/suitable compared to 58% for site 4 and ~53% for site 5.

- 4.10 On balance, Bourne Town Council has concluded that site 4 (Land east of Bourne Academy) should be allocated for residential development in the Draft BPNP.

### Other sites assessed for allocation in the BPNP

- 4.11 This part of the report sets out the main findings in respect of each of the remaining sites put forward by site promoters for allocation in the BPNP.

#### **Site 1 (Drummond Road)**

- 4.12 The site is in single ownership and could provide for ~15 to 20 dwellings. It could deliver a limited mix of dwellings, although a requirement for affordable housing would only be triggered where 11 or more dwellings were proposed. Similarly, provision of public open space would be dependent upon the site providing 10 or more dwellings.
- 4.13 The site could not, in isolation, meet the minimum housing target of 100 homes. However, it is the only assessed site within the built-up area of Bourne and could contribute to a mix of housing sites. The Local Plan indicates that priority will be given to the delivery of sustainable sites within the built-up part of the town. The land at Drummond Rd is the only one of the assessed sites within the built-up area and the only site that does not require any land-take on the edge of Bourne. It is

also the highest ranked site in terms of access to employment land and local services and facilities. Furthermore, it is the only assessed site under one hectare. Government policy (NPPF) indicates that neighbourhood planning groups should give consideration to the opportunities for allocating such sites.

- 4.14 A key concern is that housing development in this location would represent a form of 'backland development' (i.e. development of land behind an existing frontage) which, in some circumstances, can have a negative impact on residential amenity. Vehicular access would require the demolition of no 3 Drummond Rd, which is owned by the promoter. The highway authority has advised that the proposed access is likely to be acceptable in principle. However, Bourne Town Council has concerns regarding the proximity of the access to South Road.
- 4.15 While the land is generally at very low risk of surface water flooding, there are small areas on the periphery of the site at high or medium risk. This would require measures to mitigate the likelihood of flooding and ensure that there is no increase in risk elsewhere as a consequence of development.
- 4.16 Bourne History Society has advised that the site includes the original route into Bourne from the south and that excavations may uncover the old turnpike house. Consequently, archaeological evaluation would be required, though it is not anticipated that any findings would be likely to preclude development.
- 4.17 Public consultation generated a mixed response to the possible allocation of the land; ~30% expressed the view that the site was highly suitable/suitable; ~40% considered it to be unsuitable/highly unsuitable; and ~30% were either uncertain or did not express an opinion.
- 4.18 Government policy (NPPF) indicates that neighbourhood planning groups should give consideration to the opportunities for allocating sites of less than 1 ha. While the land at Drummond Rd could make a limited, though valuable contribution towards future housing and the mix of sites in Bourne, potential negative impacts have been identified that would need to be addressed as part of a planning application. On balance, Bourne Town Council has concluded that the site should not be allocated in the Draft BPNP.

### **Site 7 (*Beaufort Drive*)**

- 4.19 The site, is in single ownership and could provide for ~140-165 dwellings. Potential benefits include a mix of dwellings and accessible green space. The owner has also offered to dedicate Wherry's Spinney (Elsea Park) to the Town Council for the benefit of the town.
- 4.20 While the site could meet the minimum requirement of 100 homes without the need to also allocate land on one or more other sites, it would not have capacity to provide for additional growth required in response to the Local Plan review and its allocation would not accord with the preferred strategy outlined in paragraphs 4.3 and 4.4 above.
- 4.21 Notwithstanding this, <18% of respondents to the consultation on the background paper (September-October 2022) considered the site to be highly suitable/suitable for development. The planning history of the site further highlights a significant level of objection both in response to its proposed allocation in the Consultative Draft Local Plan (2017) and following the submission of planning applications in 2019 for its development.
- 4.22 Overall accessibility to employment land and a range of local services has been assessed as relatively 'poor' when compared to some of the other assessed sites - most notably in relation to employment areas which are predominantly located on the eastern fringes of the town.
- 4.23 While vehicular access would be relatively easy to provide, the site would be accessed via an established housing estate, thereby generating additional traffic movements within an existing residential area. Residents have suggested, for example, that queuing can occur at times when exiting the estate and that additional traffic could exacerbate this problem. This situation could be averted by allocating land elsewhere in Bourne.
- 4.24 There is some risk of surface water flooding which would need to be mitigated.
- 4.25 A desk-based assessment submitted with the 2019 planning applications concluded that there was potential for archaeological remains of local to perhaps regional importance which would necessitate archaeological evaluation.
- 4.26 An Extended Phase 1 Habitat Survey submitted with the 2019 planning applications identified no significant ecological constraints but noted opportunities to promote the use of the site area by bats and birds as part of a landscape scheme.
- 4.27 On balance, Bourne Town Council has concluded that site 7 (Beaufort Drive) should not be allocated for residential development in the Draft BPNP.

### **Site 8 (Land north of West Rd)**

- 4.28 The land is in single ownership and could deliver ~180-220 dwellings. Potential benefits include a mix of dwellings, including affordable housing. Accessible green space would be required which could include links to Bourne Wood and the public footpath network.
- 4.29 While the site could provide for the minimum requirement of 100 homes without the need to allocate additional land on one or more other sites, it is unlikely to have sufficient capacity to provide for additional growth in response to the Local Plan review and its allocation would not accord with the preferred strategy outlined in paragraphs 4.3 and 4.4, above. Notwithstanding this, only ~8% of respondents to the 2022 public consultation considered land to the west to be a preferred direction for further housing growth in the period to 2041 and <18% of respondents considered the site to be highly suitable/suitable for development.
- 4.30 The site is located adjacent to the Ancient Woodland and Local Wildlife Site at Bourne Wood. Some residents responding to the HSA consultation have referred to the role that the fields adjacent to the wood play in supporting wildlife. There is uncertainty regarding the extent of a buffer required to mitigate the impact on wildlife; a preliminary ecological assessment submitted by the site promoter suggested a 15m buffer while the Woodland Trust has commented that a buffer of at least 30m should be provided. More recently (January 2022) the Government published [Natural England and Forestry Commission Standing Advice](#) which refers to the need for a buffer of at least 15m to provide for root protection but suggests that a larger zone is more likely to be required if the surrounding area is close to residential development. The Standing Advice further suggests selecting an alternative site as a means of avoiding negative effects on ancient woodland.
- 4.31 The Land is in a prominent location adjacent to one of the busier roads of the town. Bourne Wood forms a significant and prominent feature within the local landscape. There are views across the site towards the Wood and from the public footpath that traverses the land there are pleasant views towards the rising land to the west.
- 4.32 Some residents responding to the 2022 public consultation have commented on existing traffic problems on West Road arising from the volume of traffic at certain times of the day and the speed of some vehicles. While access to site 8 would be gained from West Rd and would undoubtedly result in some increase in traffic. The highway authority has indicated that access should be possible while Government policy indicates that development should only be prevented on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.
- 4.33 There are overhead power lines within the site which would be diverted. In addition, there is a public footpath and a TPO which includes several trees along the West Rd frontage in close proximity to the existing farm buildings. It is not envisaged that these constraints would have a significant impact on the land available for development. Bourne History Society has provided information on the historic environment which would require archaeological investigation.



- 4.34 The land is at very low risk of fluvial flooding. However, while much of the site is at very low risk of surface water flooding there are areas at low, medium and high risk. Consequently, mitigation measures would be required.
- 4.35 On balance, Bourne Town Council has concluded that site 8 (West Rd) should not be allocated for residential development in the Draft BPNP.

**Site 9 (Cedar Drive)**

- 4.36 The site is in single ownership and could deliver ~45-55 dwellings and a preferred housebuilder has been chosen by the landowner. Development of the site offers a number of potential benefits including a mix of dwellings, accessible green space and links to the existing public footpath network. In addition, the landowner is willing to discuss some over-provision of open space beyond that required by the Local Plan and to provide public access to/ information on the historic Blind Well located between the site and Bourne Woods.
- 4.37 The site is of a small scale and its allocation would not therefore accord with the strategy of focusing development where it could provide not only for the required minimum scale of housing but also for some further growth in response to the Local Plan review. Allocation of the land would not therefore accord with the preferred strategy outlined in paragraphs 4.3 and 4.4, above.
- 4.38 <12% of respondents to the consultation on the housing sites considered the land at Cedar Drive to be highly suitable/suitable for development. The planning history of the site further highlights a significant level of objection in response to its proposed allocation in the Consultative Draft Local Plan (2017) and following the submission of a planning applications in 2022 for its development.
- 4.39 Policy SP4 of the adopted Local Plan requires development to ‘not extend obtrusively into the open countryside and be appropriate to the landscape, environmental and heritage characteristics of the area.’ Further clarification is provided by paragraph 2.13 of the Local Plan which indicates that a site must be substantially enclosed and should be clearly defined by a physical feature. However, the site at Cedar Drive forms part of a larger field and, consequently, the western and southern extent is not defined on the ground by an existing feature, nor is the site substantially enclosed by existing development. Furthermore, it could be argued that the proposed vehicular access point currently provides a significant incursion of open countryside into this suburban area of the town, providing views across the open field towards Bourne Wood.
- 4.40 While vehicular access would be relatively easy to provide, the site would be accessed via an established housing estate, thereby generating additional traffic movements within the area. Residents have suggested, for example, that queuing can occur at times when exiting the estate and that additional traffic could exacerbate this problem. This situation would result in greater inconvenience to residents than would be the case on some of the other assessed sites.

- 4.41 Overall accessibility to employment land and a range of local services has been assessed as relatively 'poor' when compared to some of the other assessed sites - most notably in relation to employment areas which are predominantly located on the eastern fringes of the town.
- 4.42 Several residents have observed standing water on the site and have referred to past flooding in the locality. Flood risk mapping indicates that the site is at low risk from fluvial flooding but that while it is predominantly at very low risk of surface water flooding there are parts at high, medium and low risk of surface water flooding. The flood risk would need to be mitigated by on-site management and the inclusion of measures to ensure that there is no increase in risk elsewhere as a result of development.
- 4.43 Residents have expressed concerns about the impact on Bourne Wood. However, the site is more than 100m away. Information provided by the site promoter suggests that the area where development is proposed contains no significant ecological features while planting of a shelter belt of trees and scrub along the existing woodland edge and the planting of new species rich hedgerows with native trees around the margin of the development area would result in an increase in biodiversity.
- 4.44 Lincolnshire Heritage, in commenting on the planning application submitted in 2022 concluded that archaeological evaluation would be required to determine the presence, character and date of any archaeological deposits present at the site to enable potential mitigation measures to be considered.
- 4.45 On balance, Bourne Town Council has concluded that site 9 (Cedar Drive) should not be allocated for residential development in the Draft BPNP.

## Appendix 1. Site Assessment Matrix Summary

Table 1. Site assessment matrix summary									
	Site number (see Appendix 3)								
Criteria	1	2	3	4	5	6	7	8	9
Availability									
Physical constraints									
Existing use									
Vehicular access									
Housing									
'Bad neighbour' uses									
Existing residential amenity									
Recreational facilities									
Community facilities									
Accessibility									
Employment									
Biodiversity									
Historic environment									
Built form and settlement pattern									
Key landscape views									
Flooding (rivers)									
Flooding (surface water)									
Land quality									
Services provision									

## Appendix 2. Housing Sites Criteria

Within the following matrix the text *written in italics* highlights the key, relevant sections of Government policy in the National Planning Policy Framework; key, relevant policies in the adopted South Kesteven Local Plan (SKLP) and relevant objectives of the BPNP.

Site number	Site area (hectares)	Estimated capacity
Site location and description (including neighbouring uses)		
Proposed development		
Planning history		
<b>Assessment of availability</b>		
Availability	The site is being promoted through the NP process	
	Whilst the site is being promoted through the NP process there are legal or ownership problems such as unresolved multiple ownerships, ransom strips or tenancies.	
<p><i>Section 5 (Delivering a sufficient supply of homes) - planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. A site can be considered to be available if there is evidence that a developer or landowner is willing to sell or develop the site at a known point in the plan period.</i></p> <p><i>BPNP objective HOC1 – to plan for a minimum 100 new homes.</i></p>		
<b>Comments (including time frame for availability (0-5 years, 6-10 years, 11-15 years))</b>		
<b>Assessment of suitability</b>		
Physical constraints	No obvious physical constraints that would restrict development.	
	There are one or more physical constraints which would reduce the area available for development.	
	Physical constraints are so severe that they are likely to prevent development of the site.	
<p>Examples of physical constraints include pylons, pipelines, TPOs, public rights of way, contamination or topographical constraints.</p> <p><i>Section 8 (public health and safe communities) - public rights of way should be protected and enhanced.</i></p> <p><i>Section 15 (Conserving and enhancing the natural environment)/SKLP EN4 - a site should be suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. On land affected by contamination the developer must establish that the site can be safely and viably developed with no significant impact on either future users or on ground and surface waters.</i></p> <p><i>Section 12 (Achieving well-designed places)/SKLP DE1 - existing trees, hedgerows and important site features should be retained, where possible.</i></p>		
<b>Comments</b>		
Lincolnshire Minerals and Waste Local Plan	There are no minerals safeguarding areas or sites allocated for mineral extraction in Bourne Parish. None of the sites are allocated as suitable for waste management facilities in the Minerals and Waste Local Plan. It has not therefore been used as a criterion in choosing between sites.	
Existing use	Site is vacant	
	Site is occupied (including land in agricultural use), albeit site clearance will not be necessary	

	Site is occupied and site clearance will be necessary	
<b>Comments</b>		
<b>Vehicular access</b>	Access can be easily provided.	
	Access can only be provided with significant improvement.	
	Access cannot be provided (e.g. site is disconnected from the highway network or would require land outside the highway boundary not owned by the landowner).	
<i>Section 9 (Promoting sustainable transport)/ SKLP ID2 – access should be safe and suitable. Significant impacts on the transport network (in terms of capacity and congestion), or on highway safety, should be cost effectively mitigated to an acceptable degree.</i>		
<b>Comments</b>		
<b>Housing</b>	By virtue of scale, the site should be able to deliver a mix of tenure, size and house types.	
	The site will likely only deliver a narrow range of house types and limited or no affordable housing.	
<i>Section 5 (Delivering a sufficient supply of homes) - the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. SKLP H2, H3 and H4 - developments of 11 or more dwellings (or 1,000m<sup>2</sup>) should include 30% affordable housing except where abnormal costs occur; an element of self and custom build housing should be included on sites of 400 or more dwellings; and a mix of dwelling types should be provided as part of 'all major proposals' (10 or more dwellings). BPNP objective HOC2 – to provide for housing which meets the needs of Bourne.</i>		
<b>Comments</b>		
<b>'Bad Neighbour' uses (noise or odour)</b>	Development would not impact on business or community uses.	
	Development could impact on neighbouring business or community uses. Mitigation measures may be necessary.	
	Development could prejudice the existing use of neighbouring business or community uses. Unlikely that the impact could be mitigated.	
<i>Section 15 (Conserving and enhancing the natural environment)/SKLP EN4 - new development should be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Where an existing business or community facility could have a significant adverse effect on new development, the 'agent of change' should provide suitable mitigation.</i>		
<b>Comments</b>		
<b>Existing residential amenity (e.g. negative impact on privacy or other form of disruption)</b>	Development will have no/minimal impact on existing residential amenity	
	Development could have an adverse impact on existing residential amenity	
<i>Section 12 (Achieving well designed places) – policies should help create places with a high standard of amenity for existing and future users. SKLP SP3 and DE1 – proposals should not have an adverse impact on neighbouring users. BPNP objective HQD3 – to promote high quality design</i>		
<b>Comments</b>		
<b>Recreational facilities</b>	No loss of recreation facilities and new provision could be provided on site.	
	No impact	



