



**Bourne Parish
Neighbourhood Plan**
Supported by Bourne Town Council

Draft Neighbourhood Plan



**Bourne Parish
Neighbourhood Plan
Steering Group
September 2025**

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1. Introduction

The Bourne Parish Neighbourhood Plan and the Plan Period

- 1.1 The Bourne Parish Neighbourhood Plan (also referred to in this document as ‘the Neighbourhood Plan’ or ‘the Plan’) sets out policies for the development and use of land and will be used alongside policies in the South Kesteven Local Plan (the SK Local Plan) to determine planning applications during the Plan period to 2036. The Neighbourhood Plan enables our community to influence the future of Bourne Parish through the development of a shared vision and objectives together with planning policies that will contribute towards the achievement of the vision and objectives.
- 1.2 The purpose of the planning system, as outlined in the National Planning Policy Framework (national planning policy) is to contribute to the achievement of sustainable development. This can be defined as balancing people’s economic and social needs with the preservation and enhancement of our environment. Policies in the Neighbourhood Plan should also be in general conformity with the strategic policies of the SK Local Plan (see paragraph 1.21, below). While the Neighbourhood Plan cannot therefore be used to promote less development than is set out in the SK Local Plan, for example, it provides an opportunity to influence the location and design of future development and the use of land whilst protecting the distinctive character of our parish and ensuring that proposals contribute towards the achievement of sustainable development.

Responsibility for Preparing the Plan

- 1.3 Preparation of the Neighbourhood Plan is the responsibility of Bourne Town Council which has established a Steering Group composed of members of the Town Council and local community to undertake this task.

The Plan Process

- 1.4 This version of the Plan is referred to as the ‘Draft Plan’. It provides the first formal or statutory opportunity to comment on the Plan and its policies. However, prior to this stage, the Steering Group has undertaken considerable consultation with the local community, various bodies, organisations and site promoters as outlined in paragraph 1.23.
- 1.5 Comments received at the Draft Plan stage will be fully considered by the Steering Group and changes made, where appropriate. Following endorsement by Bourne Town Council the amended Plan (referred to as the Submission Plan), will be submitted to South Kesteven District Council (SKDC) which will assume responsibility for processing the Plan thereafter.

- 1.6 SKDC will undertake publicity, invite representations and appoint an independent examiner. The examiner will issue a report which will recommend whether the Plan should proceed to a referendum or not and advise of any modifications that should be made beforehand. SKDC will consider the report; make any necessary changes; and decide whether to proceed to a referendum in which people on the electoral role for the Parish of Bourne (the Neighbourhood Area) will be asked to decide if the Plan should be used in the determination of planning applications in the area. If more than 50% of people voting in the referendum want SKDC to use the Plan, it will be brought into force.
- 1.7 The figure below illustrates the key stages that remain to be undertaken before the Plan can be brought into force.



The Neighbourhood Area

- 1.8 The area that will be subject to the policies in the Plan is known as the 'Neighbourhood Area' and is illustrated in Figure 1 below. The area covers the

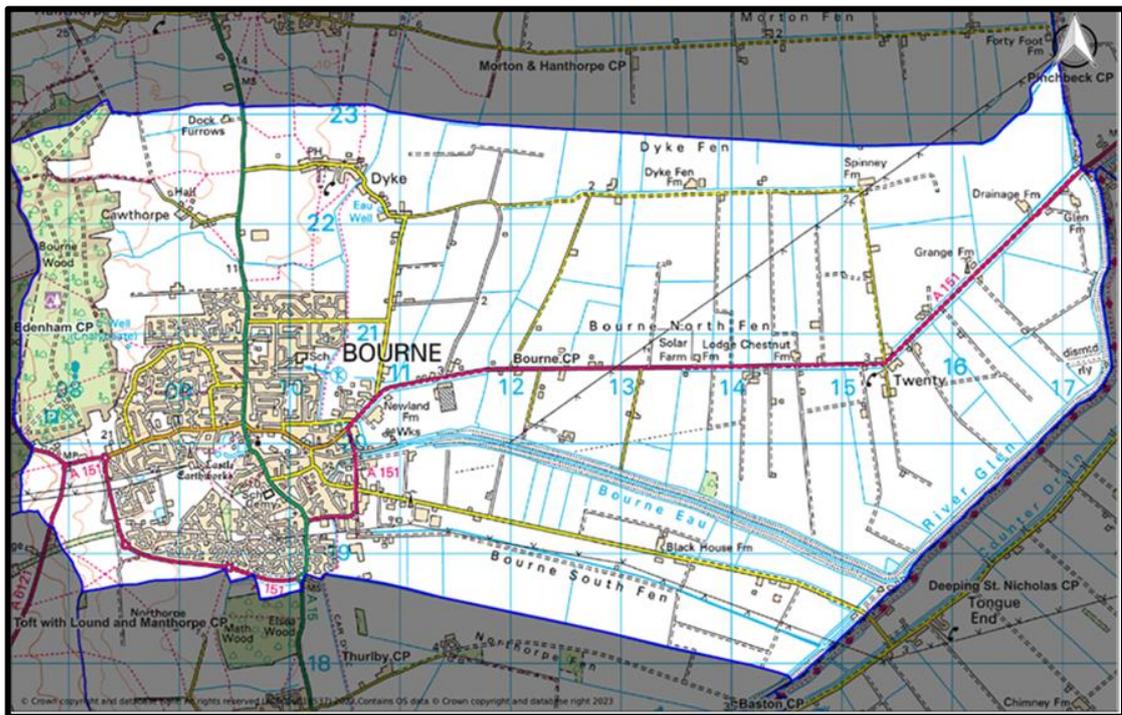


Figure 1. Bourne Parish Neighbourhood Area

whole of the Parish of Bourne within the local government district of South Kesteven. Most of the Parish population of about 18,000 live in the town. Within the remainder of the Neighbourhood Area there are small settlements at Cawthorpe, Dyke and Twenty. The rural, eastern area extends out into The Fens - an expansive, flat, open and low-lying wetland with a sense of rural remoteness and tranquillity. The Neighbourhood Area was formally designated by SKDC on 23rd June 2015. A thorough assessment of the settlements within the Neighbourhood Area ('the Bourne Character Assessment') was first carried out by the Steering Group and was used as the basis for the development of the Plan.

- 1.9 Bourne is a historically significant market town which continues to act as an important service centre for residents of the town and nearby smaller settlements. However, a relatively high percentage of residents work outside the Parish¹ with key destinations including Peterborough and Grantham. The A15 links to Peterborough, approximately 16 miles to the south, and to Lincoln and Sleaford to the north. Traffic can access the A1 at Peterborough, Stamford and Colsterworth via the A15, A6121 and A151 respectively. The location of Bourne is illustrated in Figure 2, below

¹ 35 % of the working population travelled 10 kms or more at the time of the 2021 Census compared to 19% for England as a whole.

- 1.11 Bourne Abbey was founded in 1138; the Church of St Peter and St Paul, known



Bourne Abbey

locally as the Abbey Church, is the only monastic building to survive, although it has largely been rebuilt and restored. The Bourne Eau, a short river which flows eastward to join the River Glen, formed the boundary around the monastic buildings which accounts for the complex course of the river close to its source.

- 1.12 Bourne Castle, which is a scheduled monument, stood to the south-west of the town centre in Well Head Fields. It dates from the late 11th/early 12th century but fell out of use in the early post medieval period. However, records indicate that it was garrisoned during the English Civil War. The town prospered in the medieval period and has largely retained its medieval plan form. Its wealth derived principally from agriculture and trade. A Saturday market was established in 1279 and, during the 14th century, it was a centre for the sessions of the peace.

- 1.13 The Bourne Eau was the main transport link until the 19th century and was central



Baldocks Mill, now converted into a heritage centre

to the corn trade which formed the basis of the town's prosperity. The Eau powered three corn mills along its 3.5 mile length, including Baldocks Mill on South Street which operated until 1924 and has since been converted into a Heritage Centre.

- 1.14 Roads became suitable for stagecoaches during the 18th century when highways were brought under the care of turnpike trusts. The town was a stage on the London-Lincoln route and had several coaching inns including the Burghley Arms and Angel Hotel, both on North Street. The use of stagecoaches began to decline with the coming of the railway during the 19th century.

- 1.15 Bourne became a railway junction with the Red Hall forming part of the station



The Red Hall – a Grade II listed building*

complex. The town was connected by rail to the Great Northern line at Essendine to the south, Spalding to the east, Sleaford to the north and Little Bytham and Saxby junction to the west. Competition from road vehicles gradually witnessed the demise of the railway and the station finally closed in 1959.

1.16 Bourne experienced significant housing growth during the 20th century, most notably during the post-war years, and this expansion has continued into the 21st century. The population grew from 5,105 in 1951 to 13,961 by 2011. Growth has been particularly intensive since the millenium - a period which has included large-scale development at Elsea Park in the south-west quadrant of the town. By the time of the 2021 census the population had risen to 17,490. Industrial development is predominantly focused around Cherry Holt Road on the eastern periphery of the town with significant out-commuting, particularly to Peterborough.

1.17 The village of Dyke is located approximately one mile to the north-east of the town of Bourne and is the largest village in the Parish. It is thought that it gets its name



from its position on the Car Dyke of which a section to the south of the village is registered as a Scheduled Ancient Monument. It is recorded in the Domesday Book of 1086 that Oger the Breton owned land in Dyke. Until the twentieth century the village was self-sustaining with most inhabitants employed in agriculture or ancillary trades. The central core of the village is the

oldest part and includes several listed buildings while more recent housing is located to the west and east. Today the village is mainly residential, although a few farms survive along with a public house two chapels, a village hall, a converted windmill and recreational areas which include a village green which dates from medieval times.

1.18 Twenty is located on the A151 Spalding Road and is some three miles from Bourne,



The former railway station at Twenty

in the eastern margins of the Parish. It is thought that the name is derived from the Twenty Foot Drain which was completed in 1638. The settlement was once located on the Bourne to Spalding railway which closed to passenger traffic in 1959. Today the settlement is primarily residential with some farm buildings and a village hall and an adjoining play area.

- 1.19 The hamlet of Cawthorpe, located west of the A15 and less than one mile from Bourne, is mentioned in the Domesday Book and includes several listed buildings which date back several centuries. Cawthorpe is, today, primarily residential.



Cawthorpe House - a Grade II listed 18th century house.

The Planning Context and Status of the Plan

- 1.20 Most planning applications in Bourne are determined by SKDC and this will continue to be the case. However, once the Plan is brought into force it will form part of the 'development plan'. This means that it will be used to determine planning applications alongside policies in the SK Local Plan and the Lincolnshire Minerals and Waste Local Plan
- 1.21 Although the local community has significant scope to determine the content of the Plan, the policies are required to meet a set of 'basic conditions'. A statement which explains how several tests have been met must accompany the Submission Plan (see paragraph 1.5) The basic conditions require the Plan to:
- i. ***Have regard to national planning policy and guidance.*** This is primarily set out in the National Planning Policy Framework and National Planning Practice Guidance (referred to in the Plan as 'national planning policy' and 'national planning guidance' respectively). The Plan must not constrain the delivery of national policy objectives which include delivering a sufficient supply of homes; building a strong and competitive economy; ensuring the vitality of town centres; promoting healthy and safe communities; making efficient use of land; promoting sustainable transport; achieving well-designed places; meeting the challenge of climate change and flooding; and conserving and enhancing the natural and historic environments.
 - ii. ***Contribute to the achievement of sustainable development.*** National planning policy indicates that plans should help to build a strong, responsive and competitive economy while supporting strong, vibrant and healthy communities and contributing to the protection and enhancement of our natural, built and historic environment.
 - iii. ***Be in general conformity with the strategic policies in the development plan for the local area.*** The 'development plan' currently includes the SK Local Plan 2011-2036 and The Lincolnshire Minerals and Waste Local Plan 2014-2031. National planning policy emphasises that 'Neighbourhood plans

should not promote less development than set out in the strategic policies for the area or undermine those strategic policies'. The SK Local Plan establishes how much housing and employment land is needed and directs growth primarily to the four market towns of Bourne, The Deepings, Stamford and Grantham with the latter being a particular focal point. It allocates land to provide for this development and requires the Plan to allocate land for at least 100 new dwellings in Bourne. The SK Local Plan also defines Dyke and Twenty as 'smaller villages' where development of a small scale may be appropriate.

A review of the SK Local Plan is currently taking place to provide the planning framework for South Kesteven during the period to 2043. The review is expected to be completed by November 2027, at which point the revised Local Plan will replace the current SK Local Plan. National planning guidance indicates that while the Neighbourhood Plan must be in general conformity with the strategic policies of the adopted SK Local Plan it is important to minimise any conflict with policies in an emerging local plan. This is because any conflict must be resolved in favour of the policy which is contained in the last document to become part of the development plan.

- iv. ***Be compatible with EU derived obligations.*** The obligations require consideration to be given to the likely significant effects of the Plan on the environment and on European Sites recognised under the EU Habitats Directive. Where significant effects are likely it is necessary to undertake a Strategic Environmental Assessment if the impacts are on the environment and a Habitat Regulations Assessment where the impact is on a habitats site. The Neighbourhood Plan has been screened to determine the need for an assessment. The Strategic Environmental Assessment and Habitat Regulations Assessment Screening Report has concluded that the Neighbourhood Plan does not require a Strategic Environmental Assessment and that it is unlikely to have significant effects on European Sites either alone or in combination with other plans and projects.

The Evidence Base

- 1.22 There is a large amount of background information that the Steering Group has used whilst producing the Plan. This is referred to as the ‘evidence base’ and is listed on the Bourne Parish Neighbourhood Plan website at <https://www.bourneparishneighbourhoodplan.org.uk>. The evidence base includes a hyperlink to each of the documents underlined in the Plan.

Community Engagement and Consultation

- 1.23 In preparing the Plan, the Steering Group has sought to engage with the local community and other stakeholders throughout the process. Responses which have informed the Draft Plan have been received in response to the publication of various materials including a residents’ survey and background papers on a draft vision and objectives; housing site options; a character assessment of the town and villages; open spaces and green infrastructure corridors; and a list of buildings, structures and features of local heritage significance. A statement summarising the consultation and describing how the main issues and concerns have been addressed in the Plan will accompany the Submission Plan



Housing Sites consultation at the Elsea Park Community Centre

The Key Issues

- 1.24 Consideration of the evidence base and consultation responses has enabled a series of key issues and challenges to be identified as outlined in this section of the Plan. The process has generated an understanding of what the local community likes and dislikes about the Neighbourhood Area; what needs to be improved; and the land use and development challenges that need to be addressed.
- 1.25 From an assessment and consultation on housing site options (see the Housing Sites Assessment background paper) a consensus has emerged that growth should be directed to the north-east of the town. While many people recognise the need for an appropriate mix of dwellings, there are concerns about the impact of traffic; access to services and facilities; flood risk and housing developments which have often failed to create locally distinctive places which enrich the built environment.

- 1.26 The historic and architectural legacy of the past is greatly valued and it is evident



Bourne Wood includes ancient woodland and is of immense importance for its wildlife and recreational value.

from consultation that there is strong support to further enhance and showcase Bourne's heritage and promote an increase in tourism. There is considerable concern about the potential impact of development on key landscape features, most notably Bourne Woods, and strong agreement that open spaces and other elements of green infrastructure must be protected and enhanced for their

aesthetic, wildlife and recreational value and for their positive impact on health and wellbeing.

- 1.27 Residents value the market town character of Bourne and wish to see greater

diversity in the range of shops and services. Traffic, however, has a detrimental impact on the pedestrian experience within the town centre, limiting opportunities to improve the quality of the historic environment and return the market to its former Market Place location. Many residents wish to see the construction of an A15 relief road to address the issue of traffic in the town centre. Community buildings are valued and many respondents expressed the view that the range of provision should be extended.



The Old Town Hall, built in 1821, is now a valued entertainment space and holds regular events.

- 1.28 It is evident that the local community wishes to see a strong local economy which provides a mix of employment opportunities to meet the needs of the local population and enables a reduction in the significant levels of out-commuting to towns such as Peterborough and Grantham. Sustainable forms of travel should be promoted. However, roads are designed primarily to cater for the car and there are few designated cycle routes while the only frequent inter-urban bus routes are to Peterborough and Stamford.

- 1.29 The identification of issues has led to the development of a vision and objectives as outlined in the next section of the Plan.

2. The Vision and Objectives

- 2.1 The vision and objectives form the foundation of the Plan. The vision provides a broad, succinct statement which reflects the hopes and aspirations of the local community for the future of the Neighbourhood Area. It paints a broad picture of what we want the Parish to be like to live in by 2036.

The Vision for Bourne

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.

- 2.2 The vision is accompanied by a series of objectives which seek to address specific aspects of the vision. Consultation has indicated support for the vision and objectives from a majority of respondents. Table 1, below, lists the policies of the Plan and community aspirations which will contribute towards the achievement of each objective. Policies and community aspirations are denoted by the letters 'BP' and 'CA' respectively. Further information on the policies is to be found in Chapter 3 while the community aspirations are included in Appendix E.
- 2.3 The community aspirations do not form part of the Plan because they are not specifically related to the determination of planning applications. For example, planning policies can't be used to directly address existing traffic management issues in the town centre. However, seeking to address such matters through other actions will, where successful, contribute to achieving the overall vision and Plan objectives. The Town Council has therefore established a Neighbourhood Plan Community Group to progress these community aspirations in partnership with other bodies.

Table 1. The Plan objectives and the Plan policies and community aspirations that will contribute towards the achievement of each objective.

Plan objective	Related policies and community aspirations
To protect our most important green assets	BP1 Local Green Space BP2 Important Open Spaces

whilst improving and increasing the provision of open space and green infrastructure links.	BP3 Green Infrastructure Corridors BP6 Bourne Wood CA3 (Bourne Wood) CA5 (Biodiversity enhancement) CA13 (Facilities for children and young people)
To conserve and enhance biodiversity.	BP3 Green Infrastructure Corridors BP4 Car Dyke and Bourne Eau BP5 Landscape and Biodiversity Enhancement BP6 Bourne Wood BP22 Parking Provision and Design BP24 Land south of Mill Drove/west of Meadow Drove BP26 Land South of Spalding Road BP27 Land North of Bourne Eau/East of Car Dyke CA3 (Bourne Wood) CA5 (Biodiversity enhancement) CA7 (Grass verges) CA19 (Trees)
To support the retention and further provision of community facilities and services in Bourne to meet the needs of the population.	BP16 The Retention of Community Facilities BP17 New Community Facilities BP18 Education Provision BP19 Bourne Bus Station BP24 Land south of Mill Drove/west of Meadow Drove CA13 (Facilities for children and young people) CA16 (The library and Corn Exchange) CA18 (The Registrar's office) CA20 (Bourne Academy) CA23 (Bandstand)
To conserve and, where possible, enhance Bourne's distinctive historic character as a market town.	BP1 Local Green Space BP7 Character Areas BP8 Housing Design and Materials BP9 Bourne Conservation Area BP10 Shopfronts BP11 Local Heritage Assets CA1 (Relief road) CA6 (Conservation Area) CA8 (Ostler Memorial) CA9 (Town centre public realm) CA11 (Market) CA17 (Town centre brownfield land)
To conserve and, where possible, enhance key	BP1 Local Green Space BP2 Important Open Spaces

landscape and townscape features and important views.	BP4 Car Dyke and Bourne Eau BP5 Landscape and Biodiversity Enhancement BP6 Bourne Wood BP7 Character Areas BP9 Bourne Conservation Area BP11 Local Heritage Assets CA3 (Bourne Wood) CA5 (Biodiversity enhancement) CA8 (Ostler Memorial) CA25 (Grass verges)
To support a diverse range of employment opportunities in Bourne.	BP12 An Appropriate Mix and Balance of Uses in the Town Centre BP15 Visitor Accommodation and Attractions BP26 Land South of Spalding Road BP27 Land North of Bourne Eau/East of Car Dyke BP28 Working from Home
To support uses and proposals that enhance the economic vitality and viability of Bourne town centre.	BP9 Bourne Conservation Area BP12 An Appropriate Mix and Balance of Uses in the Town Centre BP13 The Town Centre Public Realm BP14 Town Centre Parking Provision BP15 Visitor Accommodation and Attractions Several community aspirations promote town centre improvements which would enhance the vitality of the centre, as follows: CA1 (Relief road) CA8 (Ostler Memorial) CA 9 (Town centre public realm) CA11 (Market) CA14 (Town centre footpaths) CA16 (Library and Corn Exchange) CA17 (Town centre brownfield land)
To support the visitor economy while protecting the unique culture, environment and heritage of Bourne.	BP15 Visitor Accommodation and Attractions CA15 (Tourism strategy) CA4 (Car Dyke and Bourne Eau footpaths) CA24 (Footpath signs)
To plan for a minimum of 100 new homes in sustainable locations which are well connected to local services and facilities.	BP12 An Appropriate Mix and Balance of Uses in the Town Centre BP23 The Town Settlement Boundary BP24 Land south of Mill Drove/west of Meadow Drove
To provide for a mix of house types, sizes and	BP25 Housing Mix

<p>tenures which reflect the housing needs of Bourne.</p>	
<p>To encourage walking, cycling and the use of public transport as alternatives to the car.</p>	<p>BP3 Green Infrastructure Corridors BP4 Car Dyke and Bourne Eau BP19 Bourne Bus Station BP20 Prioritising Walking, Cycling and Public Transport BP21 Cycle Parking and Storage BP24 Land south of Mill Drove/west of Meadow Drove BP26 Land South of Spalding Road BP27 Land North of Bourne Eau/East of Car Dyke CA2 (Cycling and walking plan) CA4 (Car Dyke and Bourne Eau footpaths) CA12 (Public transport) CA22 (Cycle parking) CA24 (Footpath signs)</p>
<p>To minimise the impact of new development on the highway network.</p>	<p>BP3 Green Infrastructure Corridors BP4 Car Dyke and Bourne Eau BP19 Bourne Bus Station BP20 Prioritising Walking, Cycling and Public Transport BP21 Cycle Parking and Storage BP22 Parking Provision and Design BP24 Land south of Mill Drove/west of Meadow Drove BP26 Land South of Spalding Road BP27 Land North of Bourne Eau/East of Car Dyke CA2 (Cycling and walking plan) CA12 (Public transport)</p>
<p>To promote development that contributes positively to its neighbourhood while embracing high quality design and energy efficiency.</p>	<p>The purpose of the planning system as outlined in national planning policy is to contribute to the achievement of sustainable development. Collectively, the policies and community aspirations of the Neighbourhood Plan will contribute towards this aim through measures which help to build a strong economy; a vibrant and healthy community and which protect and enhance the natural, built and historic environment.</p> <p>Policies which specifically reference renewable energy are: BP26 Land South of Spalding Road BP27 Land North of Bourne Eau/East of Car Dyke</p>

3. Planning Policies and Proposals.

Introduction

- 3.1 It is not the purpose of the Plan to contain all land use and development planning policy relating to the Neighbourhood Area. Rather, the Plan contains a series of policies and proposals to help achieve the community's vision. The policies should be considered as a whole and will be used by South Kesteven District Council alongside policies in the SK Local Plan to determine planning applications within the Neighbourhood Area.
- 3.2 The policies are listed in the contents page at the start of the Plan and can be found in Chapters 4-15. Each policy is contained within a box with a green background and is accompanied by text which outlines the purpose of the policy. The appendices referred to in the document are included at the end of the Plan except for appendices F, G and H which, due to their size, are separate documents which can be viewed on the Neighbourhood Plan website.
- 3.3 An online interactive Policies Map illustrates in map form various area or site-specific policies of the Plan. So, for example, the Policies Map shows the location of land allocated for housing and areas protected as Local Green Space. When using the Plan, reference should be made to the Policies Map when the policy makes clear there are location-specific or area-specific policy requirements. The Policies Map can be accessed using the following link: <https://shared.xmap.cloud?map=2d298ceo-f83e-45ff-b475-58356428a221>
- 3.4 Clicking on 'layers' near the top left of the Policies Map screen reveals a drop down menu which lists all of the map layers and the relevant Plan policy number. For example, 'Policy BP1 Local Green Space' indicates that the layer contains all the Local Green Space sites to which Policy BP1 refers. Clicking on the description in the layer list will open that particular layer while clicking on the layer again will close it. To zoom in or out of the map, use the + and - symbols in the top left hand corner of the screen.