	Will result in the loss of some provision. However, mitigation measures are proposed by the site promoter.			
	Would result in the loss of some provision. No mitigation is proposed by the site promoter.			
Examples of recreational facilities include children’s play areas, sports fields, areas used for informal recreation and allotments. <i>Section 8 (Promoting healthy and safe communities)/SKLP OS1 provide support for the provision and retention of recreational facilities. Proposals for 10 or more dwellings should provide sufficient new (or improved) open space. BPNP objective NE1 – to protect important green assets and improve/increase open space provision.</i>				
Comments				
Community facilities (e.g. community halls, local shops, public houses and schools)	Provides an opportunity to improve provision			
	No impact			
	Will result in the loss of some provision. However, mitigation measures are proposed by the site promoter.			
	Would result in the loss of some provision. No mitigation is proposed by the site promoter.			
<i>Section 8 (Promoting healthy and safe communities)/SKLP SP6 provide support for new community facilities and for the retention of valued facilities and services, particularly where such loss would reduce the community’s ability to meet its day-to-day needs. BPNP objective NE3 – to support the retention/provision of community facilities.</i>				
Comments				
Accessibility	Score of 3	Score of 2	Score of 1	
Area of employment (as defined in the Local Plan)	Within 800m	Between 800m and 1200m	More than 1200m	
Primary school	Within 400m	Between 400m and 800m	More than 800m	
Secondary school	Within 800m	Between 800m and 1200m	More than 1200m	
Bus stop	Within 400m	More than 400m from a bus stop. However, there is evidence that the site could be served by bus.	Not within 400m of a bus stop. No evidence that the development would be served by bus.	
Town centre (distance from centre of site to the edge of the town centre as defined in Figure 11 of the Local Plan)	Within 800m.	Between 800m and 1200m	More than 1200m	
Overall accessibility	Overall accessibility assessed as good			
	Overall accessibility assessed as medium			
	Overall accessibility assessed as relatively poor			
Note Distances to community facilities and services are measured using walking routes from the approximate centre of each site to each facility/location using Google Maps. The distances are based on the assumption that 400m is equal to approximately 5 minutes’ walk. A site is awarded a score of 1 to 3 in respect of its proximity to each of the above locations/sites. A score of 3 indicates that proximity to a particular service is ‘good’ while scores of 2 and 1 represent ‘medium’ and relatively				

<p>'poor' proximity respectively. An average score of 2.5 or greater results in an overall assessment of 'good' (green) accessibility; an average score above 1.5 but below 2.5 is ranked as 'medium' (yellow) accessibility; and an average score of 1.5 or lower results in an overall assessment of relatively 'poor' (orange) accessibility.</p> <p><i>Section 9 (Promoting sustainable transport)/ SKLP ID2 - proposals should minimise the need to travel and, wherever possible, be located where services and facilities can be accessed more easily through walking, cycling or public transport. BPNP objective HOC1 – to plan for housing which is well connected to local services and facilities. BPNP objective HQD1 – to encourage sustainable transport. BPNP objective HQD2 – to minimise impact on the highway network.</i></p>		
<b>Comments</b>		
<b>Employment</b>	Development will not result in the loss of employment land (either existing or allocated in the Local Plan)	
	Development will result in the loss of existing employment land	
	Development will result in the loss of employment land referred to in Policy E1, E2 or E3 of the Local Plan.	
<p><i>Section 6 (Building a strong, competitive economy) - planning policies should set criteria, or identify strategic sites, to meet anticipated needs. SKLP E1 (Strategic employment sites) allocates land south of Spalding Rd, to the east of Bourne, as a strategic employment site. SKLP E2 (Employment allocations) allocates 2 further sites for employment - land adjacent to A151 on the west side of Bourne and a site on the east side of the town (land north of Bourne Eau/east of Car Dyke). SKLP E3 (Protection of employment) provides protection for several existing sites to the east and west of Cherry Holt Rd and the Pinfold Industrial Estate. SKLP E5 (Loss of employment land and buildings to non-employment uses) indicates that other employment sites will be protected unless certain conditions apply. BPNP objective BPE1 – to support a diverse range of employment opportunities.</i></p>		
<b>Comments</b>		
<b>Environmental</b>		
<b>Biodiversity and geodiversity</b>	The site is neither within nor adjacent to a site of recognised biodiversity or geodiversity importance.	
	The site is within or adjacent to a non-statutory site (Local Wildlife Site or Site of Nature Conservation Interest)	
	The site is within or adjacent to land with a statutory environmental designation (including Sites of Special Scientific Interest and Ancient Woodlands)	
<p><i>Section 15 (Conserving and enhancing the natural environment)/SKLP EN2 - plans should distinguish between the hierarchy of international, national and locally designated sites and generally allocate land with the least value. The loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused unless there are wholly exceptional reasons. BPNP objective NE2 – to conserve and enhance biodiversity.</i></p>		
<b>Note</b>		
<p>The Sustainability Appraisal of the South Kesteven Local Plan indicates that there are two Natura 2000 sites within 5km of the developed settlement boundary of Bourne: Grimsthorpe SAC approx. 4.6km to the west of the town, and Baston Fen SAC approx. 3km to the southeast.</p> <p>In the vicinity of Bourne there is the Math and Elsea Wood SSSI. The southern part of the town (The Austerby) is within the Impact Risk Zone for housing developments of over 100 dwellings within urban areas, or 50 or more houses outside existing urban areas.</p> <p>In respect of non-statutory designations there is a linear Site of Wildlife Interest to the south and south-west of Bourne, associated with the disused railway as well as Bourne Wood, designated as a Site of Wildlife Interest and Ancient Woodland.</p>		
<b>Historic environment</b>	Development would enhance a heritage asset (defined in NPPF 2023 Glossary page 68).	

	No impact on a heritage asset or impact is expected to be relatively easy to mitigate.	
	Development has the potential to adversely affect a heritage asset. However, it may be possible for some development with appropriate mitigation.	
	Development would be likely to result in substantial harm to, or total loss of, the significance of a heritage asset.	
<p><i>Section 16 (Conserving and enhancing the historic environment)/SKLP EN6 give great weight to the conservation/enhancement of designated heritage assets. Substantial harm to, or total loss of, a heritage asset will be resisted. Where there is less than substantial harm to the significance of a heritage asset or its setting, permission will only be granted where the public benefits outweigh the potential harm. BPNP objective BUI1 – to conserve Bourne’s historic character.</i></p>		
<b>Comment</b>		
<b>Built form and settlement pattern</b>	The site is within the built-up area of Bourne (i.e. bordered on at least 3 sides by development).	
	The site is bordered on 2 sides by the built-up area of the town.	
	The site is bordered on 1 side by the built-up area of the town	
<p><i>Sections 12 (Achieving well-designed places) and 15 (Conserving and enhancing the natural environment) indicates that development should be sympathetic to local character and history, including the built environment and landscape setting, and that valued landscapes should be protected and enhanced. SKLP SP4/EN1/DE1 - proposals should be adjacent to the existing pattern of development; they must not extend obtrusively into the open countryside; and must be appropriate to the landscape. Relevant Character Appraisals should be considered, including those produced to inform the Local Plan and Neighbourhood Plans.</i></p> <p><i>BPNP objectives BUI2/HQD3 – to protect/enhance key landscape features and views; to promote development that contributes positively to its neighbourhood.</i></p>		
<b>Comment</b>		
<b>Key landscape views</b>	Development would not impact on a key view.	
	Development would impact on a key view, although appropriate mitigation measures should be possible.	
	Development would adversely impact on a key view. Adequate mitigation is unlikely to be possible.	
<p><i>See above note in respect of ‘built form and settlement pattern’.</i></p>		
<b>Comment</b>		
<b>Flooding (rivers)</b>	The site is entirely or largely within flood zone 1 (low risk)	
	A significant part of the site is within flood zone 2 (medium risk)	
	A significant part of the site is within flood zone 3 (high risk)	
<p><i>Section 14 (Meeting the challenge of climate change, flooding and coastal change)/ SKLP SD1 and EN5 - plans should apply a sequential, risk-based approach to the location of development, steering development to areas with the lowest risk of flooding and avoiding development of land where this would exacerbate the risk of flooding elsewhere. The <a href="#">South Kesteven Strategic Flood Risk Assessment (SFRA)</a> provides the basis for applying the sequential test. The Government has also produced a <a href="#">Flood Map for Planning</a> to broadly indicate flood risk zones. BPNP objective HOC1 – to plan for new homes in sustainable locations.</i></p>		
<b>Comment</b>		
<b>Flooding (surface water)</b>	Low risk – few constraints or likely to be easily mitigated (< 15% of the site is affected by medium or high risk of surface water flooding)	
	Medium risk – significant mitigation may be required (>15% of the site is affected by medium or high risk of surface water flooding)	

*Section 14 (Meeting the challenge of climate change, flooding and coastal change)/SD1/EN5 - plans should apply a sequential, risk-based approach to the location of development, steering development to areas with the lowest risk of flooding and avoiding development of land where this would exacerbate the risk of flooding elsewhere. Surface water should be managed effectively on site using Sustainable Drainage Systems (SuDs) unless it is demonstrated to be technically unfeasible. The [South Kesteven Strategic Flood Risk Assessment \(SFRA\)](#) provides the basis for applying the sequential test. The Government has also produced a map giving an indication of areas at risk of surface water flooding: see <https://flood-warning-information.service.gov.uk/long-term-flood-risk>.*

**Comment**

<b>Land quality</b>	The site consists largely of previously developed land as defined in Annex 2 of the NPPF.	
	The site consists largely of greenfield or agricultural land that is not defined as best and most versatile within grades 1,2 and 3a of the Agricultural Land Classification)	
	Site consists of best and most versatile agricultural land. (NB where there is no evidence available to indicate whether the land falls within category 3a or 3b, a 'worse case' scenario has been applied i.e. it is assumed that the land is grade 3a).	

*Section 11 (Making effective use of land)/section 15 (Conserving and enhancing the natural environment)/SKLP SD2 – policies should give substantial weight to the value of using suitable brownfield land within settlements. Policies should recognise the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality. BPNP objective HOC1 – to plan for new homes in sustainable locations.*

**Comment**

<b>Service provision</b>	No identified constraints or constraints should be relatively easy to mitigate	
	Significant constraints identified. However, mitigation should be possible	

*Section 2 (achieving sustainable development)/SKLP ID1 – The planning system should identify and coordinate the provision of infrastructure. Proposals will be expected to demonstrate that there is, or will be, sufficient infrastructure capacity to meet the essential requirements arising from the development. BPNP objective - to plan for new homes well connected to local services.*

**Comment**

**Assessment of viability**


<b>Abnormal costs</b>	<b>Comment:</b>
<i>Section 5 (Delivering a sufficient supply of homes)/SKLP ID1 – policies should take account of economic viability. Where financial evidence indicates that requirements affect the delivery of a scheme, SKDC will consider prioritising provision.</i>	
Examples of abnormal costs might include demolition, land remediation or relocating utilities.	
<b>Plan objectives</b>	What further opportunities might the development provide to support the objectives of the Neighbourhood Plan?

**Comment**

<b>Brief summary of assessment, including opportunities and constraints</b>	
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## Appendix 3. Site Assessments

Site 1. Land rear of nos 1-7 (uneven) Drummond Road.		Site area (hectares)	0.6ha
			
Site location and description	Located in the south-east quadrant of Bourne to the east of South Rd. The land adjoins residential development with gardens backing onto the site. Most of these dwellings are bungalows, although there are a few 2 storey dwellings. The boundaries are marked by hedges and fences.		
Proposed development	Residential development. It is estimated that this could be ~15-20 dwellings. This assumes a net developable area of 90% and a density of 30-35 per hectare across the net area.		
Planning history	S04/0166 -Residential development for 5 dwellings – refused.		
Assessment of availability			
Availability	The site is being promoted through the BPNP process		
Comment: The landowner has indicated that the site could be brought forward for development within 5 years. The site is owned by four siblings.			
Assessment of suitability			
Physical constraints	No obvious physical constraints that would restrict development.		
Comment: Land drains located on the western and eastern boundaries.			
Existing use	Site is vacant		
Comment: Area of mown grass			
Vehicular access	Access can be easily provided		
Comment: Access would require the demolition of no 3 Drummond Rd. The highway authority has advised that this should be acceptable in principle, subject to approval of detailed drawings of the			



<i>access arrangements. Some consideration may be given to the installation of waiting restrictions as part of any application.</i>		
<b>Housing</b>	By virtue of scale, the site should be able to deliver a varied mix of tenure, size and house types.	
<i>Comment: SKLP Policy H2 (Affordable housing) indicates that developments of 11 or more dwellings (or greater than 1000m<sup>2</sup> gross floorspace) should include 30% affordable housing.</i>		
<b>'Bad Neighbour' uses (noise or odour)</b>	Development would not have a negative impact on business or community uses.	
<i>Comment: Site adjoins residential development.</i>		
<b>Existing residential amenity</b>	Development could have an adverse impact on residential amenity.	
<i>Comment: Site is located within a residential area and development therefore has the potential to have some impact on residential amenity which may need to be mitigated. In addition, adequate separation distances to existing dwellings would be required.</i>		
<b>Recreational facilities</b>	No loss of existing public open space and new provision could be provided on site.	
<i>Comment: SKLP Policy OS1 (open space) indicates that developments of 10 or more dwellings should provide sufficient new or improved open space.</i>		
<b>Community facilities</b>	No impact	
<b>Access to:</b>		
<b>Area of employment</b>	Within 800m – Land west of Cherry Holt Road	3
<b>Primary school</b>	Between 400m and 800m - Bourne Abbey C of E Academy located on Abbey Rd	2
<b>Secondary school</b>	Within 800m – Bourne Grammar School	3
<b>Bus stop</b>	Well connected to public transport links (bus stop within 400m of the centre of the site) – South Road	3
<b>Town centre</b>	Between 800m and 1200m	2
<b>Average accessibility score = 2.6 (13/5) = Overall accessibility assessed as good</b>		
<b>Employment</b>	Development will not result in the loss of employment land (either existing or allocated in the Local Plan)	
<b>Biodiversity and geodiversity</b>	The site is neither within nor adjacent to a site of recognised biodiversity or geodiversity importance.	
<b>Historic environment</b>	No impact on a heritage asset or impact is expected to be relatively easy to mitigate.	
<i>Comment: Bourne History Society has advised that the site includes the original route into the town from the South with the southern turnpike located near this entrance. Excavations may uncover the old turnpike house which may have been situated within the centre of the site. The land would benefit from a resistivity survey, metal detecting and archaeology watching briefs /excavations. The name of the road into the development should reflect its heritage.</i>		
<b>Built form and settlement pattern</b>	The site is within the built-up area of Bourne (i.e. bordered on at least 3 sides by development).	
<b>Key landscape views</b>	Development would not impact on a key view.	
<b>Flooding (rivers)</b>	The site is entirely or largely within flood zone 1 (low risk)	
<b>Flooding (surface water)</b>	Low risk – few constraints or likely to be easily mitigated (< 15% of the site is affected by medium or high risk of surface water flooding).	
<i>Comment: The EA is aware of ground water and ordinary watercourse flooding issues which have affected several properties in the area. It has advised of the need for consultation with the Lead Local Flood Authority (LLFA) and AW to determine if development would exacerbate the risk of flooding to existing properties or introduce risk to the proposed development. Alternatively, development could potentially contribute to resolving the issue. The LLFA has advised that the site is at risk of surface water flooding.</i>		

<b>Land quality</b>	The site consists largely of greenfield or agricultural land that is not defined as best and most versatile (defined as grades 1,2 and 3a in the NPPF Glossary)	
<b>Service provision</b>	No identified constraints or constraints should be relatively easy to mitigate	
<i>Comment: Western Power Distribution (electricity) has advised that the site should require no reinforcement. Site promoter has indicated that all services are available to serve the site. No response from AW or Cadent.</i>		
<b>Assessment of viability</b>		
<b>Abnormal costs</b>	None identified at this time.	
<i>Comment: Site promoter has advised that there are no known abnormal costs that may influence the viability of the scheme.</i>		
<b>Plan objectives</b>	What opportunities would the development provide to support the objectives of the Neighbourhood Plan?	
<p>Comments:</p> <p>Development would make a small contribution towards the housing requirement. Opportunity for a limited mix of dwellings, although a requirement for affordable housing would only be triggered where 11 or more dwellings were proposed (or 1000m<sup>2</sup> gross floorspace).</p> <p>The site is well located in relation to local services and facilities, thereby encouraging opportunities for walking, cycling and the use of public transport.</p> <p>Provision of public open space would be dependent upon the site providing 10 or more dwellings. Some, though relatively limited, opportunity to enhance biodiversity through landscape planting. Proposals could provide an opportunity to embrace high quality design and energy efficiency.</p>		
<p><b>Brief summary of assessment:</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• The site adjoins existing residential development. Adequate separation distances to existing dwellings would need to be provided.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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 1000m<sup>2</sup> gross floorspace) triggering an affordable housing requirement.</li> <li>• The site is at low risk of surface water flooding. Appropriate mitigation measures would be required.</li> </ul>		

Site 2. Land at south-west Bourne		Site area (hectares)	63.6ha
			
Site location and description	The site is located to the west and south of Raymond Mays Way. It consists of several fields currently in agricultural use. West Rd forms the northern boundary. To the east, a band of trees, hedgerows and an informal path form the boundary adjacent to Raymond Mays Way. Agricultural fields lie to the south and south-west of the site. A former railway line, now a tree belt, runs east to west through the site while there are two public rights of way which provide an eastward link towards Bourne.		
Proposed development	The site promoter has produced an illustrative vision document with capacity for ~900 dwellings, a 2-form entry primary school, a mixed use local centre and open space including sports pitches and allotments. The promoter has indicated that the site could be delivered in phases with the northern most part providing 100 homes to meet the BPNP minimum housing requirement. Using the methodology outlined in paragraph 2.5 of this background paper, the estimated capacity is ~950-1100 dwellings. This assumes a net developable area of 50% and a density of 30-35 per hectare across the net area.		
Planning history	The site promoter has advised that the site does not have any previous planning history.		
Assessment of availability			
Availability	The site is being promoted through the BPNP process		
Comment: The promoter has indicated that the land outlined in red on the location plan (see above) is in single ownership and under option to Barratt David Wilson Homes. In addition, there is a legal right in place to enable widening of the farm access between the roundabout on Raymond Mays Way and the site.			
Assessment of suitability			
Physical constraints	There are one or more physical constraints which would reduce the area available for development.		