4. Green Infrastructure

Introduction

- 4.1 Green infrastructure is a term used to describe the network of green spaces and features in an area. These features range in scale, from street trees, hedges, dykes and private gardens through to parks, sports fields, allotments, rivers and woodlands. Water features are sometimes referred to as 'blue infrastructure' but are included in the overarching term of 'green infrastructure'
- 4.2 Green infrastructure is a vital part of a vibrant and healthy community and is of critical importance to the character of Bourne. Not only is it of intrinsic value but it also provides opportunities for recreation, habitats for wildlife and other environmental services such as mitigating flood risk, carbon storage and food production.
- 4.3 The SK Local Plan encourages proposals that contribute to a net gain and enhancement of green infrastructure, taking opportunities to enrich biodiversity habitats, enable greater connectivity and provide sustainable access for all.
- 4.4 Public consultation on the Vision and Objectives for the Neighbourhood Plan indicated strong support within the local community for the protection of green infrastructure and increasing provision.

Local Green Space and Important Open Space

- 4.5 Open space is defined in national planning policy as 'All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity'.
- 4.6 An audit of open space forms part of the Green Infrastructure background paper



Bourne Memorial Gardens, is one of the town's key areas of Local Green Space.

(Appendix F); it identifies the location and type of open space and assesses the importance of each site against national planning policy and guidance to determine if it meets the requirements for designation as 'Local Green Space'. Sites which do not meet the requirements have been designated as 'Important Open Space'. While Bourne Wood is a key recreational

resource it has been excluded from the assessment as it is a Local Wildlife Site which includes ancient woodland and is therefore appropriately protected by Policy E2 (Protecting Biodiversity and Geodiversity) of the Local Plan.

4.7 Consultation feedback responses indicates that open spaces are highly valued by the local community with strong support for the designation of areas as Local Green Space. A list of sites presented in a draft of the Green Infrastructure background paper was positively received with further suggested sites added to the list, where appropriate. In total, Policy BP₁ includes 19 sites

4.8 National planning policy indicates that the designation of land as a Local Green Space must be capable of enduring beyond the Plan period and should only be applied to land which is in reasonably close proximity to the community it serves and is not an extensive tract of land. Local Green Space cannot be replaced elsewhere because it is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of wildlife. Further information on the criteria used to identify Local Green Space is included in the Green Infrastructure background paper (Appendix F).



The Abbey Lawns Local Green Space, located close to the town centre, is home to many of the town’s sports facilities.

4.9 A Local Green Space designation rules out development of the land except in very special circumstances. Proposals must not conflict with the purpose of the designation outlined in the Green Infrastructure background paper (Appendix F).

Policy BP₁. Local Green Space.

- The following areas identified on the Policies Map are designated as Local Green Space and will be protected from development except in very special circumstances where it can be clearly demonstrated that the development will not conflict with the purpose of the designation

LGSSA	Bourne Community Orchard, Land off Beech Avenue.
LGSSB	Recreation Ground, Recreation Road.
LGSSC	Abbey Lawn, Abbey Road.
LGSSD	The Wellhead Park, South Street.
LGSS E	Memorial Gardens, South Street.
LGSS F	Land between and to rear of nos 23 and 23a South Street.
LGSSG	Bourne Cemetery, South Road.
LGSSH	Land rear of Westwood Drive and Harvey Close
LGSSI	Land north of Wherry’s Spinney and south of Wellhead Park
LGSSJ	Wherry’s Spinney, East of Wincanton Way
LGSSK	Grammar School playing fields to Elsea Park linear corridor.

Policy BP1. Local Green Space.(continued)

LGSSL	Willow Pond, Bates Close.
LGSSM	Elsea Park linear corridor west
LGSSN	Elsea Park linear corridor east.
LGSSO	Setts Green, west of Coltsfoot Drive.
LGSSP	Wake ponds. Tilia Way and South Road junction.
LGSSQ	Elsea Meadows, south of Raymond Mays Way.
LGSSR	The Croft, Land between 38 and 40 North Road.
LGSSS	The village green, Main Rd, Dyke.

- Proposals for either buildings or extensions to buildings on Local Green Space will only be supported where the development provides appropriate facilities compatible with the use of the land, and the open and historic character and setting of the space will be retained.

- 4.10 The Green Infrastructure background paper lists the areas of Important Open Space to be protected in accordance with Policy BP2 and provides an explanation of their important characteristics. These spaces should not be built on unless, in accordance with Policy OS1 of the SK Local Plan, development would secure increased or improved open space and/or recreational facilities; or the site is not required to meet the adopted standards of provision set out in the policy; or equivalent or better replacement provision is to



Important Open Space. Equipped play area at the junction of Market Rasen Drive and Hexham Avenue

be made within the locality; and the site does not support important habitats or species.

- 4.11 During the Plan period additional areas of open space will be created as part of new developments. These areas will also be regarded as 'Important Open Space' for the purposes of Policy BP2. Opportunities to enhance the quality of Local Green Space and Important Open Space may arise where a financial contribution is made by a developer in lieu of on-site provision, as outlined in Policy OS1 of the SK Local Plan.



Important Open Space provides a visual amenity within residential areas.

Policy.BP2. Important Open Spaces.

1. The following areas are designated as Important Open Space on the Policies Map:

OSS1	Rochester Court
OSS2	Junction of Beaufort Drive/ Broadlands Ave
OSS3	Holly Drive/Willow Drive
OSS4	Waterside Close
OSS5	Hazelwood Drive
OSS6	Laburnum Close
OSS7	Land between Ash Grove and Viking Close
OSS8	Oak Crescent
OSS9	Poplar Crescent
OSS10	Junction of Tarragon Way/Rosemary Gardens
OSS11	Junction of Woodland Avenue/Forest Avenue
OSS12	Pinewood Close
OSS13	Land adjacent 18 Northfields
OSS14	Land between 12 and 14 Wingate Way
OSS15	Junction of Kohima Close/Mountbatten Way
OSS16	Junction of Barkston Close/ Arnhem Way
OSS17	Land opposite 10-12 Ancaster Rd
OSS18	East of Spalding Rd/Meadow Drove junction
OSS19	Milking Nook Drove
OSS20	North side of South Fen Road
OSS21	Junction of Welland Drive/Nene Close
OSS22	Land adjacent to 20 Great Northern Gardens
OSS23	Western end of Southfields
OSS24	Plumpton Chase
OSS25	Market Rasen Drive
OSS26	Uttoxeter Close/Haydock Park Drive junction
OSS27	Great Leighs
OSS28	Little Garth
OSS29	Chepstow Drive Pocket Park
OSS30	Badger Lane
OSS31	Springbank Drive
OSS32	Elsea Park Way
OSS33	Heartsease Way
OSS34	Hawk Crescent/ Finn Close/Windle Drive
OSS35	Newton Abbot Way/Notley Way junction
OSS36	Bourne Abbey churchyard, Church Walk
OSS37	RH Ash Memorial Field, Main Road, Dyke
OSS38	Station Road, Twenty

2. Important Open Spaces will be protected and, where possible, enhanced in accordance with Policy OS1 of the South Kesteven Local Plan or any subsequent and equivalent replacement policy in an adopted Local Plan.

Green Infrastructure Corridors

4.12 Our highway infrastructure includes a vast network of roads. In a similar way green infrastructure needs to form an integrated network of corridors which link green infrastructure assets together to form routes for wildlife to move between habitats and beyond settlements into the open countryside. Green infrastructure corridors are widely recognised as effective ways to conserve wildlife in environments fragmented by human activities. Where they are publicly accessible, these corridors also provide opportunities for recreation and sustainable routes for people to use for walking and cycling to key destinations within the town and to access the countryside. Corridors may consist of linear resources, such as water courses or public rights of way, or they may include a series of connected open spaces.

4.13 Green infrastructure functions at a range of levels, from large rural landscapes and strategic corridors to local scale corridors in settlements. Strategic corridors connect key green infrastructure resources across administrative boundaries while local corridors connect local areas of open space and/or link neighbourhoods to the strategic corridor network. However, a strategic network is not defined in the SK Local Plan while the Neighbourhood Plan must relate solely to the Neighbourhood Area. Consequently, the emphasis in the Neighbourhood Plan and supporting Green Infrastructure background paper (Appendix F) is on local corridors within the town and obvious links out from the town and villages into the wider countryside in the form of public rights of way and key water courses, including the Car Dyke and Bourne Eau. This approach accords with Policy EN3 of the SK Local Plan which recognises the need within and around settlements to enhance, create and manage green spaces that are well connected to each other and the wider countryside.



The Bourne Eau - a strategic corridor which links the town of Bourne with the wider countryside.

4.14 Policy BP3 seeks to safeguard the integrity of the network of green infrastructure corridors identified on the Policies Map. Where possible, proposals should, regardless of size, extend existing corridors and incorporate measures to enhance their value as multifunctional spaces which provide public benefit and improve the nature conservation value of the network. For example, areas set aside for Sustainable Drainage Schemes (SUDs) can also be designed to include natural and semi-natural open spaces and incorporate play areas.

4.15 Located outside of the town but within or adjacent to the Neighbourhood Area there are designated wildlife sites which are afforded protection by Policy EN2 (Protecting Biodiversity and Geodiversity) of the SK Local Plan and are key

components of the green infrastructure network. They include Bourne Wood,



The public right of Way between West Road and Bourne Wood forms an important green corridor.

Math and Elsea Wood and Auster Wood; several sites along the River Glen and Forty Foot Drain on the eastern periphery of the Neighbourhood Area; and the Toft Tunnel nature reserve on the former Bourne to Saxby railway line. In addition, Lincolnshire Wildlife Trust has acquired land at the confluence of the River Glen and Bourne Eau to develop the Bourne North Fen Nature Reserve. While the reserve is not currently

designated, it will form an important component of local green infrastructure, providing a 'hub' for wildlife along the Bourne Eau/River Glen corridor and a range of ecosystem services such as carbon storage, improving water quality and reducing flood risk.

- 4.16 In respect of the wider Parish, Green Infrastructure mapping, prepared by the Greater Lincolnshire Nature Partnership, has been published as part of the SK Local Plan review. This identifies areas of high-quality green infrastructure, including designated wildlife sites and other priority habitats within and adjacent to the Neighbourhood Area, together with areas of semi-natural habitat which offer opportunities to enhance the green infrastructure network. The related draft policy and guidance provide a framework for decision making where development proposals contain or overlap with these habitats.
- 4.17 In some instances, artificial lighting of green corridors may be desirable for reasons of safety or crime reduction. However, national planning guidance indicates that planning policies should limit light pollution to minimise possible adverse impacts on wildlife. Lighting should be kept to a functional minimum with careful consideration given to the positioning, duration, type of light source and level of lighting. Useful guidance is available on the Institute of Lighting Professionals website including 'the reduction of obtrusive light', 'bats and artificial lighting at night' and 'a review of the impact of artificial light on invertebrates'

Policy BP3. Protecting and Enhancing Green Infrastructure Corridors.

1. The network of green infrastructure corridors identified on the Policies Map will be safeguarded and enhanced.
2. Development that would compromise the integrity of any part of the network will not be supported.
3. Where opportunities exist:
 - i. Development should connect to the network of corridors and improve access to the countryside.
 - ii. Proposals should incorporate measures to enhance the multifunctional value of the network, particularly in relation to its recreational, biodiversity and landscape importance.
4. Where planning permission is required, proposals for lighting within a green infrastructure corridor will only be supported where:
 - i. Essential to provide a reasonable level of safety or security; and
 - ii. Designed to minimise any adverse impact on wildlife.

The Car Dyke and Bourne Eau

4.18 The Car Dyke and Bourne Eau are important local and historic landscape features



The Car Dyke – looking north-east from Willoughby Road

which are of wildlife and recreational value. The waterways are highly valued by the local community and are designated as both Green Infrastructure Corridors and Non-designated Heritage Assets in accordance with Policies BP3 and BP11 of the Neighbourhood Plan respectively. In addition, a section of the Car Dyke to the south of the village of Dyke is a Scheduled Monument.

4.19 The northern section of the Car Dyke is a 57-mile-long artificial water channel which skirts the western edge of the fens from the River Witham near Lincoln to the River Nene at Peterborough. Along with Hadrian's Wall, it was one of the greatest engineering feats carried out in Britain by the engineers of the Roman Empire. There is no firm consensus as to its purpose although there is some evidence to suggest that it served as a drain to control and divert flood waters while shorter sections of it may have been used for water transport.

- 4.20 The Car Dyke traverses the length of the Parish, passing through the village of Dyke and down the eastern side of Bourne town. It enters the Bourne Eau just east of the Eastgate/Cherry Holt Road junction in the town before re-starting to the rear of Eastgate and flowing south towards the adjoining Parish of Thurlby. Public rights of way and unrecorded paths follow the line of the Dyke, linking settlements to the open countryside beyond.
- 4.21 The Bourne Eau rises from an artesian spring in the town and flows eastward to join the River Glen on the Parish boundary. It was navigable in the 18th and 19th centuries and was central to the corn trade which formed the basis of the town's prosperity. It once powered three mills, including Baldock's Mill on South Street, which now houses the Bourne Heritage Centre.
- 4.22 Policy BP4 seeks to safeguard the Car Dyke and Bourne Eau and enhance their recreational and nature conservation value through the creation of landscaped corridors alongside both banks of the waterway. The corridor will need to be of sufficient width to allow for maintenance of both the waterway and areas of planting together with the provision of a pedestrian/cycle path. The width of the corridor should vary to create interest while new buildings adjoining the corridor should front towards the waterway to maximise surveillance and create an attractive environment.
- 4.23 The South Lincolnshire Fenlands Gateway Access Action Plan included recommendations for a multi-user route along the Bourne Eau to the River Glen to link with the Macmillan Way long distance footpath and for the development of a Car Dyke multi-user route between Lincoln and Peterborough. While these initiatives have not been pursued, the community aspirations include an intention to seek the inclusion on the definitive map of those footpaths along the Bourne Eau and Car Dyke which are not currently recognised as public rights of way. Where opportunities arise, development proposals should include the provision of a cycleway and footpath with an all-weather surface and appropriate links to neighbouring development.

Policy BP4. Protecting and Enhancing the Car Dyke and Bourne Eau.

1. Proposals on land adjacent to the Car Dyke and Bourne Eau will only be supported where they safeguard the alignment of the waterway and enhance its integration as a positive and distinct feature through the provision of a landscaped corridor along both sides of the bank, where feasible, to include :
 - i. open space which incorporates positively managed landscape proposals which enhance the nature conservation value of the waterway;

- ii. A cycleway/pedestrian path on land adjacent to the waterway with easily accessible connections to adjoining development; and
 - iii. An appropriate easement to allow for long-term maintenance and management of the waterway.
2. The landscaped corridor should vary in width, though it should not be less than 12 metres wide at its narrowest point.
 3. New buildings adjacent to the landscaped corridor should face towards the waterway.

Landscaping of Development Sites

- 4.24 Consultation responses suggest that there is very strong support within the local community for conserving and enhancing biodiversity, key landscape features and important views.
- 4.25 A well-designed and executed landscape scheme can protect and enhance biodiversity; it can reduce the visual impact of development and increase its attractiveness; it can add character and maturity to the development through a combination of retaining existing landscape features and the inclusion of a high standard of new planting and maintenance; it can improve the physical environment by buffering noise, providing shelter and shade; and it can reduce the effects of climate change, including the risk of flooding. Proposals should respond positively to the opportunities and challenges that a site presents and include landscaping proposals developed as an integral part of the design process.
- 4.26 Design Guidelines for Rutland and South Kesteven, adopted by SKDC as a Supplementary Planning Document, includes guidance on developing a strong landscape structure within which existing habitats and landscape features are retained and joined up with wildlife rich gardens, verges, amenity green space, cycle paths and walkways to create a network of natural green corridors weaving through a development and beyond, into the surrounding urban and rural landscape, and contributing to the wider ecological network.
- 4.27 Development sites, with some exceptions, are now required to meet a mandatory requirement to achieve biodiversity net gain to ensure that habitats for wildlife are left in a measurably better state than they were before development. Proposals must deliver a minimum net gain of 10%, using a biodiversity metric. The biodiversity gain hierarchy emphasises the route to be followed to achieve the net gain. It emphasises that on-site gains should take priority followed by registered offsite biodiversity gains and, as a last resort, biodiversity credits. National guidance is available on the Government website page: [Biodiversity net gain](#). Where it is necessary to achieve biodiversity net gain through registered offsite

gains, Policy BP5 indicates that sites within the Neighbourhood Area should be prioritised.

4.28 A Local Nature Recovery Strategy is currently being prepared for Lincolnshire by the Greater Lincolnshire Nature Partnership. This will identify local priorities and opportunities for nature recovery while Biodiversity Opportunity and Green Infrastructure Mapping has been published as part of the SK Local Plan review to highlight the ecological network and indicate where the best opportunities lie for biodiversity improvements. Development projects that create, enhance or recover habitat in locations which are mapped in a local nature recovery strategy will get a higher biodiversity value in the biodiversity metric than they would in other locations.

4.29 However, even proposals which are not required to meet the mandatory requirement have the potential to benefit nature and should incorporate appropriate measures. Various resources have been published to assist in designing schemes to enhance biodiversity. Examples include: Biodiversity in new housing developments (NHBC Foundation) and Homes for people and wildlife (The Wildlife Trusts) which outline a range of potential opportunities including planting for wildlife and climate resilience; the retention and care of existing landscape features; the use of sustainable drainage features to enhance the street scene and nature conservation; and incorporating biodiversity measures into the fabric of new or modified buildings.

4.30 Established landscape features including trees, hedgerows, ponds, dykes and



Visually important trees at the junction of South Road and Southfields.

ditches, should generally be retained and protected. Where this is not possible (for example, where it is necessary to remove a section of hedgerow to provide access to a site) the loss should be mitigated. Guidance to ensure the retention, protection and management of trees is set out in British Standard 5837:2012 ‘Trees in relation to design, demolition and construction – Recommendations’.

4.31 Policy EN1 (Landscape character) of the SK Local Plan indicates that development should be appropriate to the character and attributes of the landscape in which it is situated including appraisals produced to inform the Local Plan and the Neighbourhood Plan.

- 4.32 The South Kesteven Landscape Character Assessment (LCA) defines areas of the landscape which are distinctly different from one another and includes management objectives for each area. Bourne town and the settlements of Cawthorpe and Dyke lie within the Fen Margin where the management objectives include new planting on the edges of villages; maintaining and enhancing hedgerow boundaries; protecting sensitive woodlands; new woodland planting on the higher ground; maintaining open views towards the rising land to the west; and protecting and managing ditches and dykes.
- 4.33 East of the Car Dyke the Fen Margin gives way to the large-scale, flat, open landscape of the Fens which extend beyond the Neighbourhood Area. The landscape management objectives for the Fens include the maintenance of field boundaries, including ditches and dykes; the phased management of ditches and dykes to minimise wildlife disturbance; the protection of historic and archaeological sites; the protection of water quality; ensuring that the scale and design of new farm buildings are in keeping with the landscape; the conservation and management of grazing marsh; and the concentration of new planting around farms and large-scale farm buildings.
- 4.34 The Bourne Character Assessment (see Policy BP7) which was produced to inform the Neighbourhood Plan, provides an overview of the key qualities and characteristics that define the town of Bourne and the rural settlements of Cawthorpe, Dyke and Twenty and summarises positive and negative aspects of each settlement.
- 4.35 A number of important local views have been identified. The majority are within or adjacent to the Conservation Area and are considered in Policy BP9 (Bourne Conservation Area) while Policy BP6 (Bourne Wood) recognises the need to protect the setting of Bourne Wood. In addition, the following table lists and describes several other important landscape views which add to the local distinctiveness of the town. The location of each view is shown on the Policies Map. Proposals affecting these views must be supported by evidence that illustrates how the positive aspects of the view will be protected and, where possible, enhanced.

Table 2. Important Landscape Views.	
Policies Map Ref and Viewpoint	Description
Vi. Stamford Hill	Stamford Hill lies to the west of the town at the A151 West Road and A6121 junction. There are panoramic, long views eastward from this elevated position on the edge of the Kesteven Uplands over open fields, the town and the distinctly flat landscape of the Fens east of the town. There are also views across the fields from Stamford Hill to the key local landscape feature of Bourne Wood.

	
<p>V₂. Cherry Holt Road looking east</p>	<p>Cherry Holt Road is located on the east side of the town. There are long views eastward from the sluice close to the junction with Eastgate. These views are outward, looking along the Bourne Eau into the rural, flat landscape of the Fens. The Bourne Eau is recognised in the Plan as an important green corridor and a local heritage asset.</p> 
<p>V₃ Cherry Holt Road looking west</p>	<p>Cherry Holt Road is located on the east side of the town. The view is from the sluice close to the junction with Eastgate looking west along the Bourne Eau towards its confluence with the Car Dyke. The river is recognised in the Plan as an important green corridor and a local heritage asset.</p>

	
<p>V4. Bourne Eau Rear of Eastgate</p>	<p>This view is from a footbridge to the rear of no 42 Eastgate at the confluence of the Bourne Eau and Car Dyke looking eastward towards Cherry Holt Road. The buildings on the left of the photograph include the Anchor public house, which is a listed building. The Bourne Eau is recognised in the Plan as an important green corridor and a local heritage asset.</p> 

4.36 National planning policy indicates that new streets should be tree-lined with



Elsa Park. Tree lined streets and verges make a positive contribution to the street scene and green infrastructure network.

additional trees planted elsewhere within a development and measures put in place to secure the long-term maintenance of newly planted trees. New trees and hedgerows should be of a potential height and spread appropriate to their location and should be chosen to avoid future conflict with nearby buildings and roads. Proposals should include a mix of native species which provide important habitats and food sources for local wildlife. Information on

selecting appropriate tree species can be found in '[Tree Species Selection for Green Infrastructure.](#)'

- 4.37 Consideration should be given to the need for landscaping to mitigate the visual impact of development. For example, landscaping can help to screen and soften unattractive elements such as security fences, car parking, servicing and industrial buildings. Where development presents an exposed edge to open countryside, hedges should be used along the boundary rather than fencing. Landscaping can also help to achieve other objectives including flood mitigation, noise attenuation, provide shelter along exposed edges of the development, enhance views into and out of the site; and link the development to the wider landscape including green infrastructure corridors.

Policy BP5. Landscape and Biodiversity Enhancement.

Sensitive landscaping of development sites should form an integral part of the design process. To be supported proposals should, where relevant:

1. Conserve positive elements of the existing landscape and integrate the development into its surroundings to add visual interest;
2. Contribute to biodiversity through the conservation and creation of wildlife habitats that weave through the development and link into the surrounding landscape and green infrastructure network;
3. Retain established landscape features and include appropriate measures to ensure their protection during and after construction;
4. Exceptionally, where development would result in the unavoidable loss of an established landscape feature which is outweighed by the benefit of the development, proposals should provide for the replacement of the landscape feature;
5. Ensure that new streets are tree-lined;
6. Use native tree species appropriate to their location in planting schemes;
7. Demonstrate that proposals have been designed having regard to the management objectives of the South Kesteven Landscape Character Assessment, the positive and negative aspects of character outlined in the Bourne Character Assessment and guidance contained in the Design Guidelines for Rutland and South Kesteven Supplementary Planning Document or any successive guidance;
8. Soften visually obtrusive elements of development and provide soft landscaping on the edge of a settlement at the interface with the countryside;

9. Protect and, where possible, enhance the important landscape views, defined on the Policies Map and described in Table 2, through the provision of sensitively designed open space and landscape features.
10. Include proposals for the successful implementation, maintenance and management of landscape schemes.
11. Proposals required to deliver biodiversity net gain must accord with the biodiversity gain hierarchy. Off-site provision, where necessary, should be located on land within the Neighbourhood Area unless it can be demonstrated that there are no suitable locations available.

Bourne Wood

4.38 Bourne Wood, located to the west of the town, includes ancient woodland and is designated as a Local Wildlife Site with opportunities for informal recreation for visitors and local residents alike. A detailed description of its history, archaeology and wildlife can be found in [Bourne Wood. A portrayal of a wood in Kesteven](#). The description indicates that there is evidence that the wood formed part of a larger woodland referred to in the Domesday Book of c.1086. The wood extends to about 225ha and is one of the largest ancient woods in Lincolnshire. Lying on rising ground it presents a wooded skyline visible from a considerable distance when approaching the town from the east.

4.39 The proximity of Bourne Wood to the western edge of the town has resulted in significant development pressures and corresponding concerns within the local community regarding the potential impact on the woodland ecology. Standing advice produced by Natural England and the Forestry Commission ([Ancient woodland, ancient trees and veteran trees: protecting them from development \(2022\)](#)) summarises the significant direct and indirect harm that development can cause to ancient woodland and adjoining semi-natural habitats that provide important dispersal and feeding habitat for woodland species such as bats and birds.



Sunlight in Bourne Wood (courtesy of Friends of Bourne Wood)

4.40 [National planning policy](#) and Policy EN2 (Protecting Biodiversity and Geodiversity) of the [SK Local Plan](#) indicates that development resulting in the loss

or deterioration of ancient woodland should be refused, unless there are wholly exceptional reasons. The standing advice advocates the use of buffer zones to protect ancient woodland and provide valuable habitat for woodland wildlife, such as feeding bats and birds.

4.41 The size and type of buffer zone should vary depending on the scale and type of



Bluebells in Bourne Wood ((courtesy of Friends of Bourne Wood)

development and its effect on the woodland and the character of the surrounding area. The advice indicates the need for a buffer zone of at least 15 metres to avoid root damage but indicates that where an assessment shows other impacts are likely to extend beyond this distance, a larger buffer zone is likely to be appropriate. The buffer zone should consist of semi-natural habitats; provide for local and appropriate native species; and be part of the wider ecological network and green infrastructure of the area.

'Biodiversity Opportunity and Green Infrastructure Mapping', published as part of the Local Plan review, indicates that most of the land between Bourne Wood and the town is important for biodiversity and the functionality of the ecological network and should be improved through appropriate management.

Policy BP6. Bourne Wood.

1. Proposals will only be supported where clear and demonstrable evidence is presented to indicate that the development will not have a detrimental impact on the woodland ecology or on the setting of Bourne Wood.
2. Provision should be made for a buffer zone to protect the wood and provide valuable semi-natural habitat for local species.

5. Character Areas

Introduction

- 5.1 National planning policy now recognises that creating high quality buildings and places is fundamental to what the planning system should achieve and indicates that permission should be refused for development of poor design. Good design is a key aspect of sustainable development; it creates better places in which to live and work and it helps to make development acceptable to communities. Local community feedback suggests that there is strong support for the Neighbourhood Plan objective of promoting high quality design.
- 5.2 Proposals should be informed by national and district-wide design guidance including the National Design Guide and Design Guidelines for Rutland and South Kesteven. In addition, SKDC is preparing a design code which will include a set of design requirements with graphical illustrations. National planning policy further indicates that neighbourhood plans can play an important role in establishing more local, detailed design principles, based on evidence of the defining characteristics of an area.
- 5.3 The Bourne Character Assessment (see Appendix G) has therefore been undertaken to identify aspects of local distinctiveness and assist in ensuring that new developments are designed to protect and take advantage of local characteristics that make a positive contribution to an area. Additionally, from this evidence a local Design and Material Guidance document for new housing has been produced (see Policy BP8).

The Bourne Character Assessment

- 5.4 The Bourne Character Assessment (the Assessment) divides the town into eight 'character areas' (see Figure 4, below.) and provides a detailed analysis of the existing character of each of the areas together with an appraisal of the rural settlements of Cawthorpe, Dyke, and Twenty. In broad terms, each area has its own character although aspects of distinctiveness can vary from one development to another within the same character area
- 5.5 Local community feedback on a draft version of the Assessment resulted in detailed amendments to the document, although most respondents recognised it as an accurate description of the character areas.
- 5.6 The National Design Guide explains that a well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It outlines the need to adopt an holistic approach to achieve a well-designed place and identifies ten characteristics of good design.

- 5.7 Policy BP7 includes a list of key generic principles based on the Assessment in Appendix G and related to achieving local distinctiveness. The Assessment is integral to this Neighbourhood Plan and should be used to inform proposals, along with the guidance referenced in paragraph 5.2.
- 5.7 Other policies of the SK Local Plan and Neighbourhood Plan address different key characteristics of design identified in the National Design Guide. For example, the provision of green infrastructure, parking provision and design and sustainable building are considered in Policies BP3 (Green Infrastructure) and BP22 (Parking Provision and Design) of the Neighbourhood Plan and Policy SB1 of the SK Local Plan respectively. It will be vital to ensure that all policies are applied in a manner appropriate to the scale and location of any new development.

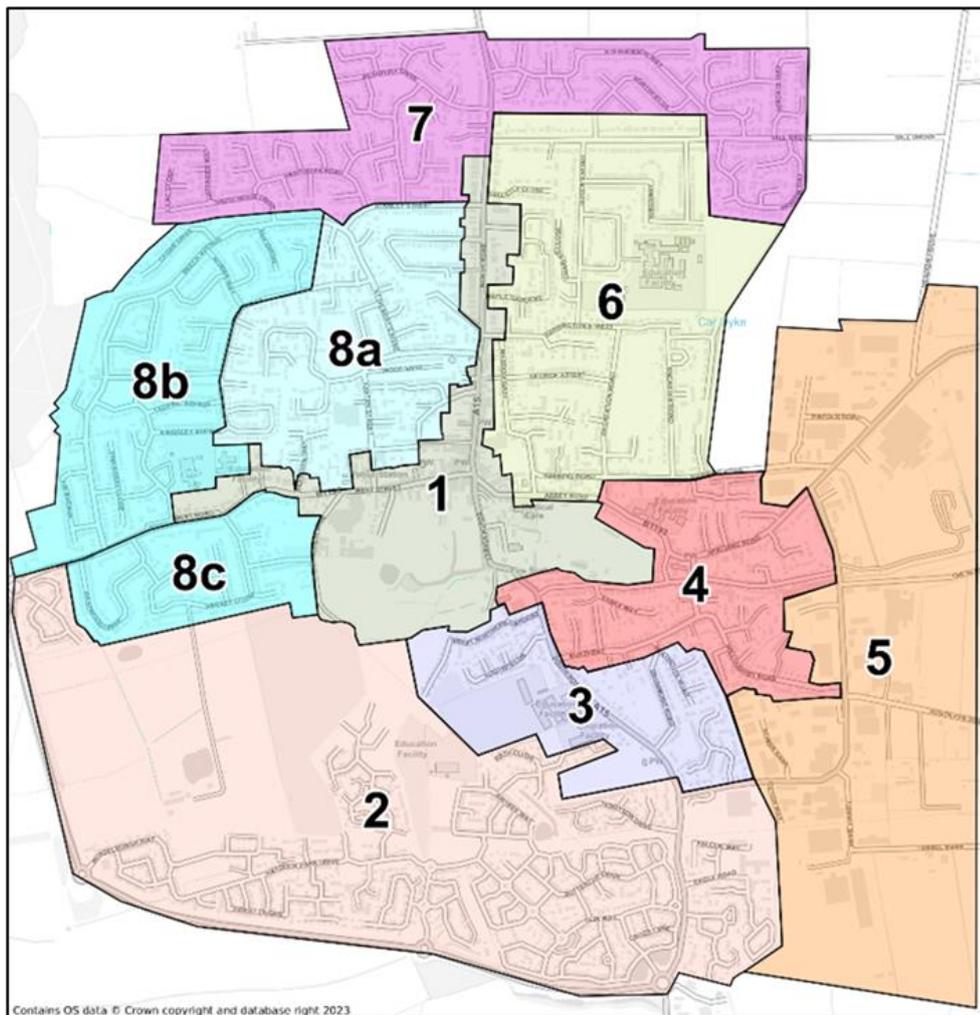


Figure 4. Character Areas in Bourne town.

- 5.8 Rather than designing proposals in isolation, development should contribute to achieving a successful place which is inspiring, healthy, sustainable and integrated into its surroundings. The character of new development should be developed from an understanding of the context of the surrounding built and natural environment as outlined in the Assessment. Too much housing built over recent decades in Bourne lacks local distinctiveness. The same housing could be found

anywhere in the country. The positive features of Bourne should therefore be used as a source of inspiration to deliver high quality development which is locally distinctive, engenders pride in the area and is more acceptable to the local community as a result.

- 5.9 All proposals must be based upon a robust design-led approach, driven by a thorough understanding of the context. A bespoke context analysis which identifies positive aspects of local character and indicates how these have been used to inform the design of the proposal should be undertaken and submitted as part of the planning application. If a Design and Access Statement is required by the local planning authority, the bespoke analysis can form part of that document.
- 5.10 Development should have regard to the height, size, shape, bulk and massing of existing buildings. This is not to say that new buildings must be of the same dimensions as those around them but that they must be sympathetic to the surrounding context to ensure that they are not excessively large or strident. Additionally, bulk (i.e. volume), massing (how bulk is broken up into various shapes), roof shapes and slopes frequently have a significant impact on the appearance of buildings and careful consideration of these elements of design, having regard to the surrounding context, will be essential in the creation of elegant buildings and an attractive street scene. Proposals should respect the rhythm of development, such as bays, plot widths and the separation distance between dwellings, where the recurrence of such elements is a positive, unifying and distinctive characteristic.
- 5.11 High quality facing and roofing materials should be used which complement the existing palette of the local area while architectural details such as doors, windows and their surrounds, chimneys, rainwater goods and decorative features can enrich the quality of development. Detailing should be inspired by the local vernacular, for which there is separate and more specific guidance set out in Policy BP8 (Housing Design and Materials). The Bourne Character Assessment also includes a description of the design and materials used in the construction of traditional, vernacular houses in Lincolnshire. Designs which have no discernible local character or simply reflect development which can be found anywhere in the country will not be considered to constitute good design.
- 5.12 The historic environment including heritage assets, both designated and non-designated, and memories and associations, including former uses and social history, give a special 'sense of place' that comes from the past. Local heritage provides a resource of features, architectural details and history which enrich the Neighbourhood Area and should inspire new, locally distinctive development.

- 5.13 Boundary treatments are important elements; they should clearly distinguish



Queens Road - highway trees together with hedges, low brick walls , grass verges, and planting within front gardens enhance the quality of the street. scene

between public and private areas and be used to screen the view of cars from the street scene. New development should maintain the existing building line where it is established and consistent. Where there is frequent variation, new buildings should use neighbouring frontages to determine an appropriate building line. In some areas there is a strong and largely consistent boundary treatment which is a positive feature of a street and should be maintained within new development. Examples include the use of hedges, grass verges, low

brick walls, stone walls and open-plan estates with front gardens. Close boarded fencing facing the public realm or adjacent to a highway should be avoided.

- 5.14 Key buildings and landscape features can form significant landmarks which



Wake ponds at the junction of Tilia Way and South Road – a significant landmark and gateway to Elsea Park.

contribute to the legibility of an area and create local character and distinctiveness. Views of these elements of the landscape should be celebrated. Additionally, a new spaces or gateway location can provide an opportunity to establish a new focal point with feature buildings, a high quality public realm and landscaping

- 5.15 A vital part of achieving a positive character for new development will be through the retention of mature landscape features and additional landscaping to enhance the quality of the development. This will also have benefits in terms of tackling climate change and improving biodiversity.
- 5.16 Outside of the town of Bourne, new development should reflect the rural character of the area and be heavily informed by local context. Rural building forms and layouts should be emphasised, avoiding more standardised designs and regimented layouts which are frequently typical of suburban development.
- 5.17 Where existing development within the vicinity of a site lacks design quality, this should not be used as a justification for proposing poor designs. Rather, the challenge, but also the flexibility to create local distinctiveness, will be greater. In such situations there will often be scope for innovative and contemporary

design solutions which are locally distinctive but complement existing development by respecting unifying characteristic features of the surrounding area such as building heights, plot widths and local materials.

Policy BP7. Character Areas.

Proposals will be supported where they demonstrate how they will respond positively to the local townscape and landscape context and character outlined in the Bourne Character Assessment and contribute to local distinctiveness. In particular, proposals should:

1. Include a bespoke context analysis which identifies positive aspects of local character in the vicinity and indicates how these have been used to inform the design of the development;
2. Respond appropriately to the siting, scale, height, roofscape, separation distances to plot boundaries, materials and massing of surrounding buildings;
3. Ensure that the treatment of building façades and vertical and horizontal rhythms create visual interest and are appropriate to the area;
4. Be inspired by the historical character and vernacular of the local area as described in Appendix A (Housing Design and Materials Guidance);
5. Respect established building lines and boundary treatments where these are important to the character of the local area;
6. Retain and create important public views of built and natural landmarks and focal features and preserve or enhance their setting;
7. Include a well-designed landscape scheme which provide for the protection of existing natural features and enhances the overall quality and nature conservation value of the development in accordance with Policy 5.(Landscape and Biodiversity Enhancement); and
8. In the case of rural development, including proposals within Cawthorpe, Dyke and Twenty, have a clearly rural character which is locally distinctive and avoids the creation of a suburban appearance.
9. Where the existing context lacks design quality, new development should use existing site features and the layout of development to create its own locally distinctive character.

6. Housing Design and Materials

- 6.1 National planning policy provides that developments should be sympathetic to local character and history, including the surrounding built environment and landscape setting, and that developments should establish or maintain a strong sense of place. It also provides that development that is not well designed should be refused, especially where it fails to reflect local design policies ... taking into account any local design guidance’.
- 6.2 The SK Local Plan includes, in its Strategic Objectives, Objective 5: ‘to facilitate and sustain a network of sustainable communities which offer a sense of place’, and in Objective 12: ‘to protect and promote ... the built environment through good design and improved networks that respect important local characteristics, ensuring new development is well designed and promotes local distinctiveness’.
- 6.3 SK Local Plan Policy DE1 sets the key requirements to promote good design, including the need to make a positive contribution to local distinctiveness, vernacular and character of the area, and to reinforce local identity.
- 6.4 The Bourne Character Assessment (Appendix G) refers to buildings, design features and building materials which have been identified by residents as important in maintaining the character of Bourne parish and contains a description of local design and materials. From this evidence a local Design and Material Guidance for New Housing document has been produced which should be used as guidance and is included at Appendix A.
- 6.5 The Vision and Objectives of the Plan provide important evidence as to the wishes of residents. The objectives relating to housing and Bourne’s distinctive historic character are particularly relevant when considering future housing design and materials.
- 6.6 Concern has been expressed that too much local housing lacks local distinctiveness. It is important for developers to avoid generic designs that have no regional basis and do not reflect local design policies and these will therefore be refused as per national and local planning policy.
- 6.7 Provided that they are consistent with local distinctiveness in terms of design or materials and fit in with the overall form and layout of their context, significant weight should also be given to outstanding or innovative designs which help raise the standard of design in Bourne more generally.
- 6.8 Using the evidence provided by the documents and the principles cited above, the following policy has been developed:

Policy BP8. Housing Design and Materials.

1. Proposals for residential development will not be supported unless the design and materials have given due consideration to, and taken full account of, the Design and Materials Guidance for New Housing set out in Appendix A.
2. All applicants for planning permission for development will be required to explain, in their applications, how the Design and Materials Guidance for New Housing in Appendix A has been taken into account in their proposals. Without prejudice to this requirement, if a Design and Access Statement is required, this will be set out in full in that document.

7. The Historic Environment

Introduction

- 7.1 Local heritage plays a key role in building and reinforcing a sense of local character and distinctiveness. It contributes to our perception and experience of the environment and making a place unique; it can help to attract business investment and visitors; and it can be used to raise the quality of design.
- 7.2 Bourne has a rich historic environment which includes a conservation area and over 70 listed buildings and structures of national importance², including the Grade I Parish Church of St Peter and St Paul and the Grade II* Red Hall. There are two nationally important archaeological sites, known as ‘scheduled monuments’, at Bourne Castle and along part of the Car Dyke to the south of the village of Dyke. The Conservation Area is the location of many of the listed buildings, although there are also small clusters in the Eastgate area of the town and in the rural settlements of Dyke and Cawthorpe.
- 7.3 Consultation undertaken during preparation of the Neighbourhood Plan has indicated very strong support within the local community for enhancing the historic character of our Parish. This section of the Neighbourhood Plan seeks to celebrate the importance of buildings and structures which enrich and enliven the historic character of the area through the introduction of policies which supplement the heritage policies of the SK Local Plan. The policies focus on development within the Conservation Area and the design of shopfronts.

Bourne Conservation Area

- 7.4 A conservation area is defined as ‘an area of special or architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance’. Bourne Conservation Area (the Area) was designated in 1977 and reviewed and extended in 2012. The Area, which is shown in Figure 3, is focused on the town centre but also includes adjoining open space and development along parts of the key nodal routes of the town. The Bourne Conservation Area Appraisal and Management Plan (the Appraisal) explains the importance of the Area and provides an important source of evidence. Policy EN6 (The Historic Environment) of the SK Local Plan includes an expectation that the Appraisal will be used to inform proposals. Further character analysis of the Conservation Area is included in character area 1 of the Bourne Character Assessment (the Assessment) (see Appendix G and paragraph 5.4 et seq) which forms an additional resource.
- 7.5 Policy BP9 draws on the evidence base in both the Appraisal and the Assessment to provide a locally distinctive policy for the preservation and enhancement not only

² The register of nationally protected historic buildings and sites can be found on the [National Heritage List for England](#) maintained by Historic England.

of the Area but also of its setting. The aim is not to stifle all change but to manage new development to ensure that it respects and reflects the positive character of the Area which is derived not only from the buildings but also from building lines, boundary treatments, spaces, trees, roofscapes, vistas and other features. The Policy should be read alongside further policies of the Neighbourhood and SK Local Plan which provide protection for other positive elements of the Area such as listed buildings, local heritage assets, open spaces, trees and traditional shopfronts.

7.6 The design elements highlighted in Policy. BP9. can vary between different parts of the Area and it will therefore be of vital importance to ensure that new development respects its context as outlined in the Assessment and Appraisal. Within the streets of the commercial core, for example, buildings about the pavement and are mostly

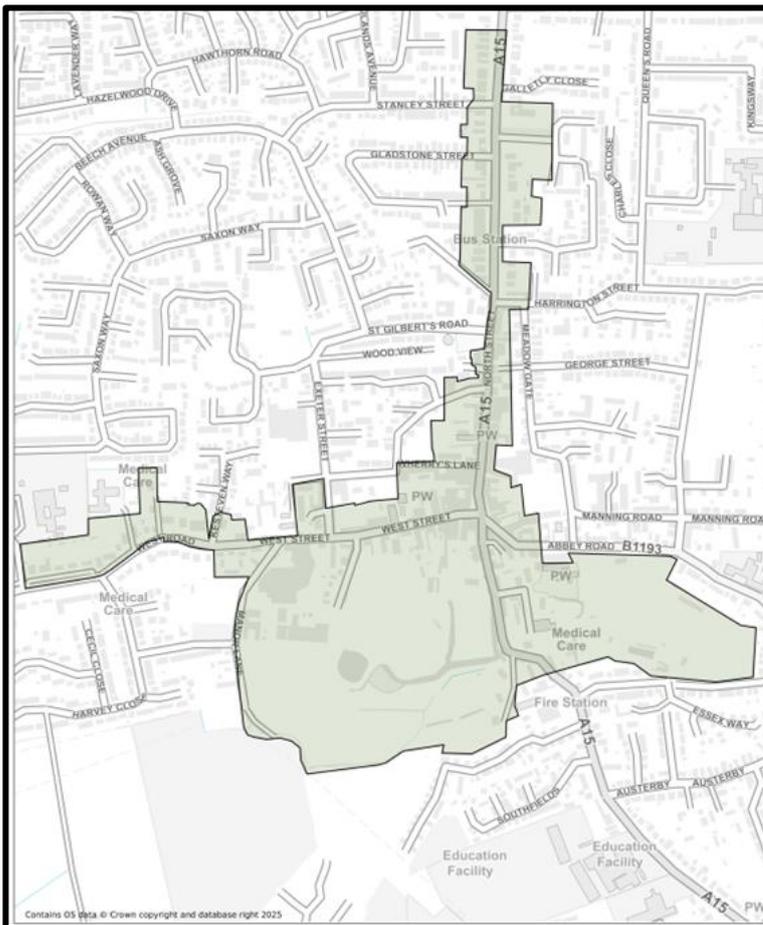


Figure 3. Bourne Conservation Area

two and three storeys in height with little or no separation distance between them. Narrow alleyways and openings within the core led to courtyards and burgage plots in the town's earlier history and are an important part of the historic street plan. Within the Market Place the principal building material is brick of various shades with stone widely used for decorative details. Traditional roofs are pitched (though occasionally the roof is hidden by a parapet) and constructed of blue slate, stone slate or pantiles. Dormers and chimneys are also strong features.