<i>Comment: Towards the northern end of the site, two overhead 132kv high voltage cables with a 15m easement either side cross the land from east to west. An 11kv high voltage cable runs north-south in the southern area of the site with a 3m easement. There is also a high pressure east-west gas main which requires a 12m wide corridor. Whilst these constraints reduce the potentially developable area, the vision document takes account of these constraints by using these areas for open space.</i>		
<b>Existing use</b>	Site is occupied (including land in agricultural use), albeit site clearance will not be necessary	
<b>Vehicular access</b>	Access can only be provided with significant improvement.	
<i>Comments: Access is proposed to be via an existing roundabout on Raymond Mays Way with a further access from West Rd to the north. At the time of writing, the highway authority has not been consulted by the Steering Group regarding this arrangement</i>		
<b>Housing</b>	By virtue of scale the site should be able to deliver a mix of tenure, size and house types.	
<i>Comment: SKLP Policy H2 (Affordable housing) indicates that developments of 11 or more dwellings should include 30% affordable housing.</i>		
<b>'Bad Neighbour' uses (noise or odour)</b>	Development could impact on neighbouring business or community uses. However, mitigation should be possible.	
<i>Comment: There is an existing business which adjoins the site. This is located to the west of the site on the A6121 and north of the former railway line. However, the vision statement indicates that mitigation would be provided by the inclusion of open space adjacent to the site boundary.</i>		
<b>Existing residential amenity</b>	Development will have no/minimal impact on existing residential amenity	
<b>Recreational facilities</b>	No loss of recreation facilities and new provision could be provided on site.	
<i>Comment: SKLP Policy OS1 (open space) indicates that developments of 10 or more dwellings should provide sufficient new or improved open space.</i>		
<b>Community facilities</b>	Provides an opportunity to improve provision.	
<i>Comment: The proposals outlined in the vision document provided by the promoter include a 2 form entry primary school and a local centre which could include uses such as shops, a café, a community centre, a local surgery etc.</i>		
Access to:		
<b>Area of employment</b>	>1200m (site is <400m from the proposed employment land at Elsea Park but this has been excluded as there is a pending planning application to develop the site for housing)	1
<b>Primary school</b>	<400m (assumes on-site provision)	3
<b>Secondary school</b>	>1200m	1
<b>Bus stop</b>	>400m from a bus stop. However, it may be possible to serve the site by bus.	2
<b>Town centre</b>	>1200m	1
<b>Average accessibility score = 1.6 (8/5) = Overall accessibility assessed as medium</b>		
<b>Employment</b>	Development will not result in the loss of employment land (either existing or allocated in the SKLP)	
<b>Biodiversity and geodiversity</b>	The site is within or adjacent to a non-statutory site (Local Wildlife Site)	
<i>Comment: The disused railway to the west of the site is designated as a Local Wildlife Site. Ogrey Woods, also located outside the site, is not listed as a Local Wildlife Site. However, development would need to incorporate green infrastructure links to these sites to enhance the ecological network.</i>		
<b>Historic environment</b>	No impact on a heritage asset or impact is expected to be relatively easy to mitigate.	



<p><i>Comment: Bourne History Society has commented that the site includes an area known as 'Park Closes' which would have formed part of the parkland to Bourne Castle. The boundary of Park Closes should be respected and preserved. The former Bourne to Saxby line runs through the site and should be retained as green space. The original cuttings have been used for landfill with Bridge 236 buried beneath the surface. At the eastern end of the site there was another bridge (no235) which has been demolished, although the ramparts remain. These features should be incorporated into any development. It is believed that the original road into Bourne was further south from the present day A151, the top end of the boundary of Park Closes. The site would benefit from a resistivity survey, metal detecting and archaeology watching briefs/excavations to learn more about Bourne's heritage. Street names should be reflective of the area's heritage.</i></p>		
<b>Built form and settlement pattern</b>	The site is bordered on 1 side by the built-up area of the town	
<b>Key landscape views</b>	Development would impact on a key view, although appropriate mitigation measures should be possible.	
<p><i>Comment: The land essentially rises from Raymond Mays Way towards the A6121. Public footpaths provide extensive views across the site and the wider settlement of Bourne beyond. The landscape summary prepared on behalf of the site promoter acknowledges these factors and proposes mitigation matters.</i></p>		
<b>Flooding (rivers)</b>	The site is entirely or largely within flood zone 1 (low risk)	
<p><i>Comment: The EA has indicated that it has 'no concerns' about the development of the site.</i></p>		
<b>Flooding (surface water)</b>	Low risk – few constraints or likely to be easily mitigated (< 15% of the site is affected by medium or high risk of surface water flooding).	
<p><i>Comment: Some localised areas of flooding are noted on the flood risk mapping. Appropriate mitigation measures would be required.</i></p>		
<b>Land quality</b>	Site consists of best and most versatile agricultural land. (NB where there is no evidence available to indicate whether the land falls within category 3a or 3b, a 'worse case' scenario has been applied i.e. it is assumed that the land is grade 3a).	
<p><i>Comment: There is no field specific data available for this site on the Government's 'MAGIC' interactive website. Consequently, the assessment has had to rely on the <a href="#">Agricultural Land Classification Map for the East Midlands</a>. The map is used to provide strategic guidance and is not sufficiently accurate for use in assessment of individual fields, nor does it differentiate between grade 3a and 3b land. However, it suggests that land is grade 3.</i></p>		
<b>Service provision</b>	No identified constraints or constraints should be relatively easy to mitigate	
<p><i>Comment: A utilities appraisal provided by the promoter indicates that AW and Western Power Distribution have confirmed that sufficient capacity exists or can be made available from local networks. No information from Cadent.</i></p>		
<b>Assessment of viability</b>		
<b>Abnormal costs</b>	None identified at this time	
<p><i>Comment: The site promoter has advised that there are no known abnormal costs that may influence the viability of the scheme.</i></p>		
<b>Plan objectives</b>	What opportunities would the development provide to support the objectives of the Neighbourhood Plan?	
<p><i>Comment:</i> The site is of a size that could deliver the minimum housing requirement of 100 new homes. In addition, there is a significant level of additional capacity (800 homes) if required as part of the Local Plan review. The site would be able to deliver a varied mix of tenure, size and house types including affordable housing.</p>		

The vision statement provided by the site promoter 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 the provision of a primary school and a local centre which could include uses such as shops, a community centre and a local surgery.

Within the site, the proposals offer opportunities to enhance biodiversity including sustainable drainage features, meadow habitats, woodland, hedgerows and other landscape enhancements.

Overall accessibility to employment land and a range of services has been assessed as 'medium'.

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. The promoter has indicated that the site could be served by bus.


Proposals could provide an opportunity to embrace high quality design and energy efficiency.

#### **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.
- The land essentially rises from Raymond Mays Way towards the A6121. Public footpaths provide extensive views across the site and the wider settlement of Bourne beyond. The landscape summary prepared on behalf of the site promoter acknowledges these factors and proposes mitigation matters.
- 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 3. Land west of Meadow Drive/north of Pinfold Industrial Estate.		Site area (hectares)	3.76ha
			
Site location and description	The site is rectangular in shape, flat and in agricultural use. Along the southern boundary it adjoins the Pinfold industrial estate while to the north, west and east the land is in agricultural use. The boundaries are defined by hedges.		
Proposed development	The agent has indicated that the site could accommodate 120 dwellings. However, it is estimated that the capacity is likely to be ~85 -100 dwellings. This assumes a net developable area of 75% and a density of 30-35 per hectare across the net area.		
Planning history	Agent acting for the site promoter has advised that the site does not have any previous planning history.		
Assessment of availability			
Availability	The site is being promoted through the BPNP process		
Comment: The agent has indicated that there is developer interest and the site could be developed within 5 years. Vacant possession is available.			
Assessment of suitability			
Physical constraints	No obvious physical constraints that would restrict development.		
Existing use	Site is occupied (including land in agricultural use), albeit site clearance will not be necessary		
Vehicular access	Access can only be provided with significant improvement		
Comments: Access should be possible from Meadow Drive. The highway authority has commented that the existing Spalding Road footway should be extended to the site and local carriageway improvements will be required. Public transport links should be considered.			
Housing	By virtue of scale the site should be able to deliver a mix of tenure, size and house types.		
Comment: SKLP Policy H2 (Affordable housing) indicates that developments of 11 or more dwellings should include 30% affordable housing.			
'Bad Neighbour' uses (noise or odour)	Development could impact on neighbouring business or community uses. Mitigation measures may be necessary.		

<i>Comment: A noise assessment undertaken in respect of the planning application for land to the west of the Pinfold estate (planning ref: <a href="#">s18/0904</a>) concluded that mitigation should be possible on that site.</i>		
<b>Existing residential amenity</b>	Development will have no/minimal impact on existing residential amenity	
<b>Recreational facilities</b>	No loss of recreation facilities and new provision could be provided on site.	
<i>Comment: SKLP Policy OS1 (open space) indicates that developments of 10 or more dwellings should provide sufficient new or improved open space.</i>		
<b>Community facilities</b>	No impact	
Access to:		
<b>Area of employment</b>	Within 800m	3
<b>Primary school</b>	More than 800m via Meadow Drove/Spalding Rd	1
<b>Secondary school</b>	More than 1200m via Meadow Drove/Spalding Rd	1
<b>Bus stop</b>	Not within 400m of a bus stop. No evidence that the development would be likely to be served by bus.	1
<b>Town centre</b>	More than 1200m via Meadow Drove/Spalding Rd	1
<b>Average accessibility score = 1.4 (7/5) = Overall accessibility assessed as medium</b>		
<b>Employment</b>	Development will not result in the loss of employment land (either existing or allocated in the SKLP)	
<b>Biodiversity and geodiversity</b>	The site is neither within nor adjacent to a site of recognised biodiversity or geodiversity importance.	
<b>Historic environment</b>	No impact on a heritage asset or impact is expected to be relatively easy to mitigate.	
<i>Comment: Bourne History Society has advised that there is some evidence of archaeological remains in the general area. Archaeological investigation would need to be undertaken.</i>		
<b>Built form and settlement pattern</b>	The site is bordered on 1 side by the built-up area of the town	
<i>Comment: Site would be bordered by development on other sides if developed as part of either site 4 or site 6.</i>		
<b>Key landscape views</b>	Development would not impact on a key view	
<b>Flooding (rivers)</b>	The site is entirely or largely within flood zone 1 (low risk)	
<i>Comment: While the site is essentially within flood zone 1, a small area along the southern boundary, is within flood zone 2 (medium risk).</i>		
<b>Flooding (surface water)</b>	Low risk – few constraints or likely to be easily mitigated (< 15% of the site is affected by medium or high risk of surface water flooding).	
<b>Land quality</b>	Site consists of best and most versatile agricultural land. (NB where there is no evidence available to indicate whether the land falls within category 3a or 3b, a 'worse case' scenario has been applied i.e. it is assumed that the land is grade 3a).	
<i>Comment: The land is grade 3a - see <a href="https://magic.defra.gov.uk/MagicMap.aspx">https://magic.defra.gov.uk/MagicMap.aspx</a></i>		
<b>Service provision</b>	No identified constraints or constraints should be relatively easy to mitigate	
<i>Comment: Western Power Distribution has advised that development may be possible without significant reinforcement. The agent acting for the site promoter has indicated that it is not known if mains sewerage is available to serve the site although other utility services are available. No response from AW or Cadent.</i>		
<b>Assessment of viability</b>		
<b>Abnormal costs</b>	None identified at this time	
<i>Comment: Agent acting for the site promoter has advised that there are no known abnormal costs that may influence the viability of the scheme.</i>		

<b>Plan objectives</b>	What opportunities would the development provide to support the objectives of the Neighbourhood Plan?
<p>Comment:</p> <p>The site should be able to meet the minimum requirement of 100 homes if developed at a net density of 35 dwellings/ha.</p> <p>The scale of development would trigger a requirement for open space with scope to enhance biodiversity through appropriate landscaping and green infrastructure.</p> <p>Development could provide an opportunity to embrace high quality design and energy efficiency.</p>	
<p><b>Brief summary of assessment</b></p> <ul style="list-style-type: none"> <li>• The site should be able to meet the minimum requirement of 100 homes if developed at a net density of 35 dwellings/ha.</li> <li>• 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.</li> <li>• 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.</li> <li>• The scale of development would trigger a requirement for open space.</li> <li>• 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.</li> <li>• No obvious physical constraints that would restrict development have been identified.</li> <li>• 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.</li> <li>• 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.</li> <li>• The site adjoins the Pinfold Industrial Estate. Mitigation measures may be necessary.</li> </ul>	




Site 4. Land North of Pinfold Industrial Estate and east of Bourne Academy playing field.		Site area (hectares)	9.86 ha
			
Site location and description	The site is flat and in agricultural use. It incorporates site 3 and additional land further to the west. The western boundary is formed by Car Dyke with the Bourne Academy playing fields beyond. The eastern boundary adjoins Meadow Drive while to the south there is an employment area and land with planning permission for residential development. The land north of the site is in agricultural use. The boundaries are defined by hedges.		
Proposed development	It is estimated that the capacity is likely to be ~220-260 based on a net developable area of 75% and a density of 30-35 per hectare across the net area.		
Planning history	Agents acting for the site promoters have advised that the site does not have any previous planning history.		
Assessment of availability			
Availability	The site is being promoted through the BPNP process		
Comment: Agents have indicated that there is developer interest and that the site could be developed within 5 years. Vacant possession is available.			
Assessment of suitability			
Physical constraints	No obvious physical constraints that would restrict development.		
Existing use	Site is occupied (including land in agricultural use), albeit site clearance will not be necessary		
Vehicular access	Access can only be provided with significant improvement.		
Comment: Access should be possible from Meadow Drive. The highway authority has commented that sustainable footway and cycleway links to the existing town/facilities/schools should be provided via Arnhem Way and Blackthorn Way. The existing Spalding Road footway should be extended to the site and local carriageway improvements will be required. Public transport links to the site should be considered.			
Housing	By virtue of scale the site should be able to deliver a mix of tenure, size and house types.		

<i>Comment: SKLP Policy H2 (Affordable housing) indicates that developments of 11 or more dwellings should include 30% affordable housing.</i>		
<b>'Bad Neighbour' uses (noise or odour)</b>	Development could impact on neighbouring business or community uses. Mitigation measures may be necessary.	
<i>Comment: The Pinfold Industrial Estate is located to the south-east of the site. A noise assessment undertaken in respect of the planning application for the adjoining land (Manning Rd (planning ref: <a href="#">s18/0904</a>) concluded that mitigation should be possible on that site. The site is also located adjacent to the Bourne Academy playing field.</i>		
<b>Existing residential amenity</b>	Development would not impact on existing residential amenity	
<b>Recreational facilities</b>	No loss of recreation facilities and new provision could be provided on site.	
<i>Comment: SKLP Policy OS1 (open space) indicates that developments of 10 or more dwellings should provide sufficient new or improved open space.</i>		
<b>Community facilities</b>	No impact	
<b>Access to:</b>		
<b>Area of employment</b>	Within 800m of Pinfold Industrial Estate	3
<b>Primary school</b>	Between 400m and 800m of Bourne Abbey Primary School (assumes access via Car Dyke public footpath)	2
<b>Secondary school</b>	Between 800m and 1200m. (assumes access to Bourne Academy via Blackthorn Way)	2
<b>Bus stop</b>	Not within 400m of a bus stop. No evidence that the development would be likely to be served by bus.	1
<b>Town centre</b>	More than 1200m	1
<b>Average accessibility score = 1.8 (9/5).</b> = Overall accessibility assessed as medium		
<b>Employment</b>	Development will not result in the loss of employment land (either existing or allocated in the SKLP)	
<b>Biodiversity and geodiversity</b>	The site is neither within nor adjacent to a site of recognised biodiversity or geodiversity importance.	
<b>Historic environment</b>	No impact on a heritage asset or impact is expected to be relatively easy to mitigate.	
<i>Comment: Bourne History Society has advised that there is some evidence of archaeological remains in the general area. Archaeological investigation would need to be undertaken.</i>		
<b>Built form and settlement pattern</b>	The site is bordered on 2 side by the built-up area of the town	
<b>Key landscape views</b>	Development would not impact on a key view	
<b>Flooding (rivers)</b>	The site is entirely or largely within flood zone 1 (low risk)	
<i>Comment: While the site is essentially within flood zone 1, the Government's <a href="#">flood map for planning</a> indicates that the north-western-most point of the site and a small area along the southern boundary is within flood zone 2 (medium risk). In addition, Car Dyke is defined as a 'Main River' by the Environment Agency (EA). Flood defences are present along the right and left banks of the Dyke. They are maintained by the Environment Agency and designed for a 1 in 100 year event. - see <a href="#">SKDC Strategic Flood Risk Assessment (Level 2)</a>. In addition, the EA requires an 8m wide maintenance strip alongside Car Dyke. It has also indicated that an Environmental Permit may be required.</i>		
<b>Flooding (surface water)</b>	Low risk – few constraints or likely to be easily mitigated (< 15% of the site is affected by medium or high risk of surface water flooding).	
<b>Land quality</b>	Site consists of best and most versatile agricultural land. (NB where there is no evidence available to indicate whether the land falls within category 3a or 3b, a 'worse case' scenario has been applied i.e. it is assumed that the land is grade 3a).	

<i>Comment: The land is largely grade 3a with a relatively small area being of grade 2 - see <a href="https://magic.defra.gov.uk/MagicMap.aspx">https://magic.defra.gov.uk/MagicMap.aspx</a></i>		
<b>Service provision</b>	No identified constraints or constraints should be relatively easy to mitigate	
<i>Comment: Western Power Distribution has advised that development may be possible without significant reinforcement. Agents acting for the landowners have indicated that it is not known if mains sewerage is available but other utility services are available. No response from AW or Cadent.</i>		
<b>Assessment of viability</b>		
<b>Abnormal costs</b>	None identified at this time	
<i>Comment: Agent acting for the site promoter has advised that there are no known abnormal costs that may influence the viability of the scheme.</i>		
<b>Plan objectives</b>	What opportunities would the development provide to support the objectives of the Neighbourhood Plan?	
<p>Comment:</p> <p>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.</p> <p>The scale of development would trigger a requirement for open space.</p> <p>The presence of the public right of way/Car Dyke provides an opportunity to improve links to this green infrastructure corridor and enhance biodiversity which could be further improved through the use of sustainable drainage features (SuDS), the retention of natural features (e.g. hedgerows) and landscape planting.</p> <p>The site is relatively well located in relation to local services and facilities. Providing links to the public right of way and extending the Spalding Rd footway would improve access to the town, local facilities/ services and the wider countryside, thereby encouraging sustainable transport.</p> <p>Proposals could provide an opportunity to embrace high quality design and energy efficiency.</p>		
<b>Brief summary of assessment</b>		
<ul style="list-style-type: none"><li>• 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.</li><li>• 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.</li><li>• The land would be able to deliver a varied mix of tenure, size and house types including affordable housing.</li><li>• 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.</li><li>• 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.</li><li>• 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.</li><li>• The scale of the development would trigger the need for open space.</li><li>• 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.</li></ul>		

- No obvious physical constraints that would restrict development have been identified.



Site 5. Land South of Mill Drive		Site area (hectares)	6.6ha
			
Site location and description	The site consists of agricultural land and is formed of 2 rectangular shaped fields on level ground. The land is bounded to the north by Mill Drive and to the east by Meadow Drive. Beyond these roads lies open countryside. To the west the site adjoins Car Dyke, beyond which there is an area of residential development. To the south the site is bordered by agricultural land. Along the field boundaries there are hedgerows except to the west where the boundary is formed by Car Dyke.		
Proposed development	It is estimated that the site capacity is likely to be ~150 -170 based on a net developable area of 75% and a density of 30-35 per hectare across the net area.		
Planning history	Site promoter has advised that the site does not have any previous planning history.		
Assessment of availability			
Availability	The site is being promoted through the BPNP process		
Comment: The owners have indicated that there is developer interest and that the existing agricultural use could be relocated immediately.			
Assessment of suitability			
Physical constraints	No obvious physical constraints that would restrict development.		
Comment: Whilst there is a public footpath on the western edge of the site this would not restrict development.			
Existing use	Site is occupied (including land in agricultural use), albeit site clearance will not be necessary		
Vehicular access	Access can only be provided with significant improvement		
Comment: The highway authority has indicated a need for footway and cycleway links to the existing town/facilities/schools to be provided along Mill Drive and connect onto Arnhem Way. Local carriageway improvements will be required and public transport links to the site should be considered.			
Housing	By virtue of scale the site should be able to deliver a mix of tenure, size and house types.		

<i>Comment: SKLP Policy H2 (Affordable housing) indicates that developments of 11 or more dwellings should include 30% affordable housing.</i>		
<b>'Bad Neighbour' uses (noise or odour)</b>	Development would not impact on business or community uses	
<i>Comment: Site is located adjacent to Car Dyke and agricultural land.</i>		
<b>Existing residential amenity</b>	Development would not impact on existing residential amenity	
<b>Recreational facilities</b>	No loss of recreation facilities and new provision could be provided on site.	
<i>Comment: SKLP Policy OS1 (open space) indicates that developments of 10 or more dwellings should provide sufficient new or improved open space.</i>		
<b>Community facilities</b>	No impact	
<b>Access to:</b>		
<b>Area of employment</b>	Within 800m	3
<b>Primary school</b>	More than 800m	1
<b>Secondary school</b>	Between 800m and 1200m	2
<b>Bus stop</b>	Not within 400m of a bus stop. No evidence that the development would be likely to be served by bus.	1
<b>Town centre</b>	More than 1200m	1
<b>Average accessibility score = 1.6 (8/5) = Overall accessibility assessed as medium</b>		
<b>Employment</b>	Development will not result in the loss of employment land (either existing or allocated in the SKLP)	
<b>Biodiversity and geodiversity</b>	The site is neither within nor adjacent to a site of recognised biodiversity or geodiversity importance.	
<b>Historic environment</b>	No impact on a heritage asset or impact is expected to be relatively easy to mitigate.	
<i>Comment: Bourne History Society has advised that there is some evidence of archaeological remains in the general area including a Roman settlement/farm along the eastern end of Mill Drove and a Bronze age ringwork near the owl sanctuary on the north side of Mill Drove. Archaeological investigation would need to be undertaken.</i>		
<b>Built form and settlement pattern</b>	The site is bordered on 1 side by the built-up area of the town.	
<b>Key landscape views</b>	Development would not impact on a key view.	
<b>Flooding (rivers)</b>	The site is entirely or largely within flood zone 1 (low risk)	
<i>Comment: While the site is essentially within flood zone 1 the Government's <a href="#">flood map for planning</a> indicates that the south-east part of the site is within flood zone 2 (medium risk.) In addition, Car Dyke is defined as a 'Main River' by the Environment Agency (EA). Flood defences are present along the right and left banks of the Dyke. They are maintained by the EA and designed for a 1 in 100-year event. The site was assessed as part of the <a href="#">SKDC Strategic Flood Risk Assessment (Level 2)</a>. The assessment concluded that mitigation measures should be possible. In addition, the EA requires an 8m wide maintenance strip alongside Car Dyke. It has also indicated that an Environmental Permit may be required.</i>		
<b>Flooding (surface water)</b>	Low risk – few constraints or likely to be easily mitigated (< 15% of the site is affected by medium or high risk of surface water flooding).	
<b>Land quality</b>	Site consists of best and most versatile agricultural land. (NB where there is no evidence available to indicate whether the land falls within category 3a or 3b, a 'worse case' scenario has been applied i.e. it is assumed that the land is grade 3a).	
<i>Comment: The land is largely grade 3a - see <a href="https://magic.defra.gov.uk/MagicMap.aspx">https://magic.defra.gov.uk/MagicMap.aspx</a></i>		
<b>Service provision</b>	Significant constraints identified. Mitigation should be possible.	

*Comment: Western Power Distribution has advised that reinforcement would be necessary. Site promoter has indicated that mains water supply is available but that the situation regarding mains sewerage and gas is not known. No response from AW or Cadent.*

**Assessment of viability**

**Abnormal costs**

None identified at this time.

*Comment: Site promoter has advised that there are no known abnormal costs that may influence the viability of the scheme.*

**Plan objectives**

What opportunities would the development provide to support the objectives of the Neighbourhood Plan?

**Comments:**

The site could meet the minimum requirement of 100 homes without the need to allocate additional land. The promoter has expressed a willingness to work with adjoining landowners should site 6 be the preferred option to deliver a more comprehensive development. The site could provide a mix of dwellings, including affordable housing.


The promoter has indicated that the site can deliver open space, including playing pitches. The presence of the public footpath/Car Dyke provides an opportunity to improve links to this green infrastructure corridor and enhance biodiversity which could be further improved through the use of sustainable drainage (SuDS), the retention of natural feature (e.g. hedgerows) and landscape planting. Development could incorporate measures to improve opportunities for walking and cycling via the use of the public footpath, enabling improved links to the town, local facilities/services and the wider countryside.

Proposals could provide an opportunity to embrace high quality design and energy efficiency.

**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.



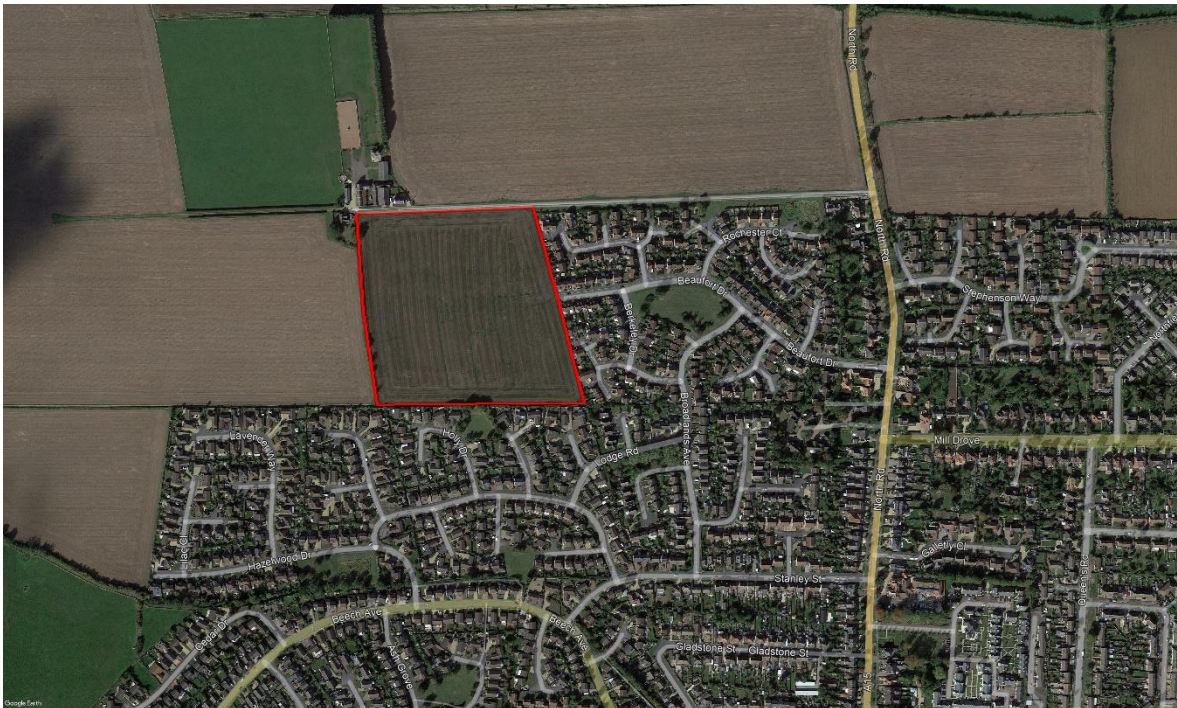
Site 6. Land South of Mill Drove and West of Meadow Drove		Site area (hectares)	20ha
			
Site location and description	The site consists of agricultural land and includes sites 3, 4, 5 and the intervening land (6 fields in total). The land is bounded to the north by Mill Drove and to the east by Meadow Drove. The land beyond these roads is largely open countryside. To the west the site adjoins Car Dyke, beyond which there is an area of residential development and the Bourne Academy playing field. To the south the site is bordered by commercial development and agricultural land which has planning permission for residential development. Along the field boundaries there are hedgerows except to the west where the boundary is formed by Car Dyke.		
Proposed development	The site promoter has suggested that 15ha would be available for housing once green spaces and supporting infrastructure is taken into account with the site accommodating 350 homes. However, it is estimated that the capacity is likely to be ~300-350 based on a net developable area of 50% and a density of 30-35 per hectare across the net area. The promoter has indicated that the site offers an opportunity for the medium to long term growth of Bourne and that it could provide better road connections from Spalding Road to the A15 through improvements to Mill Drove and Meadow Drove. The promoter has further indicated that ‘complimentary land uses such as community facilities and sports provision would be the subject of discussion with the Town Council and SKDC’.		
Planning history	The site promoter has advised that the site does not have any previous planning history.		
Assessment of availability			
Availability	Whilst the site is being promoted through the NP process there are legal or ownership problems such as unresolved multiple ownerships, ransom strips or tenancies.		
Comment: The promoter has indicated that the site is in multiple ownership and that it remains to be			

<i>confirmed if the owners are willing to sell. It is envisaged by the promoter that the site could be developed within the Plan period (i.e. before 2036), though not before about 2025.</i>		
<b>Assessment of suitability</b>		
<b>Physical constraints</b>	No obvious physical constraints that would restrict development.	
<i>Comment: Whilst there is a public footpath on the western edge of the site this would not restrict development.</i>		
<b>Existing use</b>	Site is occupied (including land in agricultural use), albeit site clearance will not be necessary	
<b>Vehicular access</b>	Access can only be provided with significant improvement.	
<i>Comments: It is anticipated that access could be gained via both Mill Drove and Meadow Drove. The highway authority has indicated the need for sustainable footway and cycleway links to the existing town/facilities/schools to connect onto Arnhem Way and Blackthorn Way. The existing Spalding Road footway should be extended to connect to the site, local carriageway improvements will also be required. Public transport links to the site should be considered.</i>		
<b>Housing</b>	By virtue of scale the site should be able to deliver a mix of tenure, size and house types.	
<i>Comment: SKLP Policy H2 (Affordable housing) indicates that developments of 11 or more dwellings should include 30% affordable housing.</i>		
<b>'Bad Neighbour' uses (noise or odour)</b>	Development could impact on neighbouring business or community uses. Mitigation measures may be necessary.	
<i>Comment: The site adjoins employment uses along the southern boundary. A noise assessment undertaken in respect of the planning application for land directly to the west of the Pinfold estate (planning ref: <a href="#">s18/0904</a>) concluded that mitigation should be possible on that site. The site is also located adjacent to the Bourne Academy playing field.</i>		
<b>Existing residential amenity</b>	Development would not impact on existing residential amenity	
<b>Recreational facilities</b>	No loss of recreation facilities and new provision could be provided on site.	
<i>Comment: SKLP Policy OS1 (open space) indicates that developments of 10 or more dwellings should provide sufficient new or improved open space.</i>		
<b>Community facilities</b>	Provides an opportunity to improve provision	
<i>Comment: The promoter has indicated that uses such as community facilities and sports provision would be the subject of discussion with the Town Council and SKDC.</i>		
<b>Access to:</b>		
<b>Area of employment</b>	Within 800m	3
<b>Primary school</b>	More than 800m	1
<b>Secondary school</b>	Between 800m and 1200m	2
<b>Bus stop</b>	Not within 400m of a bus stop. No evidence that the development would be likely to be served by bus	1
<b>Town centre</b>	More than 1200m	1
<b>Average accessibility score = 1.6 (8/5) = Overall accessibility assessed as medium</b>		
<b>Employment</b>	Development will not result in the loss of employment land (either existing or allocated in the SKLP)	
<b>Biodiversity and geodiversity</b>	The site is neither within nor adjacent to a site of recognised biodiversity or geodiversity importance.	
<b>Historic environment</b>	No impact on a heritage asset or impact is expected to be relatively easy to mitigate.	
<i>Comment: Bourne History Society has advised that there is some evidence of archaeological remains in the general area. Archaeological investigation would need to be undertaken.</i>		