7.7 In contrast, North Road is characterised by a mix of two-storey semi-detached and detached houses with a good retention of architectural features mainly of the Victorian and Edwardian eras. Houses are arranged in a linear fashion with dwellings set back from the road. The highway boundary is often delineated by low walls and hedges while grass verges separate the footways from the roadside. Trees line the grass verges which, together with the mature planting in the front gardens, create a pleasant avenue approach into the town centre. The predominant building material is brick which ranges from buff to warmer red tones with some use of roughcast render. Roofs are gabled, sometimes hipped, and historically of blue slate

or pantiles. Design features include bargeboards, decorative gables, cornices and chimneys, square and canted bays, stone surrounds, wooden panel doors with rectangular lights above and vertically hung timber sliding sash windows rather than casements.

- 7.8 West Road is also characterised by mainly semi-detached houses of the Victorian and Edwardian eras, some exhibiting the influence of the Arts and Crafts movement, together with a good almshouse grouping of the Interwar period.
- 7.9 Proposals should not have a detrimental impact on the key views identified on the Policies Map and described either in the Appraisal or in the Assessment. In addition, the grade II* listed Red Hall can currently only be glimpsed from South Street as indicated on the Policies Map. Consultation responses have highlighted support for improving the visibility of the building should proposals come forward for the redevelopment of the intervening land.

Policy BP9. Bourne Conservation Area.

1. Development which is within the Bourne Conservation Area or which affects its setting will only be supported where it is demonstrated that the proposals take account of the Bourne Conservation Area Appraisal and Management Plan (the Appraisal) and the Bourne Character Assessment (the Assessment).
2. In compliance with the location and context of the development within the Conservation Area, proposals should respect and reinforce:
 - i. the historic spacing, scale and height of nearby buildings;
 - ii. historic features including street signs, floorscapes, and alleyways which open onto the street;
 - iii. traditional boundary treatments and common building lines;
 - iv. the use of traditional and prevalent building materials and colours;
 - v. the use of high quality architectural detailing to public facades and of fenestration in keeping with the prevailing character of the area;
 - vi. the use of pitched roofs with some variation in height between adjoining buildings where there is a varied roofscape ; and
 - vii. important views identified in the Appraisal or Assessment and take advantage of potential opportunities to create new views which add to the setting of the Conservation Area, including that of the Red Hall from South Street.
3. Where opportunities arise, proposals should remove negative elements highlighted in either the Assessment or Appraisal.

Shopfronts

7.10 Attractive and well-designed shopfronts add to the visual character and appearance of a town centre, contributing to its appeal to shoppers and visitors alike and enhancing the vitality and viability of the centre. Consultation with the local community has indicated strong support for the retention and restoration of traditional shopfronts.

7.11 Policy.BP10 aims to protect and enhance the character of shopfronts, particularly within the town centre and Conservation Area by requiring high standards of design. There are good examples of well-designed, traditional shopfronts in Bourne town centre which should be retained, repaired and restored as necessary, rather than replaced.



Shopfront in North St. A well designed shopfront which contributes towards the character and appearance of the historic town centre,

7.12 Where a shopfront is indifferent or of poor quality, its replacement will be encouraged. A shopfront should not be designed in isolation but should have a strong relationship with the composition of the whole building and complement the character of the upper floors.

7.13 Where a shop is composed of more than one building, the shopfront should reflect this arrangement with the frontage to each building being individually designed to prevent the shopfront from being alienated from the upper floors. Where a shop straddles two or more different buildings the shop fronts can abut on the line of the party wall with a double pilaster and use common colour schemes and materials. The Bourne Shopfront Design Guide provides advice on design including guidance on key principles, materials and finishes, blinds and canopies, advertisements and projecting signs and security issues and this advice needs to be followed.

7.14 Canopies and blinds can obscure architectural features and can have a damaging and disruptive effect on the street scene. However, in some instances, shading from direct sunlight may be required to protect the shop goods. Where it is demonstrated that a blind on the exterior of the façade is necessary, the use of a traditional, retractable, canvas blind across the width of the fascia is preferred. This should close away into a recessed area built into the shopfront. Fixed awnings or shiny materials are unlikely to accord with Policy BP10, particularly on buildings identified as heritage assets or located within the Conservation Area.

7.15 While it is recognised that commercial premises may require security measures, highly visible elements such as solid security shutters can have a detrimental impact

on the street scene and can create the perception of an unsafe environment during the evening. Solid shutters are therefore unlikely to comply with the requirements of Policy BP10. Link or lattice type shutters positioned inside the shop offer a preferred solution as this enables the shopfront and its contents to remain visible.

Policy BP10. Shopfronts.

1. Shopfronts of historic or architectural value, or which make a positive contribution to the character of the building or street, should be repaired and retained. If repair is not possible, faithful reproduction of the shopfront will be supported.
2. In other instances, proposals to alter, replace or install a shopfront should demonstrate how account has been taken of the Bourne Shopfront Design Guide. Proposals will be supported where the development:
 - i. relates in scale, proportions, materials and detailing to the façade of the building and adjacent shopfronts;
 - ii. reveals, restores and incorporates any original or period features into the shopfront design; and
 - iii. does not result in a single shopfront spanning two or more frontages.
3. Shutters must be internal and awnings must not detract from the shopfront or street scene.

8. Local Heritage Assets

- 8.1 The Conservation Area, the listed buildings and the scheduled monuments within the Parish are referred to as ‘designated heritage assets.’ These are of national importance and have statutory protection. There are, however, other assets which are not of national importance but which, nevertheless, make a valued contribution to the heritage of the Parish and merit consideration in planning decisions. These assets are described here as ‘local heritage assets’ but are sometimes referred to as ‘non-designated heritage assets’.
- 8.2 Potential local heritage assets were initially identified by residents and subsequently assessed against various selection criteria by a panel, consisting of two members of Bourne Civic Society and the Conservation Officer at South Kesteven District Council. The list of local heritage assets is included in Policy BP11. Details of the consultation undertaken, the criteria used to assess potential assets on a consistent basis and the specific criteria which justify the inclusion of each asset on the list can be found in the Local (non-designated) Heritage Assets background paper in Appendix.H.
- 8.3 National planning guidance indicates that a local planning authority should keep a list of local heritage assets, including assets identified by neighbourhood planning bodies. The list may be added to from time to time as and when appropriate, and this listing is an ongoing process. Policy BP11. therefore relates to all local heritage assets and is not confined in its application to those listed in the policy.
- 8.4 National planning policy recognises that local heritage assets are an irreplaceable resource to be conserved in a manner appropriate to their significance. It indicates the need to make a balanced judgement where development affects a local heritage asset having regard to the scale of any harm or loss and the significance of the asset. The SK Local Plan further requires the public benefits of a proposal to outweigh the potential harm to the heritage asset.
- 8.5 Policy BP11 provides strong support for the retention and enhancement of local heritage assets. It indicates that development which would result in loss or harm will only be supported in wholly exceptional circumstances and outlines the criteria against which such proposals will be judged.
- 8.6 The local heritage assets listed in the policy do not include archaeological sites. Where such sites are known, information is available via the Lincolnshire Historic Environment Record database. Proposals which include, or have the potential to include, heritage assets with archaeological interest should be assessed against national planning policy and guidance and Policy EN6 (The Historic Environment) of the SK Local Plan.

Policy BP11. Local Heritage Assets.

1. Great weight will be given to the conservation of local heritage assets, including those listed below and identified on the Policies Map;
2. Proposals which directly affect a local heritage asset or are in sufficient proximity as to affect the asset or its setting must be accompanied by an appropriate and proportionate assessment which clearly describes the impact of the proposal on the asset and its setting and explains how account has been taken of those elements that contribute to the significance of the asset including its architectural, artistic and historic value;
3. Proposals will be supported where they conserve and, where appropriate, repair or reinstate those elements of the local heritage asset that contribute to its significance including its design, character, architectural features of interest, appearance, and setting;
4. Alterations which would result in the removal of features which have a negative impact on the significance or setting of the local heritage asset will be encouraged and supported;
5. Extensions should play a subordinate role and should not dominate the local heritage asset by reason of scale, mass, form, siting or materials;
6. Proposals for development that would result in the loss or harm of a local heritage asset or its significance or adversely affect its setting will only be supported in exceptional circumstances where:
 - i. There is robust evidence to demonstrate that, on balance, the loss or harm is justified having regard to:
 - the scale of harm and the significance of the local heritage asset;
 - any public benefit that would result from the development;
 - the extent, where relevant, to which alternative uses have been fully explored; and
 - ii. Measures are put in place to ensure that:
 - any replacement development will be locally distinctive and of high-quality design and will be completed within an agreed period following the loss of the local heritage asset;
 - the asset is appropriately surveyed and recorded by a suitably qualified professional in advance of any alterations or demolition with copies of evidence deposited with the Lincolnshire Historic Environment Record;

- where appropriate, proposals provide for the salvage and reuse within any replacement development of any special features.

- B1. 9 and 11 Abbey Road, Bourne.
- B2. Corn Exchange, Abbey Road, Bourne.
- B3. Church Walk, Bourne - old wall at north end.
- B4. 15 Austerby, Bourne.
- B5. 24 Eastgate, Bourne.
- B6. 65 North Road (North Lodge), Bourne.
- B7. Galletly Practice, 40 North Road, Bourne.
- B8. 1 North Street, Bourne.
- B9. 30 North Street, Bourne.
- B10. Almshouses, West Road, Bourne.
- B11. 63 West Street, Pyramid Club, Bourne
- B12. 20 West Street, Bourne.
- B13. 58 Willoughby Road (Car Dyke Cottage), Bourne.
- B14. North Street, former Tudor Cinema, Bourne.
- B15. South Lodge, South Street, Bourne.
- B16. War Memorial, South Street, Bourne.
- B17. Former grain warehouse, Burghley Street, Bourne.
- B18. Auction Rooms, Spalding Road, Bourne.
- B19. 18 Victoria Place, Bourne.
- B20. Former Barclays Bank, 11 North Street, Bourne.
- B21. 60, 62 North Road, Bourne.
- B22. 24 Austerby, Bourne.
- B23. United Reformed Church, Eastgate, Bourne.
- B24. Bourne Abbey Academy, Spalding Road, Bourne.
- B25. 23 Spalding Road, Bourne.
- B26. 25 Spalding Road, Bourne.
- B27. Outbuilding, Red Lion Inn, South St, Bourne.
- B28. Former Isolation Hospital, Manor Lane, Bourne.
- B29. Barn, behind Old Horse Chestnut Lane, Austerby, Bourne.
- B30. South Street Toilets, Bourne.
- B31. Outdoor pool, Abbey Lawns, Bourne
- B32. Former Railway Building, Great Northern Gardens, Bourne.
- B32. 4 North Street, Bourne.
- B34. 80 North Street, Bourne.
- B35. Former Vestry Hall, North Street, Bourne.
- B36. 62 North Street, Bourne.
- B37. 30-32 West Street, Bourne.
- B38. 1A South Street, Bourne.
- B39. 27 Abbey Road, Bourne.
- B40. 31-33 North Road, Bourne.
- B41. 81 North Road, Bourne.
- B42. 5-7 North Road, Bourne.
- B43. 22-24 North Road, Bourne.
- B44. 26 North Road, Bourne.

- B45 The Croft, North Road, Bourne.
- B46 105 North Road, Bourne.
- B47 Westbourne Villas, 20-38 West Road, Bourne.
- B48 6-8 West Road, Bourne.
- B49 12-14 West Road, Bourne.
- B50 Woodview Terrace, Bourne.
- B51 Little ex-railway building off South Street, near Red Hall, Bourne.
- B52 1 Old Train Yard, Bourne.
- B53 Butterfield Centre, 2 North Road, Bourne.
- B54 Warehouses, Eastgate and Cherry Holt Road junction, Bourne.
- B55 Brooklands, 38 North Road, Bourne.
- B56 Manor House, South Road, Bourne.
- B57 Park Farm, West Road, Bourne.
- B58 Turntable, Rear of Red Hall, South Street, Bourne.
- B59 Former Branston Department Store, Eastgate/Victoria Place junction, Bourne.
- B60 Old Farmhouse, Meadowgate, Bourne.
- B61 Old Religious House, Burghley Street, Bourne.
- B62 The Cedars Care Home, Church Walk, Bourne.
- B63 South Street, Bourne.
- B64 Santos/Old Dragoon, 17 Abbey Road, Bourne.
- B65 68 Austerby, Bourne.
- B66 17 West Street, Bourne.
- B67 Clinic, St. Gilberts Road, Bourne.
- B68 Catholic Church, St. Gilberts Road, Bourne.
- B69 16 Abbey Road, Bourne (The Barn/The Merchants as a group).
- B70 Nos. 9 & 11 Cawthorpe.
- B71 Village Hall, Main Road, Dyke.
- B72 Baptist Chapel, Main Road, Dyke.
- B73 Plough Cottages, Main Road, Dyke
- B74 Former Railway Station, Twenty
- B75 Former Village School and schoolhouse, Twenty.
- B76 Pumping Station (Bourne Eau/River Glen confluence).
- P1 Bedehouse Bank, Bourne.
- P2 Bourne Eau (between Bourne and River Glen confluence).
- P3 Car Dyke (excluding the scheduled monument area between Dyke and Bourne).
- P4 The Blind (Chalybeate) Well, near Bourne Woods, Bourne.

9. Bourne Town Centre

Introduction

9.1 The overall function of Bourne town centre is limited by its proximity to larger centres, including Grantham, Peterborough, and Stamford. Nevertheless, it plays a vital role in meeting the daily shopping and service needs of residents of the town and surrounding area.

9.2 Bourne has a high number of independent shops with very few national multiples



Bourne Market

and a low vacancy rate. The South Kesteven Retail Study, undertaken to inform the preparation of the SK Local Plan, concluded that the proportion of shops selling comparison goods (35%) was below the national average of 40%. Convenience stores (essentially those related to the sale of food and drink) were largely located in edge-of-centre or out-of-centre locations with less than 5% of units in the town centre used for this purpose

compared to 9% nationally. A small market is held every Thursday and Saturday in the car park to the rear of the Corn Exchange building. However, not unlike the market in many other towns, the number of stall holders has been declining.

9.3 The retail study noted that almost half of all units in Bourne (48%) provided services such as hospitality, health and beauty and leisure. This figure compared to a lower national average of 37%. Uses such as bars, restaurants, public houses and take-aways, along with events held at the Corn Exchange and the Old Town Hall, help to deliver a night-time economy which adds to the vibrancy and cultural offer of the town centre and provide further employment opportunities.

9.4 The retail sector continues to experience change due to economic and social factors including not only the growth of out-of-centre retail development but also increased internet shopping, the closure of bank branches and the growth of leisure related activities. Rather than visiting town centres solely for traditional reasons, consumers are increasingly looking for a varied range of other uses including leisure, entertainment, employment and housing. The vitality and viability of Bourne town centre depends on it being able to adapt to these continuing changes.

9.5 Consultation responses indicate a strong desire for the town centre to continue to diversify by providing opportunities for uses beyond its traditional retail role and supporting a wider range of independent retailers selling goods which are not

easily available in higher order centres such as Peterborough. Festival and cultural events for all ages are also considered to be important in maintaining vitality and viability. Responses indicate support for more housing in Bourne town centre, including specialist housing for groups such as older people. This accords with national planning policy which recognises that residential development can support the vitality of a town centre and create a more sustainable environment in which people are more likely to walk and cycle to shops and services.

Town centre uses.

- 9.6 To enable Bourne to adapt to continuing change and diversify beyond the



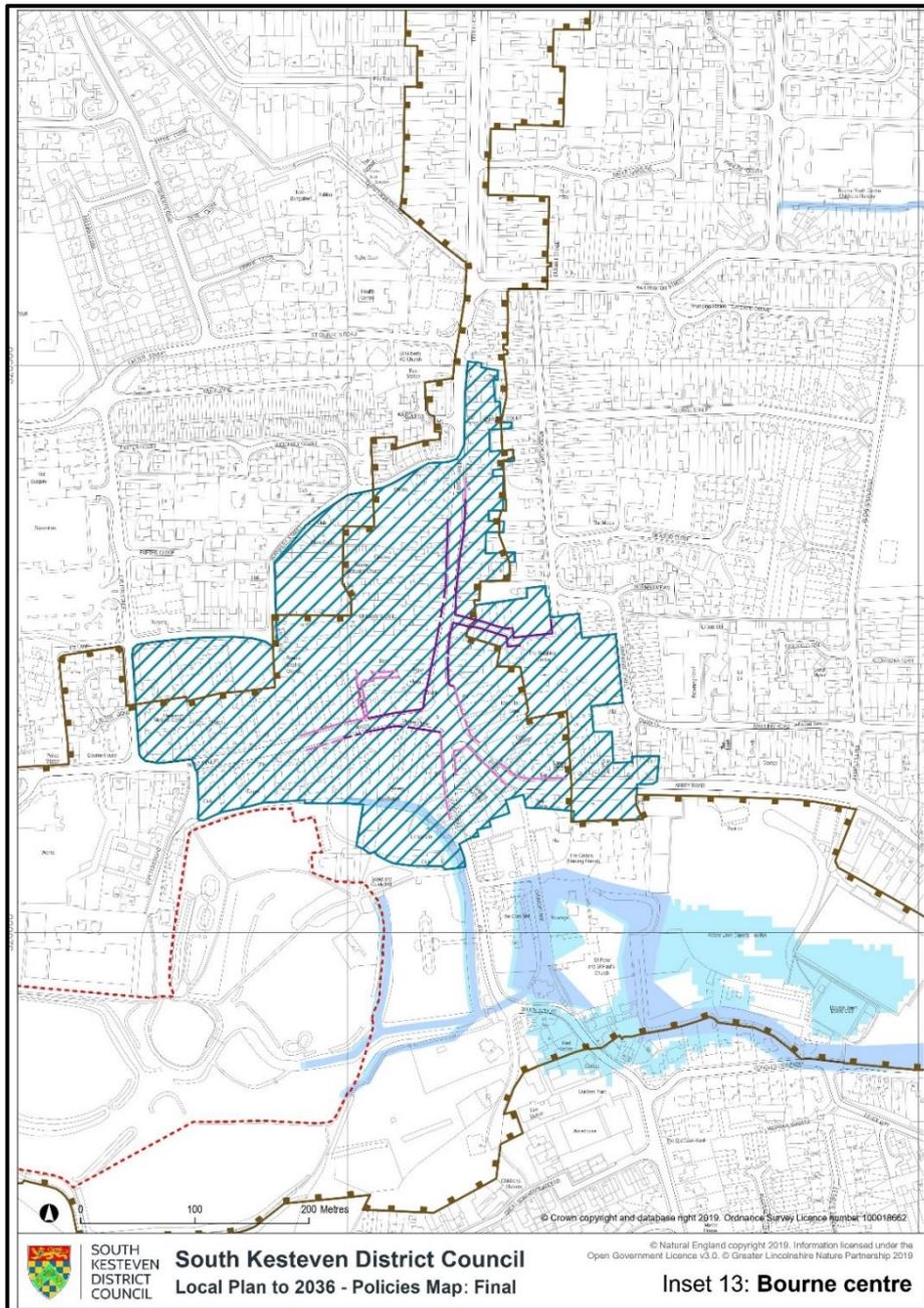
Bourne town centre

traditional retail role, the SK Local Plan outlines uses to be permitted in the town centre. However, more recent changes to the Town and Country Planning (Use Classes) Order have introduced greater flexibility by widening the scope for converting a building from one type of use to another without the need for planning permission. Policy BP12 updates Policy BRN2 of the SK Local Plan to take account of these changes and will only apply in

circumstances where planning permission is required for a specific change of use.

- 9.7 The town centre boundary together with ‘primary’ and ‘secondary’ shopping frontages are defined on inset 13 of the Local Plan Policies Map. A copy of the inset map is included on the next page. The primary shopping frontage (edged in purple on the map), contains the greatest concentration of shops, attracts the greatest number of customers and underpins the vitality and viability of the town centre. Policy BP12 seeks to maintain a compact retail core along the primary shopping frontage whilst providing for other uses which diversify and complement the retail function.
- 9.8 Along the secondary shopping frontages (edged in pink on the map) and within the wider town centre (the area hatched in blue on the map) a mix of main town centre uses will be encouraged to locate. Main town centre uses are defined in national planning policy as ‘Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres

and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities)'.



SK Local Plan inset map. Bourne town centre.

- 9.9 Whilst the value of housing in the town centre is recognised, there is a risk that, if left unchecked, the retail function and mix of uses that combine to ensure the vitality and viability of the town centre will be gradually eroded. The policy therefore places appropriate restrictions on residential development. Suitable mitigation measures may also be necessary to ensure that proposals will not have a significant adverse effect on the functioning of neighbouring uses that generate noise.

Policy BP12. Town Centre Uses.

The Bourne town centre boundary is defined on the South Kesteven Local Plan Policies Map together with the Primary and Secondary shopping frontages.

1. Along the Primary Shopping frontage, planning applications for uses which will positively contribute towards footfall will be supported where:
 - i. an active ground floor use is provided along the street frontage; and
 - ii. the proposal will not result in the loss of retail floorspace (Use Class E(a)) at ground floor level.
 - iii. Where planning permission is required, residential development will only be appropriate on upper floors.
2. Along the Secondary Shopping frontages, proposals for:
 - i. main town centre uses will be supported, in principle; and
 - ii. residential development, where planning permission is required, will only be appropriate on upper floors.
3. Across the remainder of the town centre:
 - i. main town centre uses will be considered acceptable in principle; and
 - ii. Residential uses, including housing for older people, will be supported provided that this will not lead to a concentration of housing which undermines the overall mix of town centre uses.
4. In all cases, residential development must not compromise the existing operation of neighbouring uses.

Town Centre Public Realm

9.10 The term 'public realm' refers to the public space between buildings and includes pavements, squares, seating, signage, materials and planting. A high-quality, well considered public realm plays a major role in achieving a positive user experience that will encourage return visits and contribute towards the creation of an attractive town where people want to live, visit, undertake business or invest. Much of the town centre is also within the Bourne Conservation Area which is of special architectural and historic interest. A high-quality public realm can contribute towards the cultural heritage of Bourne to create a distinctive town centre and further enhance the user's experience.

9.11 The special qualities of the Conservation Area are outlined in the Bourne Conservation Area Appraisal and Management Plan (the Conservation Area Appraisal). It indicates that there are few surviving historic features of the public realm and that those that remain are at risk from ill-considered development and maintenance works. These historic features include road signs on the elevations of the building at the South Street/West Street junction; the double pillar post box in Market Place; and occasional sections of historic paving, most notably beneath the cart entrance to the Angel Hotel and in the alleyway adjacent to the Town Hall. The Conservation Area Appraisal further suggests that the modern surfaces in Market Place, North Street and South Street may conceal historic paving.

9.12 The quality and state of street surfaces, signs, planters, bollards, cycle racks, bins and seating have a significant role to play in unifying streets and spaces and bringing identity to a town centre. A coordinated approach is evident in Bourne with street furniture generally finished in black with gold lettering and pavements of stone flags and small areas of block and tactile paving. However, there are exceptions to this theme; for example, the 'heritage' lighting columns within Market Place, North Street and South Street give way to columns of a more utilitarian nature along West Street and Abbey Road where



Crown Walk – one of the pedestrianised areas within the town centre

parts of the footpaths are also tarmacked. Similarly, paving and lighting are not consistent along the shopping frontages of the Burghley Centre, Crown Walk, Angel Walk and Wherrys Lane.

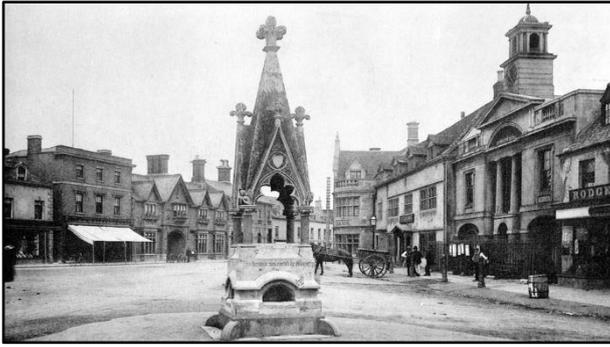
9.13 Pedestrianised areas are limited to the Burghley Centre, Crown Walk and Angel Walk, the eastern part of Wherrys Lane, Shires Court, Church Walk, the Lane between Nos. 17 and 19 North St, and the alley at 14, North St.

9.14 Streets along the remainder of the defined primary and secondary shopping frontages (see paragraphs 9.7 and 9.8) have pavements which are narrow in places and are dominated by traffic, including many heavy goods vehicles travelling through the town centre. This creates a barrier for pedestrians and results in noise and pollution with a clear and negative impact on the public realm and shopping experience. The



Traffic within the town centre has a negative impact on the public realm and shopping experience.

Conservation Area Appraisal further notes the detrimental impact that traffic has



The Ostler memorial fountain was located in the Market Place from 1860 until it was removed in 1962 as part of a road improvement scheme.

on radial views from Market Place and on the open quality of the square. During public consultation members of the local community expressed a desire to bring the market back into the streets of the town centre and to explore the reinstatement of the Ostler Memorial Drinking Fountain as the focal point of Market Place.

9.15 Consultation with Lincolnshire County Council has, however, confirmed that there are no plans to construct an A15 bypass in the foreseeable future and, consequently, there appears to be little prospect of traffic reduction on a scale which would present the opportunity for major public realm improvements within the town centre.

9.16 Notwithstanding this, opportunities of a more modest scale may arise where planning applications result in the need for public realm works. Determining how a scheme can best contribute towards a high-quality public realm will depend on the nature, scale and location of the proposed development. However, issues to consider will include the need to:

- Give priority to pedestrians and cyclists within the public realm, including people with reduced mobility or visual impairment;
- Retain the remaining elements of the historic public realm and include public art to celebrate the heritage of Bourne;
- Use street furniture and surface materials which contribute towards unifying the streets and spaces of the town centre and are of a high quality which reflects the Conservation Area status of much of the area;
- Provide directional signs and information boards at key locations to direct users, to key destinations within Bourne;
- Use lighting to enhance safety and create visual interest in support of the night-time economy;
- Position street furniture to reflect the needs of users whilst avoiding clutter; and
- Use soft landscaping and planters to visually enhance the town centre.

9.17 Historic England advice on the management, conservation and enhancement of historic streets is distilled in the national advice document 'Streets for All'.

Policy BP13. The Town Centre Public Realm

Where planning permission is required for works within the public realm, strong support will be given to proposals which:

- i. improve the appearance and attractiveness of the public realm;
- ii. incorporate high standards of accessibility and safety for all, including pedestrians, cyclists and people with reduced mobility or visual impairment; and
- iii. maintain and, where possible, enhance the historic character and features of the public realm.

Car Parking

- 9.18 Within the town centre there are 4 car parks available for public use. These are located at the Burghley Centre, South Street, Burghley Street and Abbey Road and are convenient for users of the town centre with a total capacity of 318 spaces including 8 disabled persons and 4 parent and child parking spaces at the Burghley Centre. Use of the car parks is free, though limited to two hours in the case of the Burghley Centre. In addition, there are time-limited, on-street parking spaces along parts of West Street and North Street whilst many businesses within the town centre have private parking areas.
- 9.19 The compact nature of the town, where all residential development is located within a mile or less of the centre, offers the opportunity to encourage alternative modes of travel such as walking or cycling. Nevertheless, many people access the town centre by car and National planning policy on parking is supportive of adequate provision around town centres and high streets. Public consultation has also indicated a strong desire for parking provision to be maintained or increased to support the vitality and viability of the town centre.

Policy BP14. Town Centre Parking Provision.

1. The following are designated as town centre car parks on the Policies Map:
CP1. Burghley Centre;
CP2. South Street;
CP3. Abbey Road; and
CP4. Burghley Street.
2. Development that would result in a reduction in the capacity of any of the town centre car parks will be strongly resisted unless:

- i. Replacement provision, either equal to or greater than the number of spaces to be lost, will be provided in a convenient location where it will meet the needs of town centre users; or
- ii. It can be clearly demonstrated that there is insufficient demand to justify the continued use of the land for car parking.

10. The Visitor Economy

10.1 Tourist facilities can offer benefits to local communities directly through employment, and indirectly, such as by supporting local food producers, local shops, pubs and restaurants. While Bourne is not a significant tourist destination there are assets within the Parish or in close proximity to it.

10.2 Bourne is a historic, attractive market town with independent shops, restaurants,



Plaque to celebrate the link between Raymond Mays, a pioneer of British motor racing, and the home where he lived in Bourne.

bars, cafes and free parking. It has a long and varied history with a conservation area at the heart of the town centre, over 70 listed buildings and a local heritage centre at Baldock's Mill. The town is known for its motor racing connections with BRM and ERA and as the birth place of several famous people including statesman William Cecil and master couturier Charles Fredrick Worth.

10.3 The Corn Exchange offers a venue for stage and other events while the Old Town Hall is to be transformed into a cultural venue following the receipt of grant funding in 2025. There is a small bus museum and several events are held in the town each year. Grimsthorpe Castle, Park and Gardens, though not within the Neighbourhood Area, is approximately 4 miles from the town.

10.4 The Wellhead Gardens, Bourne Memorial Gardens and the Abbey Lawn are all



Bourne Outdoor Swimming Pool. One of the visitor attractions in the town.

centrally located within the town and are highly valued recreational areas. The Abbey Lawn is the principal recreation ground and home to the town's bowls, cricket, football, tennis and pétanque clubs and an outdoor swimming pool. On the edge of the town, Bourne Woods provides a range of opportunities for outdoor pursuits.

10.5 Within close proximity and surrounding the Neighbourhood Area, there are nature reserves to the north, south and west while to the east lies the Lincolnshire Fens which have a unique heritage and history together with nature reserves rich in wetland species. The Car Dyke with its Roman origins, and the Bourne Eau, once used to power mills and transport agricultural produce, are important elements in the history of the Fens. The South Lincolnshire Fens Gateway Access Action Plan provides a

framework for the promotion of sustainable tourism within the South Lincolnshire Fens area. It has examined opportunities for the provision of sustainable modes of transport, the conservation and enhancement of biodiversity and the potential economic benefits to local people and businesses. While the study is largely focused on land to the east of the Parish, between the River Glen and River Welland, it recognises the need for strategic connections with Bourne.

10.6 Recommendations outlined in the Action Plan included not only the multi-user routes along the Bourne Eau and Car Dyke, referred to in paragraph 4.23 above, but also developing circular walks from towns and villages on the edge of the Fens to create access to the wider landscape; the provision of cycle-hire facilities in Bourne; and investigating the possibility of establishing navigation along the Bourne Eau with visitor moorings and canoe access. While these recommendations have not been implemented to date, they remain relevant to the promotion of sustainable tourism in the Neighbourhood Area.

10.7 Lincolnshire includes almost half of the most productive agricultural land in England and there are businesses within the Parish involved in agriculture and food manufacturing. The Action Plan suggests that more could be done to inform visitors about the history and future of farming in the Fens and encouraging local restaurants and pubs etc to use local produce.

10.8 Consultation responses suggest strong support for developing visitor attractions which help to convey the heritage of Bourne including its links to historic figures.

Respondents thought that more accommodation was needed and suggested a raft of other ideas to strengthen the visitor offer including a greater range and frequency of events; countryside and heritage walks; improving facilities at Bourne Wood to encourage tourism focused on enhancing healthy lifestyles and sympathetic to the unique ecosystem; improving the retail offer, including more quality restaurants and cafes; and developing a wider range of facilities including a play activity centre for children, a cinema/outdoor cinema and a bandstand; enhancing the profile of the market, including signposting its location; better public transport from large towns; and environmental improvements.



Bourne Classic Car Show – an example of an event held in the town.

10.9 Information on the economic impact that tourism has on the Neighbourhood Area is not available. However, South Kesteven had over 2,750 tourism related jobs and over 3 million visitors in 2022³. Most visitors (87%) were day trippers. Despite only

³ [STEAM data 2022 – Economic Impact of the Visitor Economy](#)

13% of visitors staying overnight, this group generated 46% of the tourist related spending in the area. Website listings suggest that overnight accommodation in Bourne is very limited, with only one hotel, while anecdotal evidence indicates that clients visiting businesses and needing overnight accommodation frequently stay in locations outside Bourne town. If the Neighbourhood Area is to strengthen its visitor economy, it will need to encourage initiatives which attract visitors and enable overnight stays.

- 10.10 The SK Local Plan recognises the need to maximise the appeal of Bourne to visitors and the importance of promoting sustainable rural tourism and leisure whilst maintaining the quality of the countryside. It supports the provision of overnight accommodation, where proposals are appropriate in terms of location and scale. Policy.BP15 of the Neighbourhood Plan provides a framework for the development of visitor accommodation and attractions and sits alongside other policies, such as those relating to the town centre and green infrastructure, which can contribute to the enrichment of the visitor economy. In addition, the consideration of the various representations and wider evidence base has led to the inclusion of several visitor related local projects listed within the Community Aspirations in Appendix.E.
- 10.11 Policy.BP15 seeks to direct visitor accommodation and attractions to the town, particularly the town centre, in order to strengthen its viability and to provide convenient access for visitors to local services and facilities including shops, restaurants and bars. In addition, most businesses are located within the town which is therefore well located to cater for the needs of business travellers. Tourism related development is subject to a sequential test which is set out in national planning policy. The sequential test prioritises sites within the town centre ahead of edge of centre sites with other locations only considered where sequentially preferable sites are not available.
- 10.12 Sustainable opportunities of a small scale will also be encouraged within the villages and countryside provided that they do not prejudice the quiet enjoyment of the countryside. Visitor accommodation should either relate to the re-use of existing buildings or be directly related to an existing visitor attraction. In the latter case, proposals must clearly demonstrate that on-site accommodation is necessary to support the attraction and is of a scale that equates to the minimum level reasonably required to support the business. Visitor attractions within the villages and countryside will need to demonstrate that the proposal will enhance the understanding and enjoyment of the countryside.
- 10.13 In all cases where visitor accommodation or attractions are proposed, proposals should be sensitive to the built, natural and historic environment and should not have unacceptable adverse impacts on the amenities of neighbouring occupiers or the character of the surrounding area. Where necessary, appropriate landscaping and screening should be provided.

Policy BP15. Visitor Accommodation and Attractions.

Visitor accommodation

Visitor accommodation will be supported where the development is located:

1. Within or adjacent to the town of Bourne in accordance with Policy.BP23. (Settlement Boundary) and, where applicable, the sequential test for main town centre uses.
2. In a village or the countryside where the development is of a small scale and:
 - i. Is intended to meet the needs of an existing and adjacent visitor attraction or involves the conversion or re-use of one or more suitable, existing rural buildings; and
 - ii. Will not prejudice peoples' enjoyment of other existing recreation, environmental education or interpretation activities, including the informal, quiet enjoyment of the countryside.
3. In all cases, proposals for visitor accommodation must not have an unacceptable adverse impact on the amenities of neighbouring occupiers or the character of the surrounding area.

Visitor attractions

Visitor attractions which enhance the understanding and enjoyment of the special qualities of the Neighbourhood Area will be supported where the development is located:

1. Within or adjacent to the town of Bourne in accordance with Policy.BP23. (Settlement Boundary) and, where applicable, with the sequential test for main town centre uses.
2. In a village or the countryside where the development is of a small scale and:
 - i. It can be clearly demonstrated that the proposal is dependent upon a geographically fixed resource, such as a woodland, which justifies the specific location; or
 - ii. The development will contribute to the continued viability of an agricultural business.
 - iii. The proposal will not prejudice or disadvantage peoples' enjoyment of other existing recreation, environmental education or interpretation activities, including the informal quiet enjoyment of the countryside.
3. In all cases, proposals for visitor attractions must not have an unacceptable adverse impact on the amenities of neighbouring occupiers or the character of the surrounding area.

11. Community facilities and services

Introduction

- 11.1 The town of Bourne provides a wide range of local services and facilities which in many cases serve the population not only of the town but of a wider area. Many facilities are either within or near to the town centre. Occasionally, more localised facilities, including convenience stores, are located within residential areas. The villages have a very limited range of facilities including a village hall, a public house and a chapel and former schoolroom in Dyke and a village hall in Twenty.



Dyke Village Hall

- 11.2 Community facilities make a significant contribution to the vitality and viability of the town and villages, providing valuable services to the local community and employment. They enhance our quality of life, often providing an important focal point for social interaction, and they reduce the need to travel. It is therefore extremely important to retain existing facilities and encourage new and improved provision.
- 11.3 Consultation responses indicate strong, local community agreement for the Plan objective to support the retention and further provision of community facilities and services to meet the needs of the population. This objective is aligned with both national planning policy and the SK Local Plan.

Retaining Community Facilities

- 11.4 Policy SP6 (Community Services and Facilities) of the SK Local Plan indicates that community facilities should be retained unless they are no longer viable; there are alternative facilities to meet the local need at an equally accessible location; and there is no realistic prospect of the premises being used for an alternative community facility.
- 11.5 There is no single, definition of ‘community facilities’ and planning permission is not always required to change the use of a building or land. However, where permission is required, Policy BP16. will be applied. Valued facilities to be retained in both the town of Bourne and the villages of Dyke and Twenty are listed in Appendix B and their location is shown on the Policies Map. The list excludes areas of open space which are afforded protection under Policy BP1 (Local Green Space) or BP2 (Important Open Space).

- 11.6 Commercial pressures can result in the displacement of community facilities in favour of more profitable forms of development. To ensure that viable facilities are not lost to alternative uses it will be necessary for applicants to provide documentary evidence as explained in Policy SP6 of the SK Local Plan. Where appropriate, the evidence should:
- Demonstrate that the property has been actively marketed as a community facility by a commercial property agent for a period of at least 12 months at a realistic price which reflects an independent professional valuation;
 - Record all expressions of interest and provide full reasons as to why any offer was not accepted;
 - Provide details of the contact with local service providers, community groups and the Town Council that has been undertaken which indicates that there is no demand to utilise the building or land as a community facility; and
 - Include an audit of community uses that would be displaced and responses from user groups to indicate that their needs can be satisfactorily accommodated at an alternative venue which is conveniently located.
- 11.7 The Community Right to Bid provides a measure of additional protection against the loss of a community asset. It allows the Town Council and community groups to nominate land and buildings for listing by South Kesteven District Council as an ‘Asset of Community Value’ (ACV) where the facility has recently been, or is presently used, to further the social wellbeing or cultural, recreational or sporting interests of the local community. When an ACV comes up for sale, the Town Council and community groups are given a six-month period to develop a proposal and bid for the asset before it can be sold on the open market. However, the owner is not required to sell to the community and may choose to sell the asset on the open market following due consideration of the community bid. Where planning permission is required to change the use of an ACV the listing may be a material consideration and a significant factor in the determination of a planning application.
- 11.8 In accordance with national planning policy and the ‘agent of change’ principle, the Policy also seeks to ensure that proposed noise-sensitive development, such as housing, incorporates suitable noise mitigation measures where the operation of an existing community facility would otherwise be likely to have an adverse impact on the proposed development. This particularly applies to community facilities which are open in the evenings, including public houses.

Policy BP16 The Retention of Community Facilities.

1. Proposals to change the use of a community facility including, but not limited to, facilities listed in Appendix. B will only be supported where the development complies with Policy SP6 (Community Services and Facilities) of the South Kesteven Local Plan or any successor policy.

2. Where a community facility is listed as an Asset of Community Value by South Kesteven District Council this will be a material consideration in any application regarding its change of use.
3. Development which is likely to have an adverse impact on the operation of a community facility will only be supported where suitable mitigation measures are proposed.

New Community Facilities

11.9 Policy SP6 (Community Services and Facilities) of the SK Local Plan provides support for new facilities where these are designed to ensure that they can be easily altered to respond to future needs; are physically accessible to all members of society; prioritise the use of sustainable transport modes; and can be operated without detriment to local residents.

11.10 Policy.BP17 supports the further provision of community facilities while the subsequent section of the Plan considers the need for education and medical provision during the Plan period and the potential use of school facilities to meet the wider needs of the local community.

11.11 New community facilities should largely be directed to the town to reinforce its position as the most sustainable location within the Neighbourhood Area. Within Bourne the most accessible location is the town centre. Consequently, new facilities should be located in accordance with a sequential test whereby proposals are directed to the town centre ahead of edge of centre sites and out of centre locations.

11.12 Exceptions to this sequential approach will be appropriate where there is a



Elsea Park Community Centre is primarily intended to serve the needs of the Elsea Park development.

existing facilities.

particular need for a facility to be provided in a specific location. An example of this might be where the facility is primarily intended to serve the population of a particular area of the town.

11.13 Proposals for new facilities within a village should only be of a scale and use intended to serve the needs of the settlement and should not put at risk the viability of

Policy BP17. The Provision of New Community Facilities.

1. New community facilities within the villages of Dyke or Twenty will be supported where the development:
 - i. Is of a scale proportionate to the needs of the village community; and
 - ii. Will not adversely affect the viability of existing village facilities.
2. New community facilities will be supported within the town of Bourne where the proposal is located in accordance with the sequential test. Exceptions to the test will be appropriate where there is a demonstrable need for the facility in a specific location.
3. In all cases proposals should comply with criteria e to h of Policy SP6 (Community Facilities and Services) of the South Kesteven Local Plan or any successor policy.

Schools and Medical Facilities

11.14 New development can increase the pressure on community infrastructure. Policy ID1 (Infrastructure for Growth) of the SK Local Plan requires developers to address the need for infrastructure arising from their development by contributing towards or providing new or enhanced facilities. Within the Neighbourhood Area concerns have been raised regarding the capacity of schools and medical practices to support additional housing growth.

11.15 ***The medical practices.*** There are two medical practices within the Neighbourhood Area and both are near the town centre. The Bourne Galletly Practice is on North Road and the Hereward Group Practice is on Exeter Street. Consultation with the practices indicates that the buildings have sufficient capacity to meet demand for the scale of growth proposed in the Neighbourhood Plan. Any improvements made necessary by new development can be secured through developer contributions as outlined in Policy ID1 of the SK Local Plan.



Bourne Galletly Medical Practice, North Rd, Bourne

11.16 ***Schools.*** The Local Education Authority has advised that, at the present time, there is no spare capacity in the secondary schools within the town and very few spaces available at the primary schools. However, the situation can vary from year to year with the number of pupils falling in some years and increasing in others.

Where it is necessary to provide additional school places arising from a housing development, it is the policy of the Local Education Authority to request financial contributions from a developer.

11.17 Playgrounds and playing fields are of significance in providing for the health and well-being of young people.



Bourne Grammar School.

Policy.BP18. is therefore introduced to support the timely provision of additional school places made necessary by new housing development while ensuring that new school buildings or extensions will not prejudice the continued use

of playgrounds and playing fields for play and sports provision.

11.18 The Department for Education encourages schools to make provision for wider community use of their premises when not required for education purposes. Community use agreements are sometimes used in connection with the grant of planning permission to secure the well-managed and safe community use of new facilities such as playing fields, a sports hall, a school theatre or a multi-use games area. The use of such an agreement will be encouraged where this would help to secure an unmet demand within the local community.

Policy BP18 Education Provision.

1. Proposals for residential development will only be supported where:
 - i. There is sufficient capacity within the primary and secondary schools in Bourne to accommodate the increase in pupils likely to be generated by the development; or
 - ii. It can be demonstrated that sufficient capacity will be provided in Bourne within an agreed timescale to meet the likely demand for school places arising from the proposed development.
2. Proposals which facilitate the provision of additional school places to meet local need will only be supported where this will not prejudice the continued use of an existing playground or playing field unless this is to be replaced by equivalent or better provision in a suitable location.
3. Where appropriate, educational establishments will be encouraged to extend the use of facilities to the wider community

12. Sustainable Transport

- 12.1 Transport is closely related to land-use planning with new development often placing additional pressures on the local transport network. National planning policy emphasises the need to identify opportunities for encouraging a shift to more sustainable transport usage, where reasonable to do so. The Neighbourhood Plan objectives of minimising the impact of new development on the highway network and encouraging walking, cycling and the use of public transport as alternatives to the car are aligned with national planning policy and have received strong support within the local community.
- 12.2 Consultation responses have highlighted a variety of issues regarding transport infrastructure including concerns about:
The volume of traffic and road safety, particularly at peak times around schools and on main roads within the town;
Inadequate levels of parking provision in some residential areas which can result in access difficulties and pavement parking with consequent problems for pedestrians, particularly for wheelchair users, the visually impaired and those with prams or buggies;
The poor availability of segregated routes and cycle parking provision;
Public transport, particularly the absence of evening services and the limited range of destinations served by bus; and
The impact of HGVs and other vehicles on the vitality and viability of the town centre.
- 12.3 These challenges, particularly where they relate to existing development, cannot be directly addressed by the Plan and are often primarily matters for the County Council to consider in its role as the local highway authority and in partnership with other stakeholders. The list of community aspirations in Appendix.E includes several such transport related matters which cannot be addressed by the Plan but which can contribute towards its objectives and will be pursued separately by the Town Council.
- 12.4 The focus of the Plan is therefore to ensure that new development will contribute towards the achievement of the Plan objectives for sustainable transport. The policies in this section of the Plan include support for the enhancement of the bus station as a sustainable transport hub; measures to prioritise sustainable transport within new development, including the needs of people with impaired mobility; and the provision of adequate cycle and parking provision which does not dominate the public realm. Policies which address car parks and public realm improvements within the town centre are included in Chapter 9 (Bourne Town Centre).

Buses

12.5 The key, regular bus services from Bourne travel to and from Peterborough via Market Deeping during the daytime, including weekends, and via Stamford during the daytime with the exception of Sundays. Additionally, there is a pre-bookable 'Callconnect' service which operates during the daytime except Sundays. Other services are limited to school buses and a daytime service once a month to Lincoln.