<b>Built form and settlement pattern</b>	The site is bordered on 2 sides by the built-up area of the town.	
<b>Key landscape views</b>	Development would not impact on a key view.	
<b>Flooding (rivers)</b>	A significant part of the site is within flood zone 2 (medium risk)	
<i>Comment: While much of the site is within flood zone 1 the Government's <a href="#">flood map for planning</a> indicates that part of the area is within flood zone 2 (medium risk.) In addition, Car Dyke is identified as a 'Main River' by the Environment Agency (EA). However, flood defences are present along the right and left banks of the Dyke. They are maintained by the EA and designed for a 1 in 100-year event. The EA requires an 8m wide maintenance strip alongside Car Dyke. It has also indicated that an Environmental Permit may be required.</i>		
<b>Flooding (surface water)</b>	Low risk – few constraints or likely to be easily mitigated (< 15% of the site is affected by medium or high risk of surface water flooding).	
<b>Land quality</b>	Site consists of best and most versatile agricultural land. (NB where there is no evidence available to indicate whether the land falls within category 3a or 3b, a 'worse case' scenario has been applied i.e. it is assumed that the land is grade 3a).	
<i>Comment: The land is largely grade 3a with a relatively small area being of grade 2 - see <a href="https://magic.defra.gov.uk/MagicMap.aspx">https://magic.defra.gov.uk/MagicMap.aspx</a></i>		
<b>Service provision</b>	Significant constraints identified. Mitigation should be possible.	
<i>Comment: Western Power Distribution has indicated that reinforcement would be necessary. The site promoter has advised that mains water supply is available together with mains sewerage but that the situation regarding gas supply is not known. No response from AW or Cadent. The promoter has also identified the need for upgraded roads to serve the development.</i>		
<b>Assessment of viability</b>		
<b>Abnormal costs</b>	None identified at this time.	
<i>Comment: Site promoter has advised that abnormal costs are to be confirmed.</i>		
<b>Plan objectives</b>	What opportunities would the development provide to support the objectives of the Neighbourhood Plan?	
<p>Comments:</p> <p>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 site could deliver 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.</p> <p>The presence of the public right of way/Car Dyke provides an opportunity to improve links to this green infrastructure corridor and enhance biodiversity which could be further improved through the use of sustainable drainage features (SuDS), the retention of natural features (e.g. hedgerows) and landscape planting.</p> <p>The site is relatively well located in relation to local services and facilities. Providing links to the public right of way and extending the Spalding Rd footway would improve access to the town, local facilities/ services and the wider countryside, thereby encouraging sustainable transport.</p> <p>Proposals could provide an opportunity to embrace high quality design and energy efficiency.</p>		
<p><b>Brief summary of assessment</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul>		

- 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. Appropriate mitigation measures would be required. 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 7. Land west of Beaufort Drive		Site area (hectares)	6.28ha
			
Site location and description	An area of agricultural land on the north-west edge of Bourne and west of Beaufort Drive. The site is bordered to the east and south by residential development and to the west and north by open land. Along the northern boundary there is a track leading to Conjury Nook Farm. Site boundaries comprise field drains, a hedgerow to the west, and fencing to the rear of residential properties.		
Proposed development	It is estimated that the capacity of the site is likely to be ~140-165 dwellings. This assumes a net developable area of 75% and a density of 30-35 per hectare across the net area.		
Planning history	Development of the site was strongly opposed by members of the local community in 2017 when it was proposed to allocate the land in the Consultative Draft of the now adopted Local Plan (see para 2.5 on page 2). In 2020 two planning applications generated a considerable number of objections and were refused. <a href="#">Application S19/2111</a> was for 110 affordable dwellings and 3 self-build plots while <a href="#">Application S19/2134</a> was for a care home facility of 80 extra-care rooms and 22 retirement apartments. However, the site promoter has indicated that future proposals would not include a care home/retirement apartments.		
Assessment of availability			
Availability	The site is being promoted through the BPNP process		
Comment: The promoter has indicated that the site could be brought forward within 5 years.			
Assessment of suitability			
Physical constraints	No obvious physical constraints that would restrict development.		
Existing use	Site is occupied (including land in agricultural use), albeit site clearance will not be necessary		
Comment: Land is in agricultural use			
Vehicular access	Access can be easily provided.		
Comment: Access via Beaufort Drive to the east.			

<b>Housing</b>	By virtue of scale the site should be able to deliver a varied mix of tenure, size and house types.	
<i>Comment: SKLP Policy H2 (Affordable housing) indicates that developments of 11 or more dwellings should include 30% affordable housing.</i>		
<b>'Bad Neighbour' uses (noise or odour)</b>	Development would not impact on business or community uses	
<i>Comment: The site adjoins residential development and agricultural land.</i>		
<b>Existing residential amenity</b>	Development could have an adverse impact on existing residential amenity.	
<i>Comment: Site is located within a residential area and development therefore has the potential to have some impact on residential amenity which may need to be mitigated. In addition, adequate separation distances to existing dwellings would be required.</i>		
<b>Recreational facilities</b>	No loss of existing public open space and new provision could be provided on site.	
<i>Comment: SKLP Policy OS1 (open space) indicates that developments of 10 or more dwellings should provide sufficient new or improved open space.</i>		
<b>Community facilities</b>	No impact	
<b>Access to:</b>		
<b>Area of employment</b>	More than 1200m	1
<b>Primary school</b>	More than 800m	1
<b>Secondary school</b>	Between 800m and 1200m - Nearest secondary school is Bourne Academy located on Edinburgh Crescent.	2
<b>Bus stop</b>	Not within 400m of a bus stop. No evidence that the development would be likely to be served by bus. The nearest bus stops are on North Street	1
<b>Town centre</b>	Within 1200m	2
<b>Average accessibility score = 1.4 (7/5) = Overall accessibility assessed as relatively poor.</b>		
<b>Employment</b>	Development will not result in the loss of employment land (either existing or allocated in the SKLP).	
<b>Biodiversity and geodiversity</b>	The site is neither within nor adjacent to a site of recognised biodiversity or geodiversity importance.	
<i>Comment: A habitat survey undertaken on behalf of the developer and submitted in support of the planning applications refused in 2020 indicates that there are no significant ecological constraints and that there is the potential for any landscape scheme to promote the use of the site by bats and birds.</i>		
<b>Historic environment</b>	No impact on a heritage asset or impact is expected to be relatively easy to mitigate.	
<i>Comment: An archaeological desk-based assessment submitted as part of the planning applications refused in 2020 indicates that the site has a high potential for remains of Bronze Age date, a moderate potential for remains of Late Iron Age/Roman date, and a negligible potential for significant remains dating to all other periods. Bourne History Society has advised that the site lies just west of the Roman road which led north to Ancaster and that there have been a few Roman 'trenches' and 'finds' discovered in this area. The site would therefore benefit from archaeological assessment.</i>		
<b>Built form and settlement pattern</b>	The site is bordered on 2 sides by the built-up area of the town.	
<b>Key landscape views</b>	Development would impact on a key view, although appropriate mitigation measures should be possible.	
<i>Comment: There are views across the site towards Bourne Wood. The South Kesteven Landscape Character Assessment refers to the need to maintain views towards the rising Kesteven Uplands to the west.</i>		

<b>Flooding (river)</b>	The site is entirely or largely within flood zone 1 (low risk)	
<i>Comment: The EA has indicated that it has 'no concerns' about the development of the site.</i>		
<b>Flooding (surface water)</b>	Low risk – few constraints or likely to be easily mitigated (< 15% of the site is affected by medium or high risk of surface water flooding).	
<b>Land quality</b>	Site consists of best and most versatile agricultural land. (NB where there is no evidence available to indicate whether the land falls within category 3a or 3b, a 'worse case' scenario has been applied i.e. it is assumed that the land is grade 3a).	
<i>Comment: There is no field specific data available for this site on the Government's 'MAGIC' interactive website. Consequently, the assessment has had to rely on the <a href="#">Agricultural Land Classification Map for the East Midlands</a>. The map is used to provide strategic guidance and is not sufficiently accurate for use in assessment of individual fields, nor does it differentiate between grade 3a and 3b land. However, it suggests that land on the north side of Bourne is generally grade 3.</i>		
<b>Service provision</b>	No identified constraints or constraints should be relatively easy to mitigate	
<i>Comment: A utility study submitted as part of the previous planning applications indicates that the existing gas, water and telecoms infrastructure within the vicinity of the site appears to be capable of supporting the development. However, there is insufficient capacity within the local electricity distribution network and some reinforcement may be required involving the laying of a high voltage cable a distance of approximately 1,750 metres through the centre of Bourne, as well as the installation of a new circuit breaker at Bourne primary substation. Western Power Distribution has advised that major reinforcement is not required.</i>		
<b>Assessment of viability</b>		
<b>Abnormal costs</b>	Site promoter has advised that there are no known abnormal costs.	
<i>Comment:</i>		
<b>Plan objectives</b>	What opportunities would the development provide to support the objectives of the Neighbourhood Plan?	
<p>Comments:</p> <p>The site could meet the minimum requirement of 100 homes without the need to allocate additional land. It could provide a mix of dwellings, including affordable housing.</p> <p>The size of the site would trigger the need for public open space. In addition, the landowner has offered to dedicate up to 5 acres of land at Wherry's Spinney (west of Elsea Park C of E school) to the Town Council for amenity land for the benefit of residents of Bourne.</p> <p>Biodiversity and green infrastructure could be enhanced through the provision of sustainable drainage features (SuDS); appropriate planting; and green infrastructure links to the adjoining countryside and adjoining open space.</p> <p>Proposals could provide an opportunity to embrace high quality design and energy efficiency.</p>		
<p><b>Brief summary of assessment</b></p> <ul style="list-style-type: none"> <li>The site is in single ownership and is of a size that could deliver the minimum housing requirement of 100 new homes with some additional capacity. 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.</li> <li>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.</li> <li>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.</li> </ul>		

- 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 8. Land north of West Rd		Site area (hectares)	12ha
			
Site location and description	The site consists primarily of grassland, although there is a house with farm buildings located adjacent to the roundabout at the junction of West St and Raymond Mears Way. Along its northern boundary the site adjoins Bourne Wood with residential development to the east. West street forms the southern boundary while the land to the west is in agricultural use. Adjacent to the south-western most corner of the site there is a small group of dwellings. There are a number of hedges within the site and on the perimeter.		
Proposed development	The site promoter has indicated that the site could accommodate about 350 homes. However, using a net developable area of 50% and a density of 30-35 per hectare across the net area results in a capacity of about 180-220 dwellings.		
Planning history	The promoter has advised that the site does not have any previous planning history, although it has been promoted for development in the past as part of the Local Plan process.		
Assessment of availability			
Availability	The site is being promoted through the BPNP process		
Comment: The agent has indicated that the owner is willing to sell and that there is developer interest in the site which could be brought forward within 5 years.			
Assessment of suitability			
Physical constraints	No obvious physical constraints that would restrict development.		
Comment: There is a public bridleway which links West Rd with Bourne Wood. There are also overhead power lines on site which the agent has stated would be diverted. Neither the right of way nor the power lines are likely to act as a significant constraint on the area available for development.			
Existing use	Site is occupied (including land in agricultural use), albeit site clearance will not be necessary		
Comment: The land is let on a grazing lease from April to October and this is renewed annually. There is a house and associated farm building which extend to ~0.38ha. It may be possible to retain these buildings.			
Vehicular access	Access can be easily provided.		

<i>Comment: The agent has suggested that a new arm on the West Rd/Raymond Mays Way roundabout could support development with an alternative or additional access to West Rd between Bourne and the roundabout with Raymond Ways Way. The highway authority has indicated that access should be possible.</i>		
<b>Housing</b>	By virtue of scale the site should be able to deliver a mix of tenure, size and house types.	
<i>Comment: SKLP Policy H2 (Affordable housing) indicates that developments of 11 or more dwellings should include 30% affordable housing.</i>		
<b>'Bad Neighbour' uses (noise or odour)</b>	Development would not impact on business or community uses.	
<i>Comment: The site adjoins residential development and agricultural land/woodland.</i>		
<b>Existing residential amenity</b>	Development will have no/minimal impact on existing residential amenity	
<i>Comment: Adequate separation distances to existing dwellings adjacent to the site would need to be provided.</i>		
<b>Recreational facilities</b>	No loss of recreation facilities and new provision could be provided on site.	
<i>Comment: SKLP Policy OS1 (open space) indicates that developments of 10 or more dwellings should provide sufficient new or improved open space.</i>		
<b>Community facilities</b>	No impact	
<b>Access to:</b>		
<b>Area of employment</b>	Within 800m of land allocated at Elsea Park for employment in accordance with Policy E2 of the Local Plan.	3
<b>Primary school</b>	Between 400m and 800m	2
<b>Secondary school</b>	More than 1200m	1
<b>Bus stop</b>	Within 400m	3
<b>Town centre</b>	Between 800m and 1200m	2
<b>Average accessibility score = 2.2 (11/5) = Overall accessibility assessed as medium.</b>		
<b>Employment</b>	Development will not result in the loss of employment land (either existing or allocated in the SKLP)	
<b>Biodiversity and geodiversity</b>	The site is within or adjacent to land with a statutory environmental designation (including Sites of Special Scientific Interest and Ancient Woodlands)	
<i>Comment: Site is located adjacent to Bourne Wood which is defined as an Ancient Woodland and Local Wildlife Site on the Local Plan Proposals Map. The landowner commissioned a preliminary ecological assessment in 2016. This recognised that the proximity to Bourne Woods is a potential ecological constraint but concluded that with an appropriate buffer and other measures, any adverse impacts could be adequately mitigated. The Woodland Trust has indicated the likely need for a buffer zone of at least 30m to allow for possible impacts upon development. Natural England has referred to its standing advice on Ancient Woodland (see <a href="https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences">https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences</a>). It may therefore be possible to mitigate any impact on biodiversity, though it would be necessary for the promoter to satisfactorily demonstrate that there would be no deterioration of the woodland as a result of the development.</i>		
<b>Historic environment</b>	No impact on a heritage asset or impact is expected to be relatively easy to mitigate.	




<p><i>Comment: Bourne History Society has commented that the area includes a Victorian farm dating from the end of the 19th century which should be incorporated into the development. There would also have been a link with Bourne Castle in the medieval period as part of the castle park. There were brick pits on this site in the 1800's. There was a line of craters between Stamford Hill and back of the Villas off West St. These were formed when bombs were dropped during WW2, resulting in two casualties. There is a bunker adjacent to the public footpath which passes through the site needs to be properly investigated. The quadrilateral area north of the site should be examined with great care because of its unusual protrusion into Bourne woods. It would appear purpose-like. The site would benefit from archaeological investigation while street names should be reflective of local heritage (Castle/brick pits/Park Farm).</i></p>		
<b>Built form and settlement pattern</b>	The site is bordered on 2 sides by the built-up area of the town.	
<b>Key landscape views</b>	Development would impact on a key view, although appropriate mitigation measures should be possible.	
<p><i>Comment: The site is located close to the A151/A6121 junction. The elevated land at this point provides views across the site towards Bourne Wood.</i></p>		
<b>Flooding (rivers)</b>	The site is entirely or largely within flood zone 1 (low risk)	
<p><i>Comment: The EA has indicated that it has 'no concerns' about the development of the site.</i></p>		
<b>Flooding (surface water)</b>	Low risk – few constraints or likely to be easily mitigated (< 15% of the site is affected by medium or high risk of surface water flooding).	
<b>Land quality</b>	Site consists of best and most versatile agricultural land. (NB where there is no evidence available to indicate whether the land falls within category 3a or 3b, a 'worse case' scenario has been applied i.e. it is assumed that the land is grade 3a).	
<p><i>Comment: There is no field specific data available for this site on the Government's 'MAGIC' interactive website. Consequently, the assessment has had to rely on the <a href="#">Agricultural Land Classification Map for the East Midlands</a>. The map is used to provide strategic guidance and is not sufficiently accurate for use in assessment of individual fields, nor does it differentiate between grade 3a and 3b land. However, it suggests that land on the west side of Bourne may be grade 3. The promoter has, however, indicated that the site does not form a viable agricultural unit.</i></p>		
<b>Service provision</b>	Significant constraints identified. Mitigation should be possible.	
<p><i>Comment: The promoter has indicated that there is no mains sewerage available and that the availability of a gas supply needs to be confirmed. Western Power Distribution has advised that the high voltage circuit would require significant reinforcement. No response from AW or Cadent.</i></p>		
<b>Assessment of viability</b>		
<b>Abnormal costs</b>	Site promoter is unaware of any abnormal costs.	
<i>Comment:</i>		
<b>Plan objectives</b>	What opportunities would the development provide to support the objectives of the Neighbourhood Plan?	
<p><b>Comments:</b>  The site could meet the minimum requirement of 100 homes with some additional capacity. It could provide a mix of dwellings, including affordable housing. The site promoter has indicated that more targeted accommodation for groups with special needs (e.g. older people) could be included.  The size of the site would trigger the need for public open space. This could be incorporated into a green infrastructure framework linking both to the public right of way, which crosses the site between West Rd and Bourne Wood, and to the existing cycleway along West Rd. Overall accessibility to employment land and a range of services has been assessed as 'medium'. The location of the site and appropriate measures as part of the development will encourage sustainable transport both towards the centre and the wider countryside</p>		

The green infrastructure framework should also include biodiversity measures - those outlined in the ecological assessment submitted by the promoter include the provision of a buffer to Bourne Wood; hedgerow retention; wetland creation; measure to support hedgehogs, bats and bird populations; and wildflower planting in amenity grassland. Proposals could provide an opportunity to embrace high quality design and energy efficiency.

#### **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 has concluded that with an appropriate buffer and other measures, any adverse impacts could be mitigated. However, the extent of the buffer 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 bridleway 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 determine 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 9. Land rear of 17-30 Cedar Drive		Site area (hectares)	1.9ha
			
Site location and description	An area of agricultural land on the north-west edge of Bourne. The northern boundary adjoins a public footpath with housing to the east. Other boundaries are undefined on the ground.		
Proposed development	Using a net developable area of 80% and a density of 30-35 per hectare across the net area results in a capacity of about 45-55 dwellings.		
Planning history	Development of the site was strongly opposed by members of the local community in 2017 when it was proposed to allocate the land in the Consultative Draft of the now adopted Local Plan (see para 2.5 on page 2). A planning application (ref <a href="#">S22/080</a> ) for up to 45 dwellings on the site was withdrawn in 2022.		
Assessment of availability			
Availability	The site is being promoted through the BPNP process		
Comment: A housebuilder has been chosen by the landowners to promote the development of the site which could be brought forward within 5 years.			
Assessment of suitability			
Physical constraints	No obvious physical constraints that would restrict development.		
Existing use	Site is occupied (including land in agricultural use), albeit site clearance will not be necessary		
Vehicular access	Access can be easily provided.		
Comment: The site would be accessed from Cedar Drive using land between nos 21 and 23.			
Housing	By virtue of scale the site should be able to deliver a mix of tenure, size and house types.		
Comment: SKLP Policy H2 (Affordable housing) indicates that developments of 11 or more dwellings should include 30% affordable housing.			
'Bad Neighbour' uses (noise or odour)	Development would not impact on existing business or community uses		

<b>Existing residential amenity</b>	Development will impact on existing residential amenity by way of traffic or other impacts. However, appropriate mitigation measures should be possible.	
<i>Comment: Site is located within a residential area. Adequate separation distances to existing dwellings should be provided. While some impact on traffic is inevitable, a Transport Statement prepared on behalf of the promoter has concluded that a detailed traffic impact assessment is not justified or required.</i>		
<b>Recreational facilities</b>	No loss of recreation facilities and new provision could be provided on site.	
<i>Comment: SKLP Policy OS1 (open space) indicates that developments of 10 or more dwellings should provide sufficient new or improved open space.</i>		
<b>Community facilities</b>	No impact	
<b>Accessibility criteria</b>		
<b>Area of employment</b>	More than 1200m	1
<b>Primary school</b>	Between 400m and 800m using public footpaths	2
<b>Secondary school</b>	More than 1200m	1
<b>Bus stop</b>	Not within 400m of a bus stop. No evidence that the development would be served by public transport.	1
<b>Town centre</b>	More than 1200m	1
<b>Average accessibility score = 1.2 (6/5) = Overall accessibility assessed as poor.</b>		
<b>Employment</b>	Development will have no impact on employment land (either existing or allocated in the SKLP)	
<b>Biodiversity and geodiversity</b>	The site is neither within nor adjacent to a site of recognised biodiversity or geodiversity importance.	
<i>Comment: Following the commissioning of a habitat survey the promoter has reduced the site area. As a result, the site is more than 100m away from the Ancient Woodland and Local Wildlife site at Bourne Wood. Natural England's standing advice on Ancient Woodland (see <a href="https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences">https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences</a>) recommends a buffer zone of 15m around an Ancient Woodland but recognises the need for a larger buffer where impacts are likely to extend beyond this distance. The habitat survey indicates that the site has limited biodiversity with no protected species found on the land. It identified a likelihood of foraging bats and badgers and hedgehogs and nesting birds.</i>		
<b>Historic environment</b>	No impact on a heritage asset or impact is expected to be relatively easy to mitigate.	
<i>Comment: The adjoining land includes an ancient 'blind well' which is of historical significance. The landowner is willing to permit public access to this.</i>		
<b>Built form and settlement pattern</b>	The site is bordered on 1 side by the built-up area of the town	
<i>Comment: The site adjoins residential development to the east. There is existing housing along part of the northern boundary. To the west and north-west the site boundary is undefined on the ground by hedges etc.</i>		
<b>Key landscape views</b>	Development would impact on a key view, although appropriate mitigation measures should be possible.	
<i>Comment: Views from Cedar Drive (adj no 21) towards Bourne Woods and from public footpath along the northern boundary of the site.</i>		
<b>Flooding (rivers)</b>	The site is entirely or largely within flood zone 1 (low risk)	
<i>Comment: The EA has indicated that it has 'no concerns' about the development of the site.</i>		
<b>Flooding (surface water)</b>	Low risk – few constraints or likely to be easily mitigated (< 15% of the site is affected by medium or high risk of surface water flooding).	



<i>Comment: High risk associated with the stream along the northern boundary. Parts of the site are described as being at low risk. Flood risk concerns have been expressed by a number of residents (see 'flooding' (page 75))</i>		
<b>Land quality</b>	Site consists of best and most versatile agricultural land. (NB where there is no evidence available to indicate whether the land falls within category 3a or 3b, a 'worse case' scenario has been applied i.e. it is assumed that the land is grade 3a).	
<i>Comment: There is no field specific data available for this site on the Government's 'MAGIC' interactive website. Consequently, the assessment has had to rely on the <a href="#">Agricultural Land Classification Map for the East Midlands</a>. The map is used to provide strategic guidance and is not sufficiently accurate for use in assessment of individual fields, nor does it differentiate between grade 3a and 3b land. However, it suggests that land on the north side of Bourne is generally grade 3.</i>		
<b>Service provision</b>	No identified constraints or constraints should be relatively easy to mitigate.	
<i>Comment: The promoter has indicated that all services are available. Western Power Distribution has advised that it should be relatively easy to serve the site. No response from AW or Cadent.</i>		
<b>Assessment of viability</b>		
<b>Abnormal costs</b>	Site promoter is unaware of any abnormal costs.	
<b>Plan objectives</b>	What opportunities would the development provide to support the objectives of the Neighbourhood Plan?	
<p><b>Comment:</b></p> <p>The site is relatively small in scale and its allocation would require one or more other sites to be included in the Plan to meet the minimum requirement of 100 new dwellings. It could contribute towards the provision of a mix of dwellings, including affordable housing.</p> <p>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.</p> <p>The scale of development would trigger a requirement for open space and the landowner 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 provided by the site promoter 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.</p> <p>The public right of way along the northern boundary forms a green infrastructure corridor which links parts of the town to Bourne Wood. Linking to this corridor could enhance connectivity for pedestrians between the site and destinations within the town and wider countryside.</p> <p>Proposals could provide an opportunity to embrace high quality design and energy efficiency.</p>		
<p><b>Brief summary of assessment</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• The scale of development would trigger a requirement for open space - the landowner would be willing to discuss some over-provision beyond that required by the Local Plan.</li> <li>• 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.</li> <li>• 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.</li> </ul>		



- 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 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.
- 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.
- Views towards Bourne Wood should be incorporated into the development.

## Appendix 4. Responses to the Housing Sites Questionnaire

As part of the consultation undertaken on the Housing Sites Assessment background paper in September/October 2022, respondents were invited to complete a questionnaire (see 3.17/3.18). This appendix provides a summary of the responses.

There were 346 respondents to the questionnaire. However, the number responding to particular questions varied between 344 (question 3) and 261 (question 8). In some instances, respondents ticked more than one box. In addition, the percentage figures in the survey responses have been rounded to the nearest whole number. As a consequence, the total percentage figure can exceed 100%.

There were 14,462 people in Bourne at the time of the 2021 Census aged 16 or over and 7,714 households. The [Survey Monkey sample size calculator](#) indicates that for such a population the statistics will be within 6% of the real value for 95% of the time from 262 responses.

### **Please indicate your age**

The following table compares the age of respondents against the population at the time of the 2021 Census. It suggests that the older population, particularly the 45-65 age group is over-represented while the younger population is under-represented and vice versa.

Age	Survey %	2021 Census %
16-24	6	10.6
25-44	23	30.8
45-65	44	32.7
66+	27	25.9

### **How did you find out about this consultation?**

	%
Social Media	43
Discovering Bourne Magazine	24
Other	24
Website	5
Newspaper Article	5
Poster	3

Approximately two thirds of respondents found out about the consultation from either social media (43%) or Discovering Bourne (24%).

### **Please indicate which of the following statements you agree with.**

- The Plan should allocate only sufficient land on one or more of the smaller sites to meet the minimum housing requirement.
- The Plan should allocate land on one of the larger sites because this could provide more houses and generate additional community facilities/benefits.

A majority of respondents thought that the Plan should allocate only sufficient land on one or more of the smaller sites to meet the minimum housing requirement (52% v 39%). However, when asked if the Plan should allocate land on one of the larger sites because this could provide more houses and generate additional community facilities/benefits, 54% agreed while 37% disagreed.

**Do you think that the Housing Sites Assessment is accurate and has identified the key issues for each potential housing site?**

A majority of respondents (64%) thought that the assessment was accurate and had identified the key issues for each potential housing site. However, 35% either thought that the assessment was not accurate or had not identified the key issues for potential sites. In addition, Bourne History Society (BHS), several site promoters and a local resident submitted comments regarding the assessment. The responses are briefly summarised in the left-hand column of the following table together with the considered response of the Steering Group in the right-hand column.

<b>Site 1 (Drummond Rd)</b>	
<b>Vehicular access:</b> The agent for site 5 has commented that the site requires the removal of an existing dwelling, which is in separate ownership, to facilitate access. It should therefore be given a significant negative score as there is a consequential degree of delivery risk. In addition, the site is very close to the existing junction of Drummond Road and South Road.	<i>The site promoter has confirmed that the dwelling is not in separate ownership while the highway authority has advised that the vehicular access should be acceptable in principle. However, Bourne Town Council has expressed concern about the proposed location of the access and concluded that the site should not be included in the Draft BPNP.</i>
<b>Existing residential amenity:</b> The agent for site 5 has commented that this is a form of backland development that would have a significant negative impact on the amenity of existing residents. Furthermore, it would require traffic to go through existing residential areas to reach the site thereby creating a further impact on amenity.	<i>It is recognised that development could have an adverse impact on residential amenity and the 'orange' assessment (development could have an adverse impact on residential amenity) remains appropriate.</i>
<b>Historic environment:</b> The BHS has commented that the site includes the original route into the town from the South with the southern turnpike located near this entrance. Excavations may uncover the old turnpike house which may have been situated within the centre of the site. The land would benefit from a resistivity survey, metal detecting and archaeology watching briefs /excavations. The name of the road into the development should reflect its heritage.	<i>The potential for archaeological/historical remains is noted. The BHS response provides important information that should be referred to in the assessment, highlighting the need for development to make a positive contribution to local character and distinctiveness by drawing on the historic environment. However, the assessment remains valid (i.e., development would have 'No impact on a heritage asset or impact is expected to be relatively easy to mitigate').</i>

<p><b>Built form and settlement pattern.</b> The agent for site 5 has commented that back land development is not a desirable built form where it is going to impact on existing residents. The development pattern should score a significant negative in our view.</p>	<p><i>The assessment considers the extent to which a site is integrated into the existing settlement. The land at Drummond Rd is within the built-up area of Bourne (i.e., bordered on at least 3 sides by development) and the ‘green’ score is therefore considered appropriate.</i></p>
<p><b>Site 2 (Land to south-west)</b></p>	
<p><b>Vehicular access:</b> The site promoter has commented that the site has been scored ‘orange’ because “access can only be provided with significant improvement”. However, this is the case for any site of such a scale. The two proposed access junctions have been designed in accordance with local/national highways guidance and are considered to be in scale with the development. In any event, the eventual site access strategy would be dependent on the number of units proposed (e.g. a circa 100 unit scheme on the northernmost land parcel would only require the northern site access).</p>	<p><i>Noted. However, the ‘orange’ assessment remains valid, indicating that access can only be provided with significant improvement. No comments have been received from the highway authority at the time of writing this response.</i></p>
<p><b>Biodiversity:</b> Toft Tunnel, directly to the west of the site, is a bat haven and must be retained as part of Bourne’s heritage and natural environment. Ogrey Woods, located to the south of the site, includes a wealth of wildflowers and birds which would need protection from encroaching development.</p>	<p><i>While Toft Tunnel and Ogrey Woods are located outside the boundary of Site 2, the designation of the tunnel area as a Local Wildlife Site (LWS) is recognised in the assessment and is the reason why the site has been scored ‘orange’. While Ogrey Woods is not listed as a LWS it will be important to ensure that, as part of any development links to adjoining sites are included where this will enhance the ecological network. Reference to this should be included in the assessment.</i></p>
<p><b>Historic environment:</b> BHS has commented that the site includes an area known as ‘Park Closes’ which would have formed part of the parkland to Bourne Castle. The boundary of Park Closes should be respected and preserved. The former Bourne to Saxby line runs through the site and should be retained as green space. The original cuttings have been used for landfill with Bridge 236 buried beneath the surface. At the eastern end of the site there was another bridge (no235) which has been demolished,</p>	<p><i>The potential for archaeological or historical remains is noted. The BHS response provides important information that will be included in the assessment, highlighting the need for development to make a positive contribution to local character and distinctiveness by drawing on the historic environment. However, the assessment remains valid (i.e., development would have ‘No impact on a heritage asset or impact is expected to be relatively easy to mitigate’).</i></p>

<p>although the ramparts remain. These features should be incorporated into any development.</p> <p>It is believed that the original road into Bourne was further south from the present day A151, the top end of the boundary of Park Closes.</p> <p>The site would benefit from a resistivity survey, metal detecting and archaeology watching briefs/excavations to learn more about Bourne's heritage. Street names should be reflective of the area's heritage.</p>	
<p><b>Key Landscape Views:</b> BHS has commented that the entrance into Bourne from the west is down Stamford Hill. The view of the town from this point is part of its natural character, capturing the picturesque scenery of a town encapsulated by rural beauty. The proposed development would threaten the overall character of Bourne from this viewpoint. BHS concludes that site 2 (together with site 8) is the least satisfactory of the sites as the view and character of Bourne from Stamford Hill would be adversely affected.</p> <p>The agent acting for the owner of site 8 notes that the assessment suggests that development would not have any impact on key views. As that site rises up above West Road, it is difficult to understand how development would not impact on the view.</p>	<p><i>The land essentially rises from Raymond Mays Way in the east towards the A6121 in the west. Public footpaths provide extensive views across the site and the wider settlement of Bourne beyond. There are glimpsed views into the site from surrounding roads. The landscape summary provided by the site promoter acknowledges these factors. It recognises the need to avoid development on the higher ground and take account of key views from existing footpaths. On balance, it is considered that the site should be assessed as 'orange' (i.e. development would impact on a key view, although appropriate mitigation measures should be possible).</i></p>
<p><b>Scale of development:</b> Thurlby PC has commented that there is no requirement within the Local Plan for a major expansion on this scale and the existing requirement for one hundred additional homes should be considered in isolation of the further eight hundred homes.</p> <p>The promoter agrees with the overall assessment of the site but has requested a separate assessment of the northernmost land parcel and would be happy to assist in providing any further information in this respect.</p>	<p><i>The BPNP will provide for a minimum 100 new homes. However, the housing requirement in the Local Plan is being reviewed with an expectation that further provision will be required in Bourne.</i></p> <p><i>Bourne Town Council has concluded that land to the north-east is the preferred direction for the future growth of the town (see paragraph 4.7).</i></p>
<p><b>Connectivity:</b> Thurlby PC notes that the BPNP vision/objectives seek to encourage</p>	<p><i>The assessment recognises that Raymond Mays Way presents a</i></p>