12.6 The bus station in Bourne is located on the north side of the town centre at the junction of North St and St Gilbert's Road. It provides a safe and convenient location to pick-up and drop-off passengers, including school children, and it enables services to wait and adhere to schedules. The bus shelters have recently been refurbished and electronic display boards are to be installed. However, the site does not currently include cycle parking provision.



Bourne bus station

It provides a safe and convenient location to pick-up and drop-off passengers, including school children, and it enables services to wait and adhere to schedules. The bus shelters have recently been refurbished and electronic display boards are to be installed.

However, the site does not currently include cycle parking provision. Policy.BP19. recognises the importance of the bus station in promoting sustainable travel in Bourne and in making it easier to switch between travel modes; it supports the retention and continued enhancement of the bus station as an interchange between public transport services and other sustainable travel modes, including cycling and walking.

Policy BP19. Bourne Bus Station.

Proposals which enhance the role of Bourne Bus Station as a sustainable travel hub will be strongly supported.

Cycling and walking

12.7 Walking and cycling (active travel) can deliver wide ranging benefits including reducing congestion and pollution from exhaust emissions and contributing to the health and physical fitness of the population. Active travel can also play an important role in multimodal journeys in combination with other sustainable travel modes, such as bus services. The Government's ambition is to make walking and cycling the natural choice for shorter journeys and to encourage active travel as part of longer journeys.

12.8 Bourne is well suited to walking and cycling as the town is relatively compact and flat. However, there are few dedicated cycleways or pedestrian routes which are traffic-free and most work journeys undertaken by residents of the

Neighbourhood Area are, according to the 2021 Census, made by car (77%) rather than by foot (15%), bike (4%) or bus (1.5%). Within the community there is considerable support for the objectives of the Plan which encourage walking, cycling and the use of public transport and minimise the impact of new development on the highway network. A majority (75%) of respondents indicated that if safe and accessible routes were available, they and their children would be more likely to walk or cycle.

- 12.9 Realising the ambition of the Government and local community will require sustained investment and partnership working to create a joined-up network which links residential areas to key destinations including the town centre, employment areas, bus stops, the rights of way network and community facilities, including schools. All new developments can support cycling through the provision of secure cycle parking and related facilities. However, some developments, particularly those of a larger scale, should provide for the needs of pedestrians and cyclists within the site and, where possible, off-site links to nearby public rights of way, cycleways and other safe routes which avoid busy or potentially dangerous roads, provide easy access and permeability to adjacent areas, and improve connectivity to key destinations.
- 12.10 However, improvements funded by development will need to be accompanied by significant public sector investment to deliver the required network. The Government has advocated the preparation of 'local cycling and walking infrastructure plans' to set out the vision and priorities for improvements within an area and to make a strong case for infrastructure funding. A local cycling and walking infrastructure plan can also be used to indicate where improvements are needed in relation to land use developments. The Town Council will therefore seek to engage with the County Council and other parties, where appropriate, to secure the preparation and gradual implementation of a plan for the local area.
- 12.11 Cycling and walking routes should be:
- *Accessible to all*, catering for a wide range of abilities including wheelchair users, parents with small children or pushchairs and users with visual or hearing impairments.
 - *Direct*, where possible, providing routes towards key destinations which are more direct than those available to private motor vehicles;
 - *Coherent*, enabling users to reach day-to-day destinations easily, along routes that connect and are simple to navigate;
 - *Safe* and perceived to be safe so that people feel able to use them. They should be located to the front of buildings rather than confined to narrow alleyways which are unattractive to walk along, particularly after dark and should take account of potential points of conflict with vehicular traffic;
 - *Comfortable*, being well maintained and of an adequate width for the volume of users with minimal stopping and starting points for cyclists and avoiding steep gradients; and

- *Attractive.* Users value attractive routes through parks, waterside locations and along well-designed streets where they are protected from vehicular traffic.

12.12 The Department for Transport publication 'Cycle Infrastructure Design (Local Transport Note 1/20)' provides guidance on ensuring the delivery of high-quality cycling infrastructure. Guidance on 'Inclusive Mobility' has been published by the Department for Transport while Wheels for Wellbeing, a national charity that supports disabled people to access and enjoy cycling, has published a Guide to Inclusive Cycling.

12.13 National planning policy indicates that public rights of way should be protected. Their amenity value and tranquillity are valued characteristics which should be maintained and, where possible, enhanced. Developments should avoid incorporating public rights of way into estate roads or confining sections to narrow, unattractive alleyways. Preference should be given to incorporating the existing line of a public right of way into a development as a made-up path through landscaped or open space areas away from vehicular traffic.

Policy BP20. Prioritising Walking, Cycling and Public Transport.

1. Proposals for new development should demonstrate how the needs of pedestrians, cyclists, people with impaired mobility and public transport users will be prioritised ahead of car users;
2. Where opportunities exist, proposals should ensure that new development is designed to encourage walking and cycling to key, everyday destinations such as the town centre, schools, community facilities and open spaces through the provision of:
 - i. High-quality, attractive cycling and walking routes which are integrated into the development and are accessible to all, direct, safe, coherent and comfortable to use;
 - ii. Links from the development to existing routes, including public rights of way;
 - iii. Signage, where necessary, to provide wayfinding information and encourage the safe use of routes.
3. Proposals which affect a public right of way should incorporate the existing line into the development as an exclusive route for active travel.

Cycle parking, storage and associated facilities

12.14 The provision of secure, well-located cycle parking and storage within homes and at key destinations such as work places and the town centre is an important

requirement in encouraging people to cycle regularly and in preventing the theft of bicycles. Residential development should include cycle storage space while other forms of development should provide sufficient cycle parking to encourage active travel to key destinations. At places of work the provision of changing facilities, showers and lockers can also help to increase cycle use.

12.15 The Department for Transport publication '[Cycle Infrastructure Design \(Local Transport Note 1/20\)](#)' indicates that cycle parking should be provided at places of residence, interchanges with other modes of transport, short stay destinations such as shops and cafes, and long-stay destinations such as for work and education. It includes guidance on the minimum quantity of cycle parking required for different types of development and indicates that a proportion of the parking (typically 5%) should be for non-standard cycles to accommodate people with mobility impairments. Wheels for Wellbeing



Cycle parking in Bourne town centre.

has produced '[A Guide to Inclusive Cycling](#)' which includes further information on cycle parking and storage for disabled users

12.16 The cycle parking standards set out in the Department for Transport publication referred to in paragraph 12.12 above are included in Appendix C and should be treated as a minimum unless it can be clearly demonstrated that an alternative level of provision is justified. Aiming to exceed the parking standards will help to accommodate future requirements and restrict potential shortcomings. Further guidance on cycle parking is available in the Department for Transport publication and in '[Standards for Public Cycle Parking](#)', produced by the Bicycle Association. Cycle parking infrastructure should be:

- *Safe* – parking should be secure to reduce the potential risk of thefts and located to ensure that users feel safe from the risk of personal crime. High-quality cycle stands should be used in well-lit locations with a good level of informal surveillance. Within residential development, provision should be made within a secure, covered and lockable enclosure with convenient access to the highway. However, wooden sheds are not sufficiently robust or long-lasting and lack security. A garage can be used if it is of sufficient size to allow cycles to enter and exit without the need to remove any car parked in the garage;
- *Attractive* – Cycle parking should be well designed, welcoming and appealing. Parking will not be used if, for example, located at the far side of a car park or behind bins. Short stay and visitor parking, in particular, should be as close as possible to the cyclists' destination in a prominent location where it is easy to see

and reach. If the parking is in a less-than-obvious location it should be clearly signposted. Stands should be installed on solid surfaces rather than unsurfaced ground or on grass which wears down and becomes muddy and, where practical and reasonable, should be undercover or within a secure store; and

- *Accessible* - Cycle parking should be accessible to all, with proper consideration given to the varying needs of potential users. A proportion of the parking should cater for non-standard cycles such as three-wheelers and recumbent cycles. Ample space should be provided between stands while types of parking that require bikes to be lifted or up-ended should generally be avoided.

Policy BP21. Cycle Parking and Storage.

1. Development proposals should include safe, secure, attractive and convenient cycle parking in line with or above the minimum standards set out in Appendix C or subsequently issued local guidance.
2. Places of work will be encouraged to promote cycle usage through the provision of high quality, ancillary facilities including changing rooms, showers, and lockers

Car Parking

12.17 Census data (2021) indicates that the average number of cars or vans per household



Within older residential areas there is often insufficient off-street parking to accommodate current levels of car ownership.

and the percentage of the workforce travelling by car are both higher in the Neighbourhood Area than nationally. Insufficient parking provision within residential areas can lead to unsafe on-street and pavement parking which can cause problems for pedestrians, particularly wheelchair users, people with visual impairments and those with prams or buggies. It can also result in the obstruction of driveways, damage to grass verges, neighbour disputes, hindered access to service and emergency vehicles and front gardens being paved over

which, cumulatively, can increase the risk of flooding, detract from the street scene and be detrimental to wildlife. On the other hand, over-provision is wasteful of land and can have a detrimental impact on the visual environment

12.18 Guidance on parking provision, including disability parking and parking for motorised two-wheeler vehicles, is set out in the 'Lincolnshire Development Roads And Sustainable Drainage Design Approach', produced by Lincolnshire County Council. The parking standards are included in Appendix D and should be adhered to unless an alternative level of provision is justified. While the guidance indicates that a reduction in parking standards may be appropriate where dwellings are proposed in a sustainable location, lower levels of parking in and around Bourne town centre will only be appropriate where it can be demonstrated that this will not have an adverse impact on the quantity of parking available to shoppers within public car parks.

12.19 Car parking areas should be safe and overlooked by dwellings or other areas of active public use which can provide surveillance with signage and lighting provided in places where it is necessary. They should also be conveniently located to ensure that they are attractive to users, including the disabled. Electric charging points should also be provided as part of new residential and commercial developments as required by Policy SB1 (Sustainable Building) of the SK Local Plan.



The SK Local Plan promotes the provision of electric charging points

Further guidance on the location and design of car parking areas, including parking within residential developments, is included in The Design Guidance for Rutland and South Kesteven.

12.20 The hard surfacing of front gardens can increase the risk of surface water flooding and can result in the pollution of watercourses due to oil, petrol etc being washed into the drains. It can also be harmful to the character and appearance of an area if it results in the loss of significant features such as trees, shrubs and walls and can be detrimental to wildlife. Permeable parking surfaces are therefore encouraged. The Government has produced 'Guidance on the Permeable Surfacing of Front Gardens' while RHS advice on 'Front gardens: designing' demonstrates how parking and planting can co-exist.



Hard surfacing of front gardens can increase flood risk, detract from the street scene and be detrimental to wildlife.

Policy BP22. Parking provision and design.

1. All development, including householder extensions which result in the creation of one or more additional bedrooms, should meet the parking standards in Appendix D, or any successor document, unless mitigating circumstances dictate otherwise
2. Car parking should meet the needs of different users including occupants, visitors and people with disabilities. It should be conveniently sited, safe to use and successfully screened using existing and proposed buildings, landscape features and planting.
3. Where planning permission is required for a new or replacement driveway within the curtilage of an existing dwelling, proposals will only be supported where:
 - i. It can be demonstrated that the development will not increase the risk of surface water flooding; and
 - ii. The area of soft landscaping is maximised to reduce the visual impact of the development on the street scene and to mitigate against the adverse impact on urban wildlife.

13. The Town Settlement Boundary.

- 13.1 The SK Local Plan identifies Bourne as a market town and a focus of growth. It promotes development within the built-up part of the town and appropriate edge of settlement extensions to support the role of the town as a service centre for the local community and surrounding smaller settlements.
- 13.2 The policies of the adopted SK Local Plan which outline the settlement hierarchy for South Kesteven include references to 'the main built-up part of the settlement', 'the existing built form', 'development on the edge of a settlement' and land 'adjacent to the existing pattern of development for the area'. However, these terms are not defined and the Neighbourhood Plan therefore introduces a settlement boundary, as shown on the Policies Map, to direct development to sustainable locations, limit urban sprawl and assist in the protection of the countryside from unwarranted development. The boundary presents a clear visual distinction between the built-up part of the town and the open countryside beyond and provides landowners, developers and the local community with greater clarity over where development is likely to be acceptable.
- 13.3 The boundary has been established through the application of criteria outlined in the Bourne Settlement Boundary background paper which forms part of the Neighbourhood Plan evidence base (see paragraph 1.22). In recognition of the need for development to be directed to sustainable locations within the town, land allocated for development in the adopted SK Local Plan and the Neighbourhood Plan has been included within the boundary together with sites with extant planning permission. Other opportunities for development will arise within the settlement boundary on infill and redevelopment sites and through the change of use of existing buildings. The boundary therefore provides flexibility, allowing for more development than is planned for by the allocation of specific sites.
- 13.4 Outside the settlement boundary, Policy SP5 (Development in the Open Countryside) and Policy E6 (Rural Economy) of the SK Local Plan restrict development to proposals with an essential need for a countryside location while Policy SP4 (Development on the Edge of Settlements) enables development on the edge of Bourne where specified criteria are met, including a requirement for sites to be located adjacent to either the existing pattern of development or developed site allocations.
- 13.5 Policy BP23 of the Neighbourhood Plan clarifies that proposals on the edge of the town must abut and be located immediately adjacent to the settlement boundary except where the proposal is for the redevelopment of a brownfield site. The settlement boundary allows for more development than is required by the SK Local Plan. Consequently, to limit unnecessary urban sprawl and encroachment of development into the open countryside, the Policy limits development on the outer edge of the town to proposals which cannot reasonably be accommodated within the settlement boundary

- 13.6 In some locations on the periphery of the built-up area, development has taken place along road frontages on the edge of Bourne. There are often significant gaps within these areas of linear development which, along with the undeveloped nature of land to the rear, contribute to a distinct rural sense of openness. Policy BP23 supports the retention of such gaps where they form a distinct feature of the landscape.

Policy BP23, The Town Settlement Boundary.

1. The settlement boundary for the town of Bourne, as shown on the Policies Map, serves the purpose of containing the growth of the settlement and protecting the countryside from encroachment.
2. Development within the settlement boundary will be supported where proposals accord with other policies of the Development Plan.
3. Proposals which accord with Policy SP4 (Edge of Settlement) of the South Kesteven Local Plan will only be supported where the development:
 - i. either relates to the redevelopment of a brownfield site;
 - ii. or cannot reasonably be accommodated within the settlement boundary and
 - iii. would be located immediately adjacent to the settlement boundary; and
 - iv. would not create, intensify or exacerbate an area of linear development.

14. Meeting Housing Needs

Introduction

14.1 The adopted SK Local Plan anticipates the building of at least 2,200 new dwellings in Bourne between 2011 and 2036. This includes the completion of land at Elsea Park and a requirement for a minimum of 100 new homes to be allocated in the Neighbourhood Plan.

14.2 An appraisal of site options and consultation with site promoters, the local community and other important stakeholders has been undertaken to determine which land to allocate for housing in the Plan and the preferred direction for further growth required as part of a review of the SK Local Plan being undertaken by South Kesteven District Council to address the period 2023-2043. The process that was followed is detailed in the



New housing development off Manning Rd, Bourne.

to determine which land to allocate for housing in the Plan and the preferred direction for further growth required as part of a review of the SK Local Plan being undertaken by South Kesteven District Council to address the period 2023-2043. The process that was followed is detailed in the

Housing Sites Assessment background paper, available on the Neighbourhood Plan website.

14.3 In summary, it has been concluded that the allocation of a single site to meet the Neighbourhood Plan housing requirement would offer the opportunity for greater community benefits than would be the case if several smaller sites were selected. Land to the north-east of the town is the preferred location for the housing and for additional growth required as part of the SK Local Plan review. Land south of Mill Drove and west of Meadow Drove, which is located to the north-east of the town, is allocated for housing in the Neighbourhood Plan. The emerging SK Local Plan review indicates that all this land, together with additional provision, will be required for housing during the period to 2043.

14.4 In view of this conclusion, it is considered prudent to allocate all the land south of Mill Drove and west of Meadow Drove in the Neighbourhood Plan to promote the delivery of a comprehensive and integrated housing scheme for the whole site area. This will ensure that the Neighbourhood Plan housing requirement can be met with additional capacity to contribute towards the further growth required as part of the SK Local Plan review.

Land south of Mill Drove/west of Meadow Drove

14.5 The site consists of approximately 22ha of agricultural land and could deliver approximately 285-330 dwellings based on 3ha being used for school playing fields, 50% of the remaining land being developed at a density of 30-35 per hectare with

the other 50% used to provide green infrastructure. The location of the site is shown on the following map. The site is bounded to the north by Mill Drove and to the east by Meadow Drove. The Car Dyke forms the western edge beyond which there is an area of residential development and the Bourne Academy playing field. To the south the land adjoins commercial and residential development.

- 14.6 A masterplan should be prepared to establish the vision and implementation strategy for the development and demonstrate how the site, which is in multiple ownership, can come forward comprehensively. More specific parameters for the site's development should be set out in a design code which could form part of the masterplan. Preparation of these documents, as advocated by national planning policy and guidance, should involve a collaborative approach between the local planning authority, site promoters and the local community. Bourne Town Council would welcome its involvement in this process along with the local community, neighbouring residents and other organisations.



Location of land south of Mill Drove and west of Meadow Drove shown edged in red.

- 14.7 Vehicular access should be provided from both Mill Drove and Meadow Drove. The highway authority has highlighted the likely need for carriageway improvements, including extending the footway from Spalding Road to connect into the site while the SK Local Plan indicates the need for a Transport Assessment to be undertaken to determine the overall impact of the development on the surrounding road network and identify any necessary improvements.
- 14.8 Convenient footpath and cycle routes designed to encourage active travel for all users, including people with disabilities, should form an integral part of the development with links to the public right of way adjacent to the Car Dyke and across the Dyke to enhance access to the open countryside and deliver shorter routes towards the town centre, schools and local facilities. Measures to encourage active travel to employment areas should also be included as part of the development while opportunities to serve the site by public transport should be explored.
- 14.9 The Environment Agency's (EA) flood map for planning indicates that some of the land is within flood zone 2 with a medium risk of fluvial flooding while there is some risk of surface water flooding across part of the site. A flood risk assessment will need to be undertaken to assess the flood risk from all potential sources of flooding and define how the flood risk from all sources will be managed and

reduced. The Car Dyke is identified as a 'Main River' by the EA. Flood defences designed for a 1 in 100-year event are present along the banks of the Dyke and are maintained by the EA which requires an 8m wide maintenance strip. The area at medium risk of fluvial flooding could provide landscaped open space incorporating sustainable drainage infrastructure.

- 14.10 Areas of open space should be linked to form a continuous green corridor with connections, where possible, to the network of existing green corridors highlighted on the Policies Map. The Car Dyke should be integrated into the development as outlined in Policy BP4 (Protecting and Enhancing the Car Dyke and Bourne Eau) of the Plan, including the provision of a landscaped corridor with a minimum width of 12 metres. The corridor should connect to the open space created as part of the residential development to the south of the site. Proposals will need to meet the statutory requirement for biodiversity net gain, retain important landscape features and include appropriate landscape enhancements. Exposed edges adjacent to the open countryside will need to be screened with appropriate soft landscaping to reduce the impact of the development when viewed from the adjoining countryside.
- 14.11 Residents have raised concerns regarding the impact of development on existing services and facilities including the capacity of local schools and health services. These matters are addressed in Policy BP18 (Education Provision). and the associated text. Notwithstanding this, Policy BP24 reinforces the need for developer contributions where, in accordance with statutory requirements, these are necessary to make the proposals acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development.
- 14.12 Specifically with reference to Bourne Academy secondary school, located directly to the west of the allocated land, the Local Education Authority has advised of the need for additional land to enable it to expand. Policy.BP24 allocates land adjoining the school for this purpose.
- 14.13 Historic England has advised of the need for a heritage assessment to determine the likely impact of development on heritage assets in the area and define any mitigation measures that are required to enable development to proceed.
- 14.14 The Pinfold Industrial Estate is located along the southern boundary while the Bourne Academy playing fields are positioned to the west of Car Dyke. A noise impact assessment will need to be undertaken and, where necessary, suitable design measures will need to be incorporated into the development proposals.
- 14.15 Preparation of the masterplan and design code will also need to take account of other relevant policies of the Plan, including the requirements of Policy BP8 (Housing Design and Materials).

Policy BP24. Land South of Mill Drove and West of Meadow Drove, Bourne.

Land South of Mill Drove and West of Meadow Drove, as shown on the Policies Map, is allocated for residential development. Detailed proposals, including the precise number of dwellings, will be determined by a comprehensive scheme which should include the following:

1. A masterplan for the whole of the site and a design code prepared in collaboration between key stakeholders including site promoters, the local planning authority, Bourne Town Council and the local community;
2. Convenient footway and cycleway connections to, from and within the site to encourage active travel to the town centre, employment areas, schools and local facilities;
3. Proposals, where feasible, to promote the use of public transport;
4. Appropriate measures to reduce and manage the risk of flooding across the development site and elsewhere;
5. Measures to mitigate any adverse impact on heritage assets and their settings;
6. Structural greenspace and wildlife corridors which retain existing landscape features; include appropriate landscape enhancements and deliver a biodiversity net gain of at least 10% on site;
7. The positive integration of the Car Dyke in accordance with Policy.BP4 (Protecting and Enhancing the Car Dyke and Bourne Eau) of the Neighbourhood Plan;
8. Landscape screening along the boundary with Meadow Drove to reduce the impact on views into the site from the open countryside;
9. Measures, where necessary, to mitigate the impact of noise from adjoining land uses; and
10. Three hectares of land adjacent to Bourne Academy to be used for the provision of school playing fields.
11. Where the statutory requirements are met, developer contributions will be sought towards the improvement of community infrastructure made necessary by the development.

Housing Mix and Affordable Housing

- 14.16 National planning policy indicates that planning policies should provide for the size, type and tenure of housing needed for different groups in the community and should be informed by a housing needs assessment. The SK Local Plan includes several policies relating to housing needs. An updated South Kesteven Strategic Housing Market Assessment (SHMA) was published in 2023 to inform the SK Local Plan review. The updated SHMA recommends that provision in South Kesteven should be monitored against the mix outlined in the following table:

Table 3. Indicative mix of homes to be delivered in South Kesteven to 2041

Bedrooms	Market Housing	Affordable Ownership	Affordable Rent
1	1% – 5%	10% - 15%	30% to 35%
2	30% – 35%	40% - 45%	45% to 50%
3	45% - 50%	30% - 35%	20% to 25%
4	10% - 15%	5% - 10%	1% to 5%
5+	1% - 5%	1 to 5%	

Note ‘market’ housing includes owner occupied and private rented tenures.