<p>walking, cycling and the use of public transport as alternatives to the car. Raymond Mays Way would require major road reconfiguration to accommodate safe access for residents to walk or cycle to Bourne. The land proposed for the minimum allocation of 100 homes would not be sustainable as a community, particularly with the lack of easy access to community facilities and amenities in Bourne exacerbated by the position outside the current town curtilage and to the west of the barrier of safe pedestrian movement created by Raymond Mays Way and the A151.</p> <p>The site promoter agrees with the Steering Group's summary that "it would be vital to provide appropriate [pedestrian/cycle] connections across this road [Raymond Mays Way] to prevent isolation and deliver a well-connected development." The promoter is actively working on a solution along with potential bus stop provision as part of a 'travel hub' around the proposed primary access point.</p>	<p><i>significant barrier and that appropriate connections across this road would be essential to prevent isolation and deliver a well-connected development. It is noted that this is recognised by the site promoter.</i></p>
<p><b>Land Quality:</b> Thurlby PC has commented that the area includes forty-two hectares of Grade 3A agricultural land in open countryside with two public rights of way (PROW) which provide access to the Wildlife Site at Toft Tunnel for residents of Thurlby and Bourne. These PROW provide the only means of safe access to this wildlife site.</p>	<p><i>The Steering Group does not have any information to confirm the quality of the land. The assessment is based on the ALC maps which are intended for strategic uses and are not sufficiently accurate for use in the assessment of individual sites. The map suggests that land south of Bourne is Grade 3 but does not subdivide this between 3 and 3A. It will be important to ensure that the PROWs are maintained as part of any development; this is recognised in the assessment.</i></p>
<p><b>Plan objectives:</b> Thurlby PC has commented that the proposal conflicts with the following objectives of the BPNP:</p> <ol style="list-style-type: none"> <li>1. To protect our most important green assets whilst improving and increasing the provision of open space and green infrastructure links.</li> <li>2. To conserve and enhance biodiversity.</li> <li>5. To conserve and, where possible, enhance key landscape and townscape features and important views.</li> <li>9.</li> </ol>	<p><i>The assessment highlights the opportunities that development could provide to support the objectives of the BPNP. Policy in the BPNP could set key principles for the development of a site based on the objectives and on the findings of the site assessment. More detailed proposals brought forward as part of a subsequent planning application would then be assessed</i></p>

<p>To plan for a minimum of one hundred new homes in sustainable locations which are well connected to local services and facilities. 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.</p>	<p><i>against these key principles and other material policies of the development plan.</i></p>
<p><b>Sites 3,4,5,6 (Land to north-east)</b></p>	
<p><b>Availability:</b> The agent for site 4 has commented that the three owners of the land have agreed to work together and will move forward shortly to consolidate this into a legal agreement. It is intended to prepare a masterplan. It is hoped to include the County Council land directly to the north in this arrangement. The whole landholding is deliverable relatively easily and quickly. This large site could add significant benefits in ‘planning gain’.</p> <p>The agent for site 5 has commented that, with the exception of the assessment of built form and settlement pattern (see below), an accurate assessment has been undertaken which illustrates that there are no significant constraints that would preclude development. The site is capable of contributing towards several of the BPNP objectives and the landowner remains committed to ensuring it is available for development. The landowner also remains willing to work with other landowners to deliver the Site 6 development. A greater proportion of direct benefits would be able to be delivered by this more comprehensive development, including playing fields.</p>	<p><i>Noted. The Steering Group has recognised that larger sites are more likely to be capable of delivering additional community benefits and has highlighted where promoters have indicated that a site could offer such benefits.</i></p>
<p><b>Vehicular Access:</b> The agent for site 4 has commented that the highway works to Meadow Drove are not complicated or necessarily extensive. Other respondents have commented that road improvements would be required on Meadow Drove. There would be a potential increase in traffic through narrow sections of Dyke Village for traffic</p>	<p><i>Policy ID2 of the Local Plan refers to the need to ensure that proposals do not severely impact on the safety and movement of traffic or that any such impacts can be mitigated. The assessment, based on advice received from the highway authority, indicates that various improvements will be required. Compliance with Policy ID2 would need to</i></p>

accessing the A15. The assessment should take into consideration the 'rat runs' that will be created through existing residential areas.	<i>be demonstrated by a landowner or developer as part of a planning application.</i>
<b>Historic environment:</b> BHS has commented that a protective buffer zone should be provided either side of the Car Dyke. There is evidence of a Roman settlement/farms along the eastern end of Mill Drove and a Bronze age ringwork near the owl sanctuary to the north. Evidence that this area was active during the Roman and Bronze age should be investigated further prior to any development. The sites would benefit from a resistivity survey, metal detecting and archaeology watching briefs /excavations	<i>The potential for historic remains is noted. The BHS response provides important information that will be included in the assessment, highlighting the need for development to make a positive contribution to local character and distinctiveness by drawing on the historic environment. However, the assessment remains valid (i.e., development would have 'No impact on a heritage asset or impact is expected to be relatively easy to mitigate').</i>
<b>Built Form and Settlement Pattern:</b> The agent for site 5 has commented that the site has 'No Negative Impact', which would be consistent with the scoring of Site 6. The settlement pattern of Bourne extends east to the same extent as Site 5, with Meadow Drove forming a boundary for the north-eastern part of Bourne. Development of this site, either on its own, or as part of Site 6, would be a logical extension of the town or would complete the settlement pattern, 'filling in' the existing gap up to Meadow Drove.	<i>The assessment is based on the extent to which a site is integrated with the existing built-up area. In the case of site 5 the land, if developed in isolation, would be bordered only to the west by existing development. Accordingly, a change to the 'orange' assessment is not considered appropriate.</i>
<b>Other comments:</b> A respondent has suggested that the land would be better utilised for industrial development as the majority of industries are focused in this area.	<i>The Local Plan inspector proposed the de-allocation of a site off Manning Rd for employment purposes and its allocation in the Local Plan for housing. In his decision he referred to the lack of interest in the site for employment and the good employment land supply in Bourne. Consequently, the allocation of the land for employment purposes, as suggested by the respondent, is not warranted.</i>

<b>Site 7 (Beaufort Drive)</b>	
<b>Planning history:</b> The assessment does not mention that development has been strongly opposed by the residents in the past.	<i>This is referred to in the 'planning history' section of the assessment. However, this will be amended to include reference to the objections made in 2017 to the proposed inclusion of the site in the Consultative Draft of the now adopted Local Plan.</i>

<p><b>Vehicular access:</b> This is limited with only one road in and out.</p>	<p><i>The assessment has used a 'green' coding to indicate that vehicular access can easily be provided from Beaufort Drive. The highway authority has confirmed that this would be acceptable in principle.</i></p>
<p><b>Existing residential amenity:</b> Access is via existing residential areas which have extremely narrow roads and tight bends which do not lend themselves to so much excessive traffic. In addition, development would result in a 'bottleneck' for traffic emerging onto North Road as highlighted in the 2020 planning application.</p>	<p><i>The assessment has used an 'orange' colour coding which denotes that development could have an adverse impact on residential amenity.</i>  <i>See also pages 76-7 (other comments – location and traffic implications sections) regarding Government policy and the need to demonstrate compliance with Policy ID2 of the Local Plan.</i></p>
<p><b>Biodiversity:</b> The assessment has underestimated or ignored the impact of development on the biodiversity of Bourne Wood. The site is too close to the Wood.</p>	<p><i>The site is more than 550m from Bourne Woods. The assessment has therefore concluded that the land is 'neither within nor adjacent to a site of recognised biodiversity or geodiversity importance' and the 'yellow' colour coding is therefore entirely appropriate.</i>  <i>Reference is also made within the assessment to a habitat survey which concludes that there are no significant ecological constraints and that there is the potential to enhance the ecological value of the land as part of the development. It is noted that while the Wildlife Trust and the Woodland Trust were consulted on the planning application in 2020, neither consultee submitted comments.</i></p>
<p><b>Historic environment:</b> BHS has advised that the site lies just west of the Roman road which led north to Ancaster and that there have been a few Roman 'trenches' and 'finds' discovered in this area. The site would therefore benefit from archaeological assessment. BHS concludes that of all the sites, this would have the least impact on Bourne's heritage.</p>	<p><i>The assessment refers to the desk-based study submitted as part of the planning applications made in 2020. This indicates that the site has a high potential for remains of Bronze Age date, a moderate potential for remains of Late Iron Age/Roman date, and a negligible potential for significant remains dating to all other periods. Lincolnshire Heritage advised that the impact on the archaeological value of the site could be mitigated by appropriate conditions attached to the grant of planning permission. However, the information provided by BHS is helpful and will be included in the assessment.</i></p>

<p><b>Other matters:</b> There is no reference to the fire risk mentioned at the BTC Residents meeting.</p>	<p><i>The site is more than 500m from Bourne Woods with existing areas of housing being considerably nearer. Lincolnshire Fire and Rescue Services were consulted on the planning application submitted in 2020 but did not comment.</i></p>
<p><b>Site 8 (North of West Rd)</b></p>	
<p><b>Existing residential amenity:</b> There has been an increase in traffic along West Rd which can be intense at certain times of the day. In addition, Beech Avenue has become a 'rat run' for traffic wanting to avoid the town or short cut through to the town. Consequently, it can sometimes be difficult to exit Beech Avenue onto West Rd. Development of site 8 and/or 9 would mean an even greater volume of traffic along these two roads.</p>	<p><i>Developers must mitigate the impact of their own development but are not required to resolve existing problems which are normally a matter for the highway authority. The enforcement of a speed limit is the responsibility of the Police.</i></p> <p><i>See also pages 76-77 (other comments – location and traffic implications sections) regarding Government policy and the need to demonstrate compliance with Policy ID2 of the Local Plan.</i></p>
<p>Drivers do not adhere to the 30mph speed limit. I have daily seen young families and teenagers attempting to cross the road from Elsa Park to West Road and it is only a matter of time until someone is hurt here. Both sites 8 and 9 will further increase this risk.</p> <p>There has also been a significant increase in traffic noise. Development of sites 8 and 9 will also increase pollution.</p>	<p><i>In addition, the BPNP will include policies to encourage fewer car journeys through the implementation of measures, where feasible, to encourage the use of sustainable transport and to minimise the impact of new development on the highway network.</i></p>
<p><b>Biodiversity:</b> The agent acting for the owner has commented that the Preliminary Ecological Assessment (PEA) prepared by a professional ecologist concluded that a buffer of “at least 15m” would be sufficient. While the Woodland Trust suggests a 30m buffer, it is not a statutory consultee in the planning process and its submissions must be treated accordingly. Even if the buffer was set at 30m, the site would comfortably be able to accommodate 100 dwellings. ‘The assessment, therefore, should be flagged ‘red’(sic).</p> <p>Comments made by others suggest that the survey report fails to recognise the role that the fields adjacent to the Woods play in supporting wildlife. The</p>	<p><i>The site is flagged red in the assessment because it is ‘within or adjacent to land with a statutory environmental designation (including Sites of Special Scientific Interest and Ancient Woodlands)’. The assessment concludes that it may be possible to mitigate any impact on biodiversity.</i></p> <p><i>The PEA acknowledges that the proximity to Bourne Woods is a potential constraint and refers to the need for a buffer of at least 15m. Government guidance (Ancient woodland, ancient trees and veteran trees: advice for making planning decisions) recognises the importance of a buffer zone for woodland wildlife, such as bats and birds. However, it refers to a buffer zone of ‘at least 15 metres’ in respect of the root protection area but indicates that a larger</i></p>



<p>PEA states that access could not be gained to the lower pond. However, numerous species use the pond including great crested newts, ducks, herons and otters. It is also a source of drinking water for foxes and various species of deer from the woods. Badgers have also been seen in the lower end of this field. Birds seen in this field include Kestrels, Red Kites, Buzzards and two species of owls.</p>	<p><i>buffer zone is required where assessment shows other impacts are likely to extend beyond this distance.</i></p>
<p><b>Historic environment:</b> BHS has commented that the area includes a Victorian farm dating from the end of the 19th century which should be incorporated into the development. There would also have been a link with Bourne Castle in the medieval period as part of the castle park. There were brick pits on this site in the 1800's. There was a line of craters between Stamford Hill and back of the Villas off West St. These were formed when bombs were dropped during WW2, resulting in two casualties. There is a bunker adjacent to the public footpath which passes through the site needs to be properly investigated. The quadrilateral area north of the site should be examined with great care because of its unusual protrusion into Bourne woods. It would appear purpose-like. The site would benefit from archaeological investigation while street names should be reflective of local heritage (Castle/brick pits/Park Farm).</p>	<p><i>The potential for archaeological/historical remains is noted. The BHS response provides important information that should be referred to in the assessment, highlighting the need for development to make a positive contribution to local character and distinctiveness by drawing on the historic environment. However, the assessment remains valid (i.e., development would have 'No impact on a heritage asset or impact is expected to be relatively easy to mitigate').</i></p>
<p><b>Key Landscape Views:</b> The agent acting for the owner has commented that there is no evidence to justify why the site is flagged 'red'. The A151/A6121 junction is not a destination but a transit point where road users are more likely to be paying attention to a challenging junction and pedestrians are likely to be few and far between. There is a strong hedgeline along the West Road/A151, which will shorten views; the track way crossing the site to access Bourne Woods is also tree-lined and would serve</p>	<p><i>The site is in a prominent location, adjacent to one of the busier roads of the town. From the elevated land at Stamford Hill there are views across the site to Bourne Woods which is an important landscape feature. In addition, from the public bridleway that traverses the land between West Road and Bourne Wood there are pleasant views towards the rising land of the Kesteven Uplands to the west.</i></p> <p><i>However, the field within the immediate foreground when viewed from Stamford Hill</i></p>

<p>to screen views of development, certainly to the east of the track; there are also existing properties on West Road which introduce development into the view and would serve to screen new development. The criteria should be removed, unless the identified views can be justified. If the criteria remains, the assessment should be revisited to take account of existing features that would mitigate the impact of development of Site 8.</p> <p>BHS has commented that the view of the town from Stamford Hill is part of Bourne's natural character. Development would threaten the overall character of Bourne from this viewpoint. BHS concludes that site 8 (together with site 2) is the least satisfactory of the sites as the view and character of Bourne from Stamford Hill would be adversely affected.</p>	<p><i>is not located within the site area proposed for development and views across this land towards Bourne Woods would largely remain unaltered. Significant landscape features on the edge and within the site could contribute towards mitigating the visual impact of development. However, a landscape assessment would need to be undertaken and a strategy developed to minimise the visual impact on Bourne Wood. On balance, it is considered that the site should be assessed as 'orange' (i.e. development would impact on a key view, although appropriate mitigation measures should be possible).</i></p>
<p><b>Site 9 (Cedar Drive)</b></p>	
<p><b>Planning history:</b> Development on this site has been strongly opposed by residents in the past; this has not been mentioned. A resident has commented that he is 'Disgusted that the inclusion of this land is now 'supported by Bourne Town Council'.</p> <p>The proposal conflicts with Policy SP4 of the Local Plan, including criterion a) which requires substantial support from the local community.</p>	<p><i>Reference is made in the introduction to the assessment to the objections made following publication in 2017 of the publication of a Consultative Draft of the now adopted Local Plan. However, reference to this will be included in the site assessment.</i></p> <p><i>At no point has Bourne Town Council or the Steering Group registered support for inclusion of this or any other site in the BPNP. It is clearly explained in the introduction to the assessment that the purpose of the housing sites consultation was to provide an opportunity to express an opinion as to where development is preferred. It further states that 'Following consultation, the Steering Group will update the background paper, where appropriate, which will then be used to determine which sites to recommend to the Town Council for inclusion in a draft BPNP'</i></p> <p><i>With reference to criterion a) of Policy SP4 of the Local Plan, the Steering Group fully recognises the need to undertake</i></p>