- 14.17 The above table indicates that market housing in South Kesteven should primarily be focused on the provision of 2 and 3-bedroom dwellings. The SK Local Plan seeks to ensure that, on sites of 11 or more dwellings (or greater than 1000m² gross floorspace), 30% of the site’s total capacity is delivered as affordable housing for those whose needs are not met by the market while the SHMA suggests that 60% of affordable housing should be for rent and 40% for affordable home ownership. The table indicates that the greatest need is for 1,2 and 3-bedroom properties to rent and 2–3-bedroom properties for affordable ownership.
- 14.18 The need to focus on 2 and 3-bedroom properties within the market sector is reflected more locally in views expressed by the local community in responses to consultation undertaken by the Steering Group. Local estate agents have indicated that the key groups seeking market housing in the town are first-time buyers’ wishing to purchase small properties and families requiring larger homes with 3 or more bedrooms. One estate agent has noted a growing demand for dwellings with 4+ bedrooms for families attracted to Bourne because of local house prices and the quality of schools in the town.
- 14.19 Data on the need for affordable ownership housing is not available from SKDC; it requires the developer or registered provider to undertake a local housing survey to determine this element of need. Information from the South Kesteven Housing Register indicates that in early 2025 there were 139 households with a local connection to Bourne seeking affordable housing to rent. The following table shows that a mix of dwellings is required, although the greatest need is for 1 and 2-bedroom properties. While this is reflective of the situation across the wider South Kesteven area, the need is greatest for 1-bedroom homes in Bourne (53.2%) in contrast to the higher need for 2-bedroom properties in South Kesteven as a whole.

Of those seeking affordable housing to rent in Bourne, 11 applicants are in need of a one-bedroom bungalow while 3 require a two-bedroom bungalow.

Table 4. Housing Register. Applicants seeking affordable housing to rent in Bourne.					
Bedroom Need	1	2	3	4	Total
Number of applicants	74	43	17	5	139
% of total applicants	53.2	30.9	12.2	3.6	99.9

- 14.20 Policy BP25 reflects the findings of the SHMA and other, more local evidence outlined above. However, need can change over time and consequently, where more up-to-date information is available, it should be taken into account in determining the appropriate dwelling mix to be provided on a site.
- 14.21 National planning policy guidance describes the provision of housing for older people as ‘critical’. People are living longer lives and the proportion of older people in the population is increasing. The SHMA projects significant growth in the older population of South Kesteven aged 75+ which is expected to increase from around 11% to around 18% of the total population between 2021 and 2041. This represents a 77% increase over 20 years. The SK Local Plan requires proposals to take account of the desirability of providing for the needs of the older population including retirement accommodation, extra care and residential care housing and other forms of supported housing.
- 14.22 The SHMA notes that the concentration of older people is higher in Bourne and Stamford than in other parts of South Kesteven and indicates that a substantial proportion of retired households are often settled in larger dwellings and may have interest in downsizing or moving to bungalows (or accessible dwellings) in future. Local estate agents in Bourne have also noted a significant, unmet demand for bungalows, particularly with 2 or 3 bedrooms, to meet the needs of older people wishing to downsize. The provision of suitable and attractive homes for older households is important in managing the costs of social care as it enables people to remain in their own homes and can free up 'under occupied' housing to meet the need for family homes within the housing market.
- 14.23 Older people are however only likely to leave their existing home if they can move to a more attractive alternative which is more suited to their needs. The precise proportion of bungalows to be provided as part of the housing mix will be determined on a site-by-site basis. In addition, consideration should be given to the inclusion of bungalows designed to meet the Government’s accessible and adaptable housing standards which will enable disabled and older people to live more independently. Policy DE1 (Promoting good quality design) of the adopted SK Local Plan includes a target of at least 10% of new dwellings to be developed to the optional standards set out in Part M4(2) of the Building Regulations.

Policy BP25. Housing Mix.

Major proposals for residential development will be supported where provision is made for a mix of dwelling sizes and tenures to cater for current and forecast needs in Bourne. In particular:

1. The provision of market housing should reflect the need to accommodate smaller households with an emphasis on the provision of 2–3- bedroom dwellings. Larger, market dwellings will only be supported where they form a small element of a wider housing mix or where provision can be justified.
2. The provision of affordable housing should:
 - i. Include a mix of 60% of dwellings for rent and 40% for affordable ownership;
 - ii. reflect the need to accommodate smaller households with an emphasis on the provision of 1–3-bedroom dwellings for rent and 2-3-bedroom dwellings to meet the need for affordable ownership homes; and
 - iii. be fully integrated with the market housing units and evenly distributed throughout the site in small clusters.
3. Proposals should include a proportion of 2-3-bedroom bungalows to meet the needs of older people, the delivery of which should be distributed across market and affordable housing tenures. The precise proportion and tenure mix of bungalows should be determined having regard to the evidence of local need, the scale and location of the site and the viability of the development.
4. Where more up-to-date evidence of need is available, this should inform the precise housing mix to be provided on a site.

15. Delivering Economic Prosperity

Introduction

- 15.1 A key objective of the Plan is to support the provision of employment opportunities. Bourne is the third largest employment centre within South Kesteven and provides over 8,000 jobs or 13.5% of the total employment within the local authority area. There are over 700 businesses in Bourne of which 84% employ fewer than 10 people across a wide range of sectors including wholesale and retail (17% of businesses) construction (13%) and professional, scientific and technical activities (13%).⁴ The largest businesses, though few in number, are of a medium size with each employing between 50 and 249 people in wholesale, manufacturing, education and human health and social work activities.
- 15.2 While the local economy has a broad economic base and low employment (<2%), there is a significant amount of out-commuting to neighbouring towns. Travel to work data indicates that 15% of the working population of Bourne commute between 20 and 30kms and a further 12.5% travel 10-20kms⁵. Residents are employed in a wide range of occupations with the highest concentrations being in warehousing and retail (16.3%), health and social work activities (14%) and manufacturing (11.6%).
- 15.3 Consultation responses suggest that the Plan objective of supporting employment is widely supported. Various measures intended to contribute to this objective were suggested including broadening the employment base and encouraging the development of start-up and small businesses and working from home. Infrastructure improvements were advocated including the need for fibre to the premises, better mobile phone signals and measures to encourage employees to walk, cycle and use public transport to travel to work. The need for adequate highway capacity, parking spaces, electric vehicle charging points and facilities to serve the needs of employees including nurseries, cafes, gyms and open space was referred to as well as the need to improve the energy efficiency of buildings; support businesses to access funds and expertise for reducing their carbon footprint; and ensure that buildings are sympathetic to the heritage of Bourne. Creating opportunities for young people and the provision of skills training and local employment information in secondary schools were also suggested measures as well as the need for affordable rents and lower business rates.
- 15.4 Planning policies which address some of these issues are included in the SK Local Plan and other sections of this Plan. For example, the SK Local Plan supports communication technology improvements and electric car charging points while Policies BP20 and BP21 of this Plan encourage the development of cycling and walking infrastructure. However, some of the issues raised, including the setting of

⁴ ONS UK Business Counts 2024

⁵ 2021 Census

business rates and rents and the provision of business and financial support are outside the scope of the Plan.

- 15.5 This section of the Plan provides a framework for the delivery of land allocated for employment in the SK Local Plan and planning policy to manage proposals for home working.

Existing Employment Areas and Allocated Employment Sites

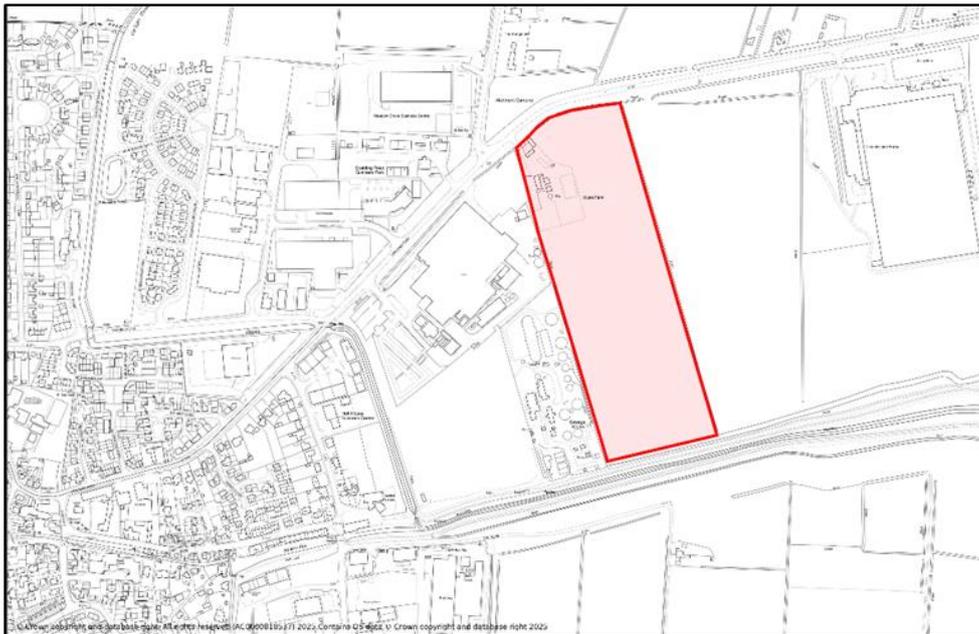
- 15.6 The existing employment estates in Bourne are clustered on the east side of the town. The SK Local Plan provides for their general retention and enhancement. These estates also include undeveloped land which offers potential for further industrial development. In addition, the SK Local Plan allocates land on the east side of the town for employment on two sites located off Spalding Road and off Cherry Holt Road. The two allocated sites, which have yet to be developed, have a combined land area of about 11.5ha. A third site, located at Elsea Park, was granted planning permission for housing in 2024.
- 15.7 The 2024 South Kesteven Employment Land Study concluded that the existing employment sites on the east side of Bourne ‘benefit from virtually direct access to the strategic road network (including A1175, A151, and A15 routes)’ Buildings range from small to very large in size and host a range of functions. The study assessed the building quality as ‘generally good’ but the overall quality of the public realm, environment and surroundings as ‘average and poor’. The suitability of sites was rated poorly, particularly where there are sensitive surrounding land uses such as residential development.
- 15.8 However, the sites allocated for employment in the SK Local Plan were rated favourably in the Employment Land Study ‘owing to their accessibility and because they are located contiguously with existing employment areas suggesting future development would be sympathetic to existing uses’. The study commented that, as Bourne does not have a railway station but is well served by the strategic road network, these locations would be highly suitable for additional industrial, light industrial, storage and distribution, and manufacturing functions rather than supporting commuter-intensive employment uses such as offices. Notwithstanding this, however, the SK Local Plan policies do provide sufficient flexibility to provide opportunities for office development where there is demand in Bourne.

Land South of Spalding Road, Bourne

- 15.9 The site is allocated for employment uses (B1/B2/B8) in Policy E2 (Strategic Employment Sites) of the SK Local Plan, although other employment uses may be acceptable. The policy includes criteria to ensure that proposals will not conflict with neighbouring land uses; harm the character and/or amenities of the locality; or impact unacceptably on the highway network. The SK Local Plan indicates that

the site is of strategic importance and is well-located for employment development potentially aimed at supporting the growth of agri-food businesses. Policy BP26 of the Neighbourhood Plan includes additional criteria to manage proposals for the development of the land.

- 15.10 The site is approximately 8 ha in area and consists of relatively flat, agricultural land with farm related buildings in the north-west corner. The boundaries are largely defined by drainage ditches. To the north the land adjoins Spalding Road (A151) while directly to the west there is an existing factory and the Bourne sewage treatment works. The eastern boundary adjoins agricultural land while the Bourne Eau is located beyond the drainage ditch at the southern end of the site.



Location of Land South of Spalding Road

- 15.11 The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. A change of use⁶ can occur within the same use class and sometimes between use classes without the need for planning permission. Use class B1, referred to in Policy E3 of the SK Local Plan, has now been subsumed within a new 'class E' with former B1 uses now forming class E(g). However, class E also includes uses defined as 'main town centre uses'⁶ such as shops, restaurants and financial and professional services. To protect both the primary purpose of the site as a location for E(g)/B2/B8 uses and the function of the town centre, the use of appropriate conditions preventing the

⁶ Main town centre uses are defined in national planning policy as 'Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities)'.

change of use from class E(g)⁷ to a different use within class E without the need for planning permission will be supported.

- 15.12 An odour assessment of the potential impact of development on the adjoining Bourne sewage treatment works and vice versa will need to be undertaken to determine any mitigation measures made necessary by the development.
- 15.13 The site includes land within fluvial flood risk zones 2 and 3. A risk assessment will be required to determine the risk from potential sources of flooding and define how the risk will be managed.
- 15.14 Vehicular access should be taken from Spalding Road while convenient footpath and cycle routes should form an integral part of the development with links to the built-up area of Bourne. Along Spalding Road the public footpath from Bourne ends on the south side of the road at the entrance to the 'Bakkavor' factory, which is approximately 300m to the west of the site. On the north side the path terminates at the entrance to the Spalding Road Business Centre, approximately 200m from the site. To the south of the site there is a path/track which adjoins the Bourne Eau and offers a link to Cherry Holt Road to the west.
- 15.15 Measures to encourage the use of public transport should form part of the proposals. A limited bus service between Bourne and Spalding currently operates on weekdays along Spalding Road. However, the nearest bus stop is approximately 700m to the west of the site.
- 15.16 Proposals should contribute to biodiversity through the conservation and creation of positively managed landscape proposals that retain and integrate important landscape features, including the drainage ditches on the periphery of the site, and weave through the development linking into the surrounding landscape and green infrastructure network, including the Bourne Eau corridor adjacent to the southern boundary.
- 15.17 The SK Local Plan indicates that the use of renewable and low carbon energy generation systems should be maximised. Commercial and industrial roofs represent a significant opportunity to increase the production of energy using active solar technology (photovoltaic and solar water heating) and their potential should be fully utilised alongside measures to orientate buildings to increase solar gain. The energy produced can be used by the occupier of the building in its operations. In some instances, it may be possible to aggregate and deploy power across an industrial estate or export the energy to the national grid.

⁷ Class E (g) includes an office used to carry out any operational or administrative functions; the research and development of products or processes; or any industrial process, being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Policy BP26. Land South of Spalding Road, Bourne

Land South of Spalding Road, as shown on the Policies Map, is allocated for employment purposes in Policy E2 (Strategic Employment Sites) of the South Kesteven Local Plan.

B1, B2 and E(g) uses will be supported where proposals satisfy the requirements of Policy E2 of the South Kesteven Local Plan and are in accordance with a masterplan for the whole of the site which includes appropriate measures to:

1. Mitigate, where necessary, the impact of odour from the adjoining Bourne sewage treatment works on the development and ensure that the development can proceed without detriment to the continuous operation of the sewage works;
2. Provide safe, suitable and appropriate vehicular access onto Spalding Road (A151);
3. Encourage the use of public transport;
4. Provide safe and positive pedestrian and cycle links to the built-up area of the town. This should include a pedestrian route along Spalding Road and the use of the path/track adjacent to the Bourne Eau;
5. Reduce and manage the risk of flooding across the site and ensure that the development will not increase the risk of flooding elsewhere;
6. Mitigate any adverse impact on heritage assets and their setting;
7. Develop and manage structural greenspace and wildlife corridors which link to the existing green infrastructure corridor along the Bourne Eau. Proposals should retain existing landscape features, where possible, and include appropriate landscape enhancements to reduce the impact of development on the open countryside and deliver an on-site biodiversity net gain of at least 10%; and
8. Maximise the opportunity to install roof-mounted solar panels and orientate buildings to benefit from passive solar energy.
9. Proposals for uses within class E(g) of the Town and Country Planning (Use Classes) Order 1987 (as amended) will only be supported where a restriction is placed on the development to prevent a change of use to a main town centre use.

10. Any planning application(s) that are submitted for this area will be expected to take fully into account all other relevant policies within the Development Plan.

Land North of Bourne Eau and East of Car Dyke, Bourne

15.18 The site is allocated for employment uses (B1/B2/B8) in Policy E3 (Employment Allocations) of the SK Local Plan; it indicates that proposals will be supported provided that the development does not conflict with neighbouring land uses; the scale does not harm the character and/or amenities of the area; and the proposal does not impact unacceptably on the highway network. The SK Local Plan policy further indicates that other employment generating uses may be acceptable. In addition to the criteria listed in the SK Local Plan. Policy BP27 of the Neighbourhood Plan includes additional criteria to manage proposals for the development of the land.



Location of Land North of Bourne Eau and East of Car Dyke

15.19 The site of approximately 3.7 ha is relatively flat and is currently in agricultural use; it abuts employment land to the north and the Bourne sewage treatment works to the east. The Car Dyke forms the western boundary, beyond which there is employment land while the southern boundary adjoins a narrow track which provides access to the sewage works. To the south of the track lies the Bourne Eau.

15.20 The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. A change of use' can occur within the same use class and sometimes between use classes without the need for planning permission. Use class B1, referred to in Policy E3 of

the SK Local Plan, has now been subsumed within a new 'class E' with former B1 uses now forming class E(g). However, class E also includes uses defined as 'main town centre uses' (see the footnote on page 86) such as shops, restaurants and financial and professional services. To protect both the primary purpose of the site as a location for E(g)/B2/B8 uses and the function of the town centre, the use of appropriate conditions preventing the change of use from class E(g) (see the footnote on page 87) to a different use within class E without the need for planning permission will be supported.

- 15.21 The 2024 Employment Land Study concluded that the site benefits from a reasonable degree of accessibility. However, access from Cherry Holt Road (A151), located to the west, would be via the track at the southern extremity of the site which would necessitate highway improvements.
- 15.22 An odour assessment of the potential impact of development on the adjoining Bourne sewage treatment works and vice versa will need to be undertaken to determine any mitigation measures made necessary by the development. A flood risk assessment will also be required to determine the risk from potential sources of flooding and define how the risk will be managed.
- 15.23 Convenient footpath and cycle routes should form an integral part of the development with good connections to the built-up area of Bourne. Proposals should include a hard surfaced path along the Car Dyke which should, where possible, provide a route to Spalding Road and into Manning Road beyond. In addition, the track which adjoins the Bourne Eau at the southern end of the site offers an opportunity to develop a footpath and cycle route to Cherry Holt Road to the west. Opportunities to provide public transport along Cherry Holt Road (A151) should also be explored.
- 15.24 Proposals should contribute to biodiversity through the creation of positively managed landscape proposals that retain and integrate important landscape features and weave through the development. The proposals should include connections to the green infrastructure corridors along the Car Dyke and Bourne Eau. Along the western site boundary, adjacent to the Car Dyke, a landscaped, managed corridor should be provided; in accordance with Policy BP4 (Protecting and Enhancing the Car Dyke and Bourne Eau).
- 15.25 The SK Local Plan indicates that the use of renewable and low carbon energy generation systems should be maximised. Commercial and industrial roofs represent a significant opportunity to increase the production of energy using active solar technology (photovoltaic and solar water heating) and their potential should be fully utilised alongside measures to orientate buildings to increase solar gain. The energy produced can be used by the occupier of the building in its operations. In some instances, it may be possible to aggregate and deploy power across an industrial estate or export the energy to the national grid.

- 15.26 An archaeological survey of the site, dated 2000 and available on the [Lincolnshire Heritage Explorer](#) website, broadly concluded that the site was of little or no archaeological importance.

Policy BP27.Land North of Bourne Eau and East of Car Dyke, Bourne.

Land North of Bourne Eau and East of Car Dyke, as shown on the Policies Map, is allocated for employment purposes in Policy E3 (Employment Allocations) of the South Kesteven Local Plan.

B1, B2 and E(g) uses will be supported where the proposal satisfies the requirements of Policy E3 of the South Kesteven Local Plan and is in accordance with a masterplan for the whole of the site which includes appropriate measures to:

1. Mitigate, where necessary, the impact of odour from the adjoining Bourne sewage treatment works on the development and ensure that the development can proceed without detriment to the continuous operation of the sewage works;
2. Encourage the use of public transport;
3. Provide safe and positive pedestrian and cycleways to the built-up area of the town. This should include provision adjacent to the Car Dyke between the Bourne Eau and Spalding Road and along the track adjacent to the Bourne Eau to Cherry Holt Road.
4. Reduce and manage the risk of flooding across the site and ensure that the development will not increase the risk of flooding elsewhere;
5. Develop and manage structural greenspace and wildlife corridors which link to the existing green infrastructure corridor along the Car Dyke and Bourne Eau. Proposals should retain existing landscape features, where possible, and include appropriate landscape enhancements to reduce the impact of development on the open countryside and deliver an on-site biodiversity net gain of at least 10%;
6. Create a landscaped corridor adjacent to the Car Dyke in accordance with Policy BP4(Protecting and Enhancing the Car Dyke and Bourne Eau); and
7. Maximise the opportunity to install roof-mounted solar panels and orientate buildings to benefit from passive solar energy.
8. Proposals for uses within class E(g) of the Town and Country Planning (Use Classes) Order 1987 (as amended) will only be supported where a

restriction is placed on the development to prevent a change of use to a main town centre use.

9. Any planning application(s) that are submitted for this area will be expected to take fully into account all other relevant policies within the Development Plan.

Working from Home

- 15.27 Approximately 25% of working residents in Bourne were working from home at the time of the 2021 Census compared to 10% in 2011. While the census took place at the time of the coronavirus pandemic, many people have continued to work from home or have adopted hybrid working arrangements. Working from home can help to reduce the need to travel, thereby promoting less reliance on the private car, contributing towards economic growth and making Bourne a more sustainable Parish. It can also provide opportunities for people to work flexible hours that suit their domestic arrangements.
- 15.28 In many cases, planning permission is not required for home working provided that the primary use of the property as a dwelling remains and its residential character is unaffected. However, if there are frequent deliveries of goods and multiple visitors to the property, for example, the amenities of residents and the character of the area can be adversely affected. Residents intending to start or expand a business are advised to discuss their proposals with the local planning authority.
- 15.29 Where planning permission is required, it will be essential to ensure that proposals will not result in any harmful effects as a result, for example, of noise, traffic or changes to the appearance of a building. In some instances, it may be appropriate to grant planning permission for a limited period to monitor the impact of the business or to use planning conditions to mitigate any adverse impacts. However, businesses that seek to expand beyond what could be described as 'home working' are best located in designated employment areas.

Policy BP28. Working from Home.

Proposals for working from home will be supported where:

1. The dwelling will continue to be the principal place of residence for the business owner(s);
2. The development will not have an adverse impact on the occupiers of neighbouring properties or the surrounding area by reason of noise, vibration, smell, traffic, on-street parking or highway safety;

3. The proposal does not involve alterations to the appearance of any building which would significantly alter its residential character or have an adverse impact on the character or appearance of the surrounding area; and
4. Adequate and appropriately located on-site arrangements are in place for the parking of vehicles and the storage of equipment and materials.
5. Where appropriate, planning conditions and obligations may be used to control any aspects of the business activity which would otherwise be likely to have a significant adverse impact on the occupiers of neighbouring properties or the surrounding area.

Appendix A. Design And Materials Guidance For New Housing

In accordance with national and local planning policy, developers are required to design buildings that are appropriate for their setting and locally distinctive. Developers must therefore familiarise themselves with the design and materials of traditional local buildings, to ensure that their own buildings rediscover local building designs and materials. Part 1 of this guidance explains these designs and materials and Part 2 provides further guidance for new buildings.

Part 1. Local design and materials

The local vernacular

The term 'local vernacular' refers to the traditional way in which ordinary houses have been built, as distinct from 'polite' or public buildings.