	<p>community engagement and prepare an evidence base to ensure that a neighbourhood plan is based on a proper understanding of the area and takes account of the views of the local community. The consultation on the housing site options forms a significant part of that process. The BPNP will, in due course, be subject to a referendum in which the local community will be given an opportunity to decide if the BPNP should form part of the development plan for the area.</p>
<p><b>Vehicular access:</b> The access is completely unsuitable. Access is from a sharp bend, narrow, and between 2 existing dwellings. The access was previously deemed unsuitable when one of those dwellings wasn't even built.</p>	<p>Vehicular access into the site is proposed between nos 21 and 23 Cedar Drive. The highway authority has advised that this can be easily provided and the site has therefore been assessed as 'green' (i.e. access can easily be provided).</p>
<p><b>Existing residential amenity:</b> Access to the site will be gained via existing residential development with extremely narrow roads and tight bends which do not lend themselves to excessive traffic. The traffic survey on behalf of the developer was undertaken during 'lockdown' and therefore provided a false assessment of traffic movements. Construction traffic would have a significant impact on the residents of Cedar Drive with some impact on Beech Drive, Stanley St and St Gilberts Rd. Cedar Drive runs off Beech Avenue which has become a 'rat run' for traffic wanting to avoid the town or short cut through to the town. This has caused a substantial increase in traffic resulting in difficulties in being able to exit Beech Avenue at certain times of the day due to traffic on West Rd. Drivers do not adhere to the 30mph speed limit. I have daily seen young families and teenagers attempting to cross the road from Elsa Park to West Road and it is only a matter of time until someone is hurt here. Both sites 8 and 9 will further increase this risk.</p>	<p>The assessment has used an 'orange' colour coding to denote that development could have an adverse impact on existing residential amenity. Developers must mitigate the impact of their own development but are not required to resolve existing problems which are normally a matter for the highway authority while the enforcement of a speed limit is a responsibility of the Police. See also pages 76-77 (other comments – location and traffic implications sections) regarding Government policy and the need to demonstrate compliance with Policy ID2 of the Local Plan. The BPNP will include policies to encourage fewer car journeys through the implementation of measures, where feasible, to encourage the use of sustainable transport and to minimise the impact of new development on the highway network. Construction traffic is likely to be a particular concern for residents near any development site. Measures can be taken by the local planning authority (SKDC) at the planning application stage to minimise the impact. This might, for example, address hours of working, parking and</p>

There has also been a significant increase in traffic noise. Development of sites 8 and 9 will also increase pollution.	<i>access arrangements, vehicle and highway cleaning and dust suppression.</i>
<p><b>Biodiversity:</b> The assessment does not take into account the complete effect on Bourne Wood and the fact that if a smaller part of a large area was chosen, the site lends itself to automatic expansion.</p> <p>The assessment minimises the major benefit to wildlife of the areas immediately surrounding the Wood. Some species were mentioned while the impact on others (e.g. badgers and great crested newts) was minimised. The land was portrayed as not being unique to the general area despite its immediate proximity to areas of ancient woodland. Wet meadows are very rare and have valuable biological potential. There is no mention of the wildlife such as deer, badgers and other mammals along with bees, butterflies and insects that reside in one of the last remaining wildflower meadows.</p>	<p><i>Planning applications are determined on their merits having regard to the policies in the development plan and other material considerations. It does not therefore follow that the site 'lends itself to automatic expansion'.</i></p> <p><i>The site is more than 100m away from the Ancient Woodland. Consequently, it is flagged 'yellow' in the assessment because it is neither within nor adjacent to a site of recognised biodiversity or geodiversity importance.</i></p> <p><i>The land adjacent to the woodland is not designated as a Local Wildlife Site and the habitat survey undertaken on behalf of the site promoter concluded that 'the survey area comprises a field of intensively managed high-quality improved grassland with limited biodiversity. The area where the development is being proposed contains no significant ecological features and is still being cropped. No evidence of any significant locally rare plants or plant communities within or around the site area surveyed was identified'.</i></p> <p><i>The survey found no evidence of Great Crested Newts and concluded that their presence was very unlikely. It found no evidence of badger setts but considered that foraging was likely around the margins of the field and possibly into the area being proposed for development.</i></p>
<p><b>Historic environment:</b> BHS and others have commented that the adjoining land includes an ancient 'blind well' known as Chalybeate. This well is of historical significance for the town and should be protected as a local heritage site.</p>	<p><i>The assessment includes the following statement: '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 included in a draft list of local (non-designated) heritage assets.</i></p>
<p><b>Built form and settlement pattern:</b> The proposal, contrary to Policy SP3 of the Local Plan, extends the pattern of development beyond the existing built form.</p>	<p><i>Policy SP3 of the Local Plan relates to infill development whereas the site at Cedar Drive is for development on the edge of the settlement to which Policy SP4 refers.</i></p> <p><i>In response to the comment made in respect of Policy SP4, the site is bordered</i></p>

The proposal conflicts with criterion d) of Policy SP4 of the Local Plan (i.e. proposals must not extend obtrusively into the open countryside and be appropriate to the landscape, environmental and heritage characteristics of the area).	<i>on only 1 side by the built-up area of the town and has therefore been graded 'orange' in the assessment. The associated commentary in the assessment further indicates that to the west and north-west the site boundary is undefined on the ground by hedges etc.</i>
<b>Flooding:</b> The assessment indicates that there is a low risk of flooding. However, the field regularly has standing water on it. Surface water is a problem during wet winters owing to underground springs. Properties on Beech Avenue have suffered from flooding in the past. Building on this land is likely to cause flooding and result in harm or unacceptable impact upon the occupiers of adjacent properties.	<i>Flood risk concerns have been expressed by a number of residents and should be referred to in the assessment. However, the purpose of the assessment, as noted in paragraph 2.14 of the background paper, is to provide a broad comparison of sites and is not intended to be of the detail that would be required to determine a planning application. The flood risk is based on information available on the Government's website. The assessment recognises that appropriate mitigation measures would be required. Policy EN5 of the Local Plan would require a planning application to be accompanied by a statement of how surface water is to be managed on site (preferably using Sustainable Drainage Systems (SuDs). Mitigation measures would need to ensure that development would not create a flood risk that does not currently exist.</i>
<b>Fire risk:</b> There is no mention of the fire risk mentioned at the BTC residents meeting.	<i>In commenting on the planning application submitted in 2022 (S22/0080) Lincolnshire Fire and Rescue Services did not express concerns about the proximity of the site to Bourne Woods.</i>
<b>Housing need:</b> The proposal conflicts with Policy SP4 of the Local Plan, including criterion e (i.e. in the case of housing development, proposals must meet a proven local need for housing and seeks to address a specific targeted need for local market housing).	<i>As noted elsewhere in this report, the BPNP must be in general conformity with the strategic policies of the Local Plan. This requires the BPNP to make provision for a minimum 100 new homes. This requirement is in addition to existing commitments at Elsea Park and Manning Rd.</i>

***Other comments - these focus primarily on infrastructure provision, traffic, the need for housing and the location of development.***



<p><b>Housing provision:</b> No more housing is required in Bourne. It is rapidly outgrowing its “Market Town” status and is becoming a dormitory town for people who work in Peterborough, Grantham or Stamford (but can’t afford to live there). The number of homes planned at Elsea Park has increased by 900 which have not been included in the Local Plan housing figure for Bourne. There are too many houses unfinished and not sold. There are over 50 empty houses.</p>	<p><i>The BPNP must be in general conformity with the strategic policies of the Local Plan. This requires the BPNP to make provision for a minimum 100 new homes. If it fails to do this it will be necessary for SKDC to allocate the land.</i></p> <p><i>‘No development’ is not an option. The aim is to influence where development should go and reduce the risk of speculative development taking place in less preferable locations.</i></p>
<p><b>Location:</b> Some sites assessments are much more detailed than others and not enough consideration has been given to the impact development would have on the location and context of some sites.</p> <p>Sites in close proximity to Bourne Woods should not be considered.</p> <p>West Rd is very busy at peak times. More development in that area will mean more traffic travelling through the town to access schools etc.</p> <p>The east side of the town gives easy access to the industrial side of the town as well as the arterial routes towards Peterborough and Lincoln. The west of the town is not a suitable location for further development.</p>	<p><i>The assessment includes a wide range of criteria against which all sites can be assessed, having regard to their location. In some instances, promoters have submitted evidence in support of the inclusion of their site in the BPNP while others have chosen not to do this.</i></p> <p><i>Government guidance indicates the need to carry out an appraisal of options and an assessment of individual sites against clearly identified criteria. It is therefore entirely appropriate to give due consideration to the sites around Bourne Woods.</i></p> <p><i>The comments regarding traffic to the west and east of the town are noted. The impact that development will have on existing traffic flows depends upon not only location but also factors such as the scale of housing, the destination of travel and the attractiveness and availability of other modes of transport. This information is not available and has not therefore formed part of the assessment.</i></p> <p><i>Government policy indicates that development should only be prevented on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe. An assessment would need to be submitted as part of any planning application to demonstrate compliance with Policy ID2 of the Local Plan.</i></p> <p><i>This requires developers to demonstrate that proposals do not severely impact on</i></p>

	<i>the safety and movement of traffic or that any such impacts can be mitigated.</i>
<p><b>Traffic implications:</b> None of the assessments sufficiently address the traffic implications.</p> <p>The connectivity of sites to the town centre by sustainable travel modes has not been sufficiently considered.</p> <p>Several sites have only single access for emergency services.</p> <p>The impact of construction traffic should be considered.</p> <p>The need for sufficient parking within housing developments should be considered.</p>	<p><i>An assessment would need to be submitted as part of any planning application to demonstrate compliance with Policy ID2 of the Local Plan (see above).</i></p> <p><i>The BPNP will include policies to support sustainable transport. The assessments highlight opportunities to deliver connectivity and the need to examine the possibility of public transport links, where feasible. In addition, the assessment compares the proximity of each of the sites to the town centre.</i></p> <p><i>The impact of construction traffic on existing residents is most likely to be an issue where a site is adjacent to existing housing or access is via an existing residential area. Measures can be taken by the local planning authority (SKDC) at the planning application stage to minimise the impact and might, for example, include limitations on hours of working; parking and access arrangements; vehicle and highway cleaning; and dust suppression.</i></p> <p><i>The need to provide an appropriate level of parking is pertinent to all of the sites under consideration. However, it is a matter of detail to be considered by the local planning authority (SKDC) when determining a planning application.</i></p>
<p><b>Existing traffic issues:</b> These should be considered first including the impact of traffic and parking on the town centre.</p> <p>The infrastructure is desperately over-burdened by extra housing and traffic going through the town centre at 30mph in an area where there are narrow pavements, at 30mph. Exhaust pollution is horrendous for residents and asthmatics. Bourne has lost its market town appeal and businesses are suffering. There is a need for a bypass.</p> <p>There is a need to address the impact of school parking along Manning Rd.</p>	<p><i>While the concerns raised by residents in connection with existing traffic are understood, developers are not required to resolve existing problems which are normally a matter for the highway authority. However, where highway improvements are necessary to mitigate the traffic generation impacts from new development designs should, where possible, not just mitigate but improve the efficiency of the network.</i></p> <p><i>The Steering Group has consulted the highway authority regarding the need for a bypass. However, Lincolnshire County Council has no proposals to construct a bypass and has indicated that there is little prospect of this happening unless provided as a consequence of major development in</i></p>

<p>There is no safe crossing on West Rd to serve pedestrians from Bourne Heights.</p>	<p><i>the town. Consequently, opportunities to improve the environmental quality of the town centre are, regrettably, likely to be very limited.</i></p> <p><i>However, the BPNP will include policies, to support sustainable modes of transport where opportunities arise and reduce the need to travel by car.</i></p>
<p><b>Services:</b> The assessment has not taken account of the impact on existing services which are oversubscribed. This issue needs to be addressed before more land is allocated for housing.</p> <p>There is no consideration of sewage treatment, with contamination of Bourne Eau a serious potential/actual problem.</p>	<p><i>While the concerns raised by residents are understood, developers are not required to resolve existing infrastructure problems. However, they are often required to pay for infrastructure to meet the needs of their development. This may, for example, take the form of financial contributions towards the provision of additional school places. Large sites may be capable of delivering additional community benefits and as indicated in the assessments, some site promoters have expressed a willingness to make such provision.</i></p> <p><i>AW has advised that there is sufficient capacity to receive all current planned growth. Bourne's Water Recycling Centre (sewage treatment works) permit will allow for further growth beyond that identified within the current Local Plan.</i></p> <p><i>Lincolnshire County Council has advised that there is little spare capacity in schools and that it would therefore be likely to seek developer contributions towards further provision.</i></p> <p><i>Bourne Galletly Medical Practice has advised that the building is designed to accommodate 22,000 patients, though recruitment is an issue both locally and nationally.</i></p>
<p><b>Recreational facilities:</b> Leisure facilities have not been considered i.e., there is a need for a bigger leisure centre and swimming pool.</p> <p>People use these open spaces for exercise, walking their dogs, family time and generally these things help mental health and benefit the community.</p>	<p><i>SKDC has determined that the Leisure Centre is no longer fit for purpose and is looking to make improvements.</i></p> <p><i>The assessment refers to Policy OS1 of the Local Plan which indicates that proposals for 10 or more dwellings should provide sufficient new (or improved) open space. In addition, Government policy requires</i></p>

	<i>public rights of way to be protected and enhanced as part of any proposals for development.</i>
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***Which of the following do you think are the most important factors in determining which site(s) is (are) the most suitable to allocate in the Plan?***

	<i>% of respondents</i>		
	<b><i>Priority</i></b>	<b><i>Not a priority</i></b>	<b><i>Don't know</i></b>
A. Ensuring that the Plan allocates only sufficient land to meet the minimum housing requirement of 100 homes.	47	41	12
B. Ensuring that the Plan allocates one of the larger sites where this will provide more houses and generate additional community facilities/benefits.	52	36	12
C. Delivering a range of opportunities to support the Plan objectives.	58	17	25
D. Proximity to facilities and services	62	27	11
E. Minimising the impact of development on the surrounding countryside and landscape	93	4	3
F. Minimising the impact on residential amenity, including the impact of traffic on residential areas.	86	8	6
G. Minimising the impact on biodiversity.	85	9	5
H. Minimising flood risk	87	5	8

When asked about the most important factors in determining which site(s) to allocate in the Plan there was strong support for minimising the impact of development on the surrounding countryside and landscape (93%); minimising flood risk (87%); minimising the impact on residential amenity, including the impact of traffic on residential areas (86%) and minimising the impact on biodiversity (86%). Proximity to facilities and services and delivering a range of opportunities to support the Plan objectives were considered to be of lesser importance although they are also seen as a priority by a majority (62% and 58% of respondents respectively).

In terms of the scale of development, opinion was more divided. 47% think that ensuring that the Plan allocates only sufficient land to meet the minimum housing requirement is a priority while 41% hold the opposing view. However, a slight majority (52%) think that ensuring that the Plan allocates one of the larger sites should be a priority where this will provide more houses and generate additional community facilities/benefits while 36% disagree.

There were some 87 comments regarding other priorities. Many related to the need to prioritise the provision of infrastructure. Other respondents listed improvements to road infrastructure, including a bypass; heritage; affordable housing and housing for the older population wishing to downsize; better connectivity; public transport; and combatting climate change.

***Based on your review of the information that we have provided and what you have told us so far, where do you think that the preferred direction of growth for any further housing required during the period to 2041 should be focused.***

<b>Location</b>	<b>%*</b>
A To the north-east (within the area of site 6 on the map)	51
B To the west (within the area of site 8 on the map)	7
C To the south-west (within the area of site 2 on the map)	39
D Other (Please specify)	7
E Unsure/don't know	6

A majority of responses (51%) favoured land to the north-east while the second most favoured location (39%) was land to the south-west (site 2).

***Based on your review of the information that we have provided and what you have told us so far, please tell us what you think about the suitability and acceptability of the different sites put forward for development.***

<b>Site</b>	<b>% Responses*</b>				
	<b>Highly suitable</b>	<b>Suitable/ acceptable</b>	<b>Neutral</b>	<b>Unsuitable</b>	<b>Highly unsuitable/ unacceptable</b>
1. Drummond Rd	10	20	23	21	20
2. SW Bourne	28	26	10	11	23
3. W of Meadow Drove/N of Pinfold Estate	23	37	17	10	10
4. N of Pinfold Estate/E of Bourne Academy playing field	25	32	15	13	11
5. S of Mill Drove	21	32	19	11	14
6. S of Mill Drove/W of Meadow Drove	26	31	17	9	14
7. W of Beaufort Drive	9	8	14	25	39
8. N of West Rd	6	12	9	20	50
9. Cedar Drive	4	9	9	20	54
*In some instances, respondents did not express a view on all the sites.					

In response to question 8 the least favoured sites were 7, 8 and 9 with less than 20% of respondents indicating that these sites were highly suitable or suitable. Conversely, a high percentage (64%, 70% and 74% respectively) thought that these sites were unsuitable or highly unsuitable.

The most suitable locations for development were to the south-west (site 2) and north-east (sites 3-6). Approximately 54% of respondents indicated that site 2 was highly



suitable/suitable while sites 3, 4 and 6 received more support (60%, 58% and 57% respectively). Conversely, more respondents judged site 2 to be unsuitable or highly unsuitable (34%) than either site 3 (20%), site 4 (24%) or site 6 (23%).

## Appendix 5. Bourne Parish Neighbourhood Plan Vision and Objectives

### **The 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.

### **Our Natural environment and community wellbeing.**

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.

### **Bourne's unique identity**

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.

### **Building a prosperous economy**

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.

### **Housing our community**

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.

### **High quality design**

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 network.

13: To promote development that contributes positively to its neighbourhood while embracing high quality design and energy efficiency.