Houses in local vernacular manner

Local materials

Structure

Vernacular houses used local materials, which have made their buildings distinctive. South Kesteven is known for its fine local materials. The limestone belt from the South of England to Yorkshire which runs through the Kesteven uplands is stone of wonderful quality that can be seen in local towns and villages. Local ironstone also has its own interesting texture. Local brick is also distinctive, varying in colour from buff to orange to a warm deep red, improving as it weathers.



Local limestone (left) and local brick with stone quoins (right)

Roofing

The orange pantiles of Lincolnshire's vernacular houses, originally imported from Holland in the late 17th century, greatly contribute to local distinctiveness. The Collyweston slate or tile made by fracturing limestone into flat 'slates' is also locally distinctive. Welsh slate was widely used from the 19th century as mass transport became possible with the advent of the railways.



Pantiles with local sloping dormers

Windows

Window frames of vernacular houses are of timber, painted if they are of softwood, or left untreated if of hardwood like oak.

Doors

These are also of timber.

Local Design

Structure

Traditional Lincolnshire houses are simple, mostly rectangular, with one or two, occasionally three floors and an attic with dormers. They have simple door and window openings and a large proportion of solid masonry, or 'solid to void' ratio.

Windows

Windows are mostly side-hung timber casements or occasionally sliding (Yorkshire) sashes, with timber frames or stone mullions in the case of stone or larger houses.

Upper floor windows are usually smaller. Frames are often recessed from the face of the masonry and set under timber or stone lintels. Windows became more upright and rectangular only when vertical sliding sashes gained popularity in the 18th century. A local feature of sash windows in Kesteven is the so-called 'Grantham lintel', which is seen above traditional sash windows and is shaped like a moustache that curves upwards at the ends.



Vertical sliding sash with Grantham or moustache lintel

Dormers

These are a distinctive feature of vernacular houses. They were added to allow the use of the roof space. The form they take is dictated by the roofing materials. Collyweston stone roofs generally have gabled or hipped dormers whereas pantiles favour the simpler traditional sloping dormers seen on farmhouse and cottage rooflines.

Doors

Period doors are simply formed of vertical boards, ledged and braced, or sometimes very simply panelled. There are no glazed openings apart from an occasional small central glass panel, unlike so many modern ones. From the early 18th century onwards, fanlights started to appear above the door to light the hall, never in the door, unlike some modern standardised designs.

Porches

Enclosed porches are rare on smaller vernacular houses, but horizontal canopies over the door are often found.

Roofing

Rooflines were traditionally much steeper than modern ones, to speed up water run-off. Straight gable ends, especially on stone houses, may have coped parapets and kneelers, or plain or overhanging, always 'wet' verges. Bargeboards and fascia boards (dry verges) are not seen on vernacular buildings.

The mansard roof is an important Lincolnshire feature, influenced by Flemish architecture from the 17th century; the roofline is divided with two angles of slope to allow more headroom upstairs.



The mansard roof

Brick 'tumbling' is seen in triangles of brickwork under the gable ends, laid at right angles to the slope of the roof. It allows the slope of the gable to be formed without cutting the bricks.

Chimney Stacks

Chimney stacks on the roofline lend character to a house. Medieval houses have central stacks, later ones have them at gable ends, usually of stone, with little detailing, and with stone or terracotta chimney pots.

Rainwater Goods

Traditional rainwater goods are of black painted cast iron.

Part 2. Materials and design guidance for new buildings



A modern house in local vernacular manner

General considerations

All the characteristics in Part 1 above should be taken into account when designing new buildings.

Massing

Older houses were rarely symmetrical, so rigid symmetry should be avoided, but elevations should be simple, with no artificial octagonal or L-shapes.

Large scale development

The setting and scale of a development are important. Large scale development makes monotony and loss of individuality more likely, so where it cannot be avoided, there needs to be some variety or differentiation in housing designs, for example houses with and without mansard roofs, dormers and so on.

Materials

In accordance with Part 1, new buildings should use as much local limestone and characteristic red brick as possible. A buff brick rather like a London stock brick is also sometimes seen in the Bourne area. Pantiles should be encouraged. Mud and stud, which is very environmentally friendly, should be reintroduced where possible. Plastics

and other synthetic materials are not as environmentally friendly as natural ones and are not found on vernacular buildings.

Designs

Windows

Vernacular buildings do not have top-hung casements but, as noted in Part 1, either side-hung casements or sliding sashes, and do not have large areas of glass or picture windows or corner windows. Windows take up quite a small part of the wall surface. Window mullions and the 'Grantham lintel' over sash windows are encouraged where appropriate.



Window mullions

Doors

Doors should have no large voids or glazed openings and be vertically planked and of solid timber.

Roofing

Steep rooflines, coped gable ends and kneelers are appropriate. Embellishments can include simple finials and brick 'tumbling in' on gable ends.



Coped gable ends



Brick 'tumbling-in'



Kneelers

Materials and design features to avoid

Bargeboards and fascia boards (dry verges) should be avoided. They are not found on vernacular houses, which have wet verges, and their bright white paint, or worse, white plastic, are glaringly obtrusive.



Dry verges



Wet verges

Doors and windows should be of timber and not environmentally unfriendly plastics. Modern doors with glazed voids set in them are uncharacteristic of the Lincolnshire vernacular. Doors should have no voids or glazed openings and should be vertically planked and of solid timber, not of synthetic materials which incorporate plastics. Windows should never be top-hung casements, but side-hung casements or sliding sashes. Windows with large areas of glass and picture windows are not appropriate. Irregularities like corner windows should be avoided. Windows should take up quite a small part of the wall surface.

Appendix B. Existing Community Buildings

There is no single, definition of ‘community facilities’. However, for the purposes of the Plan the list includes:

- Learning and non-residential uses including schools, libraries, churches, museums, and theatres;
- Local community uses including village and community halls, church halls, social clubs, and ‘built’ sports facilities (grass sports pitches are addressed under the Green Infrastructure policies of the Plan)
- Local convenience shops mostly selling essential goods, including food, to visiting members of the public in circumstances where the shop’s premises cover an area not more than 280 metres square, and there is no other such facility within 1,000 metre radius of the shop’s location; and
- Public toilets.

Learning and non-residential uses		
Policies Map reference	Schools	Address
CF1	Bourne Academy	Edinburgh Rd
CF2	Bourne Grammar School	South Rd
CF3	Bourne Abbey C of E Primary Academy	Abbey Rd
CF4	Bourne Elsea Park C of E Primary Academy	Sandown Drive
CF5	Bourne Westfield Primary Academy	Westbourne Park
CF6	Willoughby Academy	South Rd
Medical Practices		
CF7	Bourne Galletly Medical Practice	North Rd
CF8	Hereward Medical Practice	Exeter St
Churches		
CF9	Bourne Abbey	Church Walk
CF10	Bourne Baptist Church	18, West St
CF11	Bourne Methodist Church	Abbey Rd
CF12	Bourne United Reform Church	Eastgate
CF13	Bourne Salvation Army Church	Manning Rd
CF14	Saint Gilbert’s Catholic Church	3, St Gilbert’s Rd
CF15	Kingdom Hall of the Jehova’s Witnesses	Victor Way
CF16	Dyke Baptist Chapel	Main Rd, Dyke
Cultural Facilities		
CF17	South Kesteven Community Point and Library	3, Abbey Road
CF18	Bourne Heritage Centre	Baldocks Mill, 21 South Street
CF19	Delaine Bus Museum	8, Spalding Road
CF20	Corn Exchange Hall	3, Abbey Road
CF21	Bourne Old Town Hall	North Street

Village and Community Halls		
CF22	Dyke Village Hall	Main Rd
CF23	Twenty Village Hall	Station Rd
CF24	Elsea Park Community Centre	1, Sandown Drive
CF25	Darby and Joan Hall	South St
CF26	Wake House Community and Business Facility	41, North Rd.
CF27	1, Hub Bourne	Queens Rd
CF28	Red Hall	South St
CF29	Shippon Barn	South St
CF30	Hereward Lodge Masonic Hall	Roman Bank
Church Halls		
CF31	The Abbey Church Hall	Church Walk
CF32	Bourne Baptist Church Hall:	West St
CF33	Bourne Methodist Church Hall	Hereward St
CF34	Dyke Baptist Church Hall	43A, Main Rd, Dyke
Built sports/leisure facilities		
CF35	Bourne Leisure Centre	Queens Rd
CF36	Bourne outdoor swimming pool	Abbey Lawns, Abbey Rd
CF37	Elsea Park Artificial Grass Pitch	Fontwell Park Drive
CF38	1, Hub Bourne	Queens Rd
Local convenience shops		
CF39	Co-op store	Sedgefield Court
Public Toilets		
CF40		South St
CF41		Corn Exchange Car Park

Appendix C. Cycle Parking Standards.

Land use type	Sub-category	Short stay requirement (obvious, easily accessed and close to destination)	Long stay requirement (secure and ideally covered)
All	Parking for adapted cycles for disabled people	5% of total capacity co-located with disabled car parking	5% of total capacity co-located with disabled car parking.
Retail	Small (<200m ²)	1 per 100m ²	1 per 100m ²
	Medium(200-1,000m ²)	1 per 200m ²	1 per 200m ²
	>1,000m ²	1 per 250m ²	1 per 500m ²
Employment	Office/Finance	1 per 1000m ²	1 per 200m ²
	Industrial/Warehousing	1 per 1,000m ²	1 per 500m ²
Leisure and Institutions	Leisure centres, assembly halls, hospitals and healthcare	Greatest of: 1 per 50m ² or 1 per 30 seats/ capacity	1 per 5 employees
	Educational Institutions	-	Separate provision for staff and students. Based on Travel Plan mode share targets, minimum: Staff: 1 per 20 staff Students; 1 per 10 students
Residential	All except sheltered/elderly housing or nursing homes	-	1 per bedroom
	Sheltered/elderly housing/ nursing homes	0.05 per residential unit	0.05 per bedroom
Public Transport Interchange	Standard stop	Upon own merit	-
	Major interchange	1 per 200 daily users	-

Appendix D. Car Parking Standards.

Residential		
Houses and flats (including aged person dwellings)	2 spaces for a dwelling with 3 or less bedrooms and 3 spaces for dwellings with 4 or more bedrooms	If the dwelling is considered to be in a sustainable location the Highways and Lead Local Flood Authority may restrict car parking provision or accept a reduction in spaces to those recommended. A garage plus the space immediately in front of it will count as one space, only when the garage is of adequate size to allow for car parking and general storage.
Sheltered Housing – warden aided accommodation	1 space per 2 units.	
Community Homes – Homes for the elderly, children, physically or mentally handicapped	1 space per 3 residents.	More spaces may be required depending on the level of care offered. For example, a home for the physically handicapped may require a higher number of visiting/resident health professionals than a home for the elderly. This needs to be taken into account when designing car parking areas. Off road parking and turning provision for service vehicles should also be considered.
Residential hostels	To be assessed on individual merits.	The parking provision must be adequate to address the requirements of the use. A Transport Assessment which makes comparisons to similar sites may be required to demonstrate that the provision to be provided, meets the needs of the use. Any existing parking restrictions in the vicinity of the proposed site should also be taken into account, to avoid on street parking and obstruction issues, that may increase if adequate on-site provision is not provided.
Retail		
Food retail	1 space per 14m ² gross floor area (gfa).	In general, parking provided within town centres will normally be expected to be short stay and available for general public use, subject to the Local Planning

		Authority's agreement. A Transport Statement/Assessment will be required to demonstrate that the proposed parking provision is adequate. Off road parking and turning provision for service vehicles should also be considered and provided where necessary.
Non-food retail	1 space per 20m ² gfa (including any external display area)	See above.
Employment		
Offices	1 space per 30m ² gfa	A Transport Statement/Assessment will be required to demonstrate that the proposed parking provision is adequate for the use. Off road parking and turning provision for service vehicles should also be considered and provided where necessary.
General industry	1 space per 65m ² gfa	See above.
Warehousing	1 space per 150m ² gfa	See above.
Education		
Nursery Schools/Primary Schools/Secondary Schools	To be assessed on individual merits, but typically 1 space per 2 staff plus an allowance for visitors.	A School Travel Plan is likely to be required in support of any proposal. Off road parking and turning provision for service vehicles should also be considered and provided where necessary.
Higher and Further Education	To be assessed on individual merits, but typically 1 space per 2 staff plus 1 space per 15 students.	A Transport Assessment and/or Travel Plan are likely to be required in support of any proposal. Off road parking and turning provision for service vehicles should also be considered and provided where necessary
Other Development Types		
Cinema, theatre, conference facilities, bingo halls, other places of assembly with fixed seating	1 space per 5 seats	Off road parking and turning provision for service vehicles should also be considered and provided where necessary.
Sports facilities (e.g. leisure centre,	To be assessed on individual merits	A Transport Assessment and/or Travel Plan is likely to be required in support of any proposal. This will

swimming pool, squash Club)		need to include provision of coach parking at larger sites. Off road parking and turning provision for service vehicles should also be considered and provided where necessary.
Restaurants, cafes, public houses, licensed clubs.	1 space per 3m ² public drinking area + 1 space per 5m ² public dining area	Additional facilities, such as accommodation and conference facilities will need to be assessed separately in accordance with the appropriate standard. Off road parking and turning provision for service vehicles should also be considered and provided where necessary
Hotels.	1 space per bedroom	Additional facilities, such as bars/dining rooms open to the general public and conference facilities will need to be assessed separately in accordance with the appropriate standard. Off road parking and turning provision for service vehicles should also be considered and provided where necessary.

Additional notes:

Garages

Garages should only be considered as parking provision when they are of a size that will accommodate general storage (such as lawn mowers, hedge trimmers, ladders etc.) and have garage doors that are wide enough to accommodate the modern car. The minimum length of any driveway fronting a domestic garage should be 6 metres, where an up and over type garage door is provided. If a vertically open door (roller type) is to be provided, the length of the driveway may be reduced to 5 metres.

Service Vehicles and Essential Operational Parking The servicing requirements of a proposal will vary considerably depending upon the type and size of development. Applicants will be required to demonstrate that any development proposals include adequate provision on site to allow for loading, unloading and turning of service vehicles without endangering road safety.

Provision for Motorised Two-Wheeler Parking

Parking should be provided at 1 space per 20 parking spaces.

Secure anchor points to which the machines may be locked should be provided.

In general, parking should be:

- Flat, level and firm to prevent stands sinking into the ground;

- In a secure position regularly overlooked by staff or passers-by;
- As near to the entrance as the site layout permits;
- Well signed and lit;
- Ideally under cover, but if this is not possible, clear of trees;
- Positioned as to not present a hazard to pedestrians, particularly those with impaired vision; and
- Designed to ensure that they are not used by cars or other vehicles.

In addition, at larger sites, additional needs of employees who used powered two wheelers should be provided, such as lockers and changing facilities.

Disability Parking

Under the Disability Discrimination Act 2005, it is the responsibility of site occupiers to ensure that adequate provision is made for the needs of people with disabilities.

The recommended proportions of spaces for Blue Badge holders are:

- For car parks associated with existing employment premises: 2% of the total car park capacity, with a minimum of one space;
- Spaces for disabled employees must be additional to those recommended above; reservations could be ensured, for example, by marking a space with a registration number;
- For car parks associated with new employment premises: 5% of the total parking capacity should be designated (to include both employees and visitors); and
- For car parks associated with shopping areas, leisure or recreational facilities, and places open to the general public: a minimum of one space for each employee who is a disabled motorist, plus 6% of the total capacity for visiting disabled motorists.

The numbers of designated spaces may need to be greater at hotels and sports stadia that specialize in accommodating groups of disabled people.

Car parking spaces for people with disabilities should be located as close as possible to the main entrance (or to an alternative fully accessible entrance if the main entrance does not meet these requirements). Appropriate dropped kerbing should be provided. Adequate space should be provided to enable wheelchair users to easily gain access to and from their cars.

Appendix E. Community Aspirations

	During the development of the Neighbourhood Plan, the local community raised various issues. While some are addressed through the Plan's policies, others fall outside its scope. Nevertheless, these have informed the creation of the following list of community aspirations, which will help support the Plan's overall vision and objectives.	
	Some aspirations focus on physical improvements to local infrastructure and amenities, while others centre on community-driven initiatives.	
	The Town Council will work with relevant stakeholders to assess the feasibility and subsequently develop individual projects. This effort will be led by a Working Group, established by the Town Council and consisting of Councillors and residents, which will succeed the Neighbourhood Plan Steering Group	
	The following list is not in priority order, and many of the projects will require further collaboration with the community and external agencies.	
Reference Number	Community Aspiration	Purpose
CA1	Develop a North-South relief road linking the A15 north of Bourne with the A15 south of Bourne, in accordance with the proposal for a Bourne relief road published by Lincolnshire County Council in 1991.	To alleviate congestion within Bourne Town Centre and reduce the volume of large vehicles travelling close to pedestrians and residences.
CA2	Formulate and implement a comprehensive plan for the development of a network of pedestrian pathways and cycle routes throughout the Parish.	To facilitate safer and more accessible non-motorized connectivity.
CA3	Ensure the protection of the flora and fauna in and surrounding Bourne Woods from any future planning applications.	To protect ancient woodland flora and fauna safeguarding not just the species themselves but the entire ecosystem, ensuring its survival for future generations.
CA4	Pursue the formal designation of those footpaths alongside Car Dyke and Bourne Eau which are not currently recognized, as Public Rights of Way.	To ensure consistent designation of the Bourne Eau and Car Dyke footpaths within the Parish of Bourne
CA5	Collaborate with stakeholders to identify and pursue opportunities for the preservation and enhancement of biodiversity within Local Green Spaces, Important Open Spaces and	Enhancing local biodiversity ensures healthier ecosystems that support both nature and human society sustainably.

	Green Corridors. Engage with developers to promote the creation of new environmentally sustainable initiatives.	
CA6	Establish a further Conservation Area in Bourne, encompassing Coggles Causeway, Austerby, Eastgate, and Bedehouse Bank.	To enhance the preservation of the Town's historic areas.
CA7	Preserve the existing verges, rewild selected areas, and proactively seek opportunities to establish new verges.	To enhance the visual appeal of the verges and also support wildlife, boost ecosystem services, and foster greener, healthier environments for communities.
CA8	Relocate the Ostler Memorial from Bourne Cemetery to the Market Place	To create a focal point for the town centre.
CA9	Refurbish, reintroduce, or reinstate setts, flagstones, and cobbles in the town centre. Proposed works: Angel Precinct: Add cobbles in the centre with flagstones at the sides (as existing), extending up to Crown Passage. Wherrys Lane: At the pedestrian eastern end, replace tarmac with flagstones and/or setts. Lane between Nos. 17 and 19 North Street: Replace tarmac with flagstones. Alley at No. 14 North Street: Replace tarmac with flagstones or setts. Church Walk: Enhance the area by installing flagstones.	These traditional materials will add historic charm and character, helping maintain or restore the town's original look and feel. This can strengthen local identity and pride.
CA10	Street numbers to be displayed on shopfronts in Bourne Town Centre.	Currently, it is nearly impossible to identify properties by their street numbers. Implementing clear street numbering will help resolve this issue.
CA11	Restore the Bourne weekly market to the town's central location.	To boost foot traffic and facilitate the recruitment of additional stallholders.
CA12	Enhance public transportation, with a particular focus on	To decrease the community's dependence on private vehicles.

	improving bus services throughout the Parish.	
CA13	Improve facilities for children and young people throughout the Parish	Improving facilities for young people is imperative to provide safe and supportive environments that promote their physical and mental well-being. Enhanced amenities contribute to reducing anti-social behaviour by engaging youth in positive activities, while fostering skill development and personal growth. Furthermore, such improvements strengthen community cohesion by cultivating a sense of belonging and support for local families. Investing in youth facilities is an investment in the sustainable future and overall vitality of our town.
CA14	Widen the footpaths in Bourne Town Centre	To enhance pedestrian accessibility and safety.
CA15	Develop a tourism strategy for the Parish	To sustainably develop and promote the Parish as a desirable destination. Such a strategy enables the maximization of economic benefits through increased visitor numbers while safeguarding local culture and the environment. It ensures coordinated collaboration among stakeholders, enhances visitor experience, and supports employment and community development. Ultimately, implementing a tourism strategy fosters long-term growth and prosperity for the town.
CA16	Extend the opening hours and promote greater utilisation of Bourne Library and the Corn Exchange.	To better serve the diverse needs of the community. Longer hours improve accessibility for individuals with varying schedules, including students, working professionals, and families. Enhanced utilisation of these facilities fosters community engagement, supports lifelong learning, and provides valuable spaces for social interaction and

		cultural activities. Ultimately, these measures contribute to strengthening community cohesion and improving the overall quality of life for residents.
CA17	Sensitively redevelop important brownfield in the town centre.	To improve the town centre triangle between North Street, West Street and Burleigh Street, partly in the conservation area, by sensitive redevelopment while preserving heritage barns and outbuildings in the North Street medieval burghage plots.
CA18	Relocate the Registrar's Office in Bourne to a more discreet and private location.	To enhance confidentiality and comfort for visitors.
CA19	Establish a tree planting programme to the east of Bourne.	The eastern area of Bourne has the lowest tree canopy density within SKDC. Implementing a tree planting programme in this area will significantly enhance local biodiversity and contribute to environmental improvement.
CA20	Encourage Bourne Academy to extend access to its facilities for use by the wider community.	Allowing the local community to access school facilities outside of regular hours optimizes the use of existing resources and fosters stronger community relations. Such access promotes health, education, and social well-being by providing spaces for recreational, cultural, and civic activities. Furthermore, increased community presence contributes to enhanced safety and offers potential revenue streams to support the schools' educational mission. This collaborative approach benefits both the schools and the wider community, reinforcing a shared commitment to local development and cohesion.
CA21	Mitigate the risk of flooding within the Parish through effective management and preventative measures.	Mitigating the risk of flooding within the Parish is essential to safeguard lives, protect property, and minimize economic losses. Effective flood risk management also preserves the local environment,

		supports public health by preventing waterborne diseases, and enhances the community's resilience to adverse events. Additionally, these measures can improve insurance outcomes and contribute to the overall safety and well-being of residents.
CA22	Expand and enhance cycle parking facilities across the Parish.	To promote sustainable transportation and improve accessibility.
CA23	Install a Bandstand in the Wellhead Fields	To fulfil a long-standing legacy and enrich community events and cultural activities.
CA24	All Public Rights of Way to be signposted	Signposting helps people find and follow paths; encourages outdoor activity; affirms public access rights; prevents illegal obstruction and trespassing and reduces damage to land.
CA25	Establish visual gateways at the four points of access to Bourne town from the north, south, east, and west.	To establish an identity for Bourne and create a strong first impression, while reflecting the town's history and marking the entrance to the settlement, helping to define its boundary.

Appendix F. Green Infrastructure background paper

Appendix G. Bourne Character Assessment

Appendix H Local Heritage Assets background paper

Appendices F, G and H form part of the Neighbourhood Plan. However, due to the size of the files they are separate documents which can be found on the Neighbourhood Plan website.

