



Bourne Parish Neighbourhood Plan Policies Extract

This document is an extract from the Draft Plan. It lists the 28 policies but does not, for example, include the written justification for each policy, the appendices or the vision and objectives

Policy BP1. Local Green Space.

1. 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.
LGSS G	Bourne Cemetery, South Road.
LGSS H	Land rear of Westwood Drive and Harvey Close
LGSS I	Land north of Wherry's Spinney and south of Wellhead Park
LGSS J	Wherry's Spinney, East of Wincanton Way
LGSS K	Grammar School playing fields to Elsea Park linear corridor.
LGSS L	Willow Pond, Bates Close.
LGSS M	Elsea Park linear corridor west
LGSS N	Elsea Park linear corridor east.
LGSS O	Setts Green, west of Coltsfoot Drive.
LGSS P	Wake ponds. Tilia Way and South Road junction.
LGSS Q	Elsea Meadows, south of Raymond Mays Way.
LGSS R	The Croft, Land between 38 and 40 North Road.
LGSS S	The village green, Main Rd, Dyke.

2. 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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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

Policy BP19. Bourne Bus Station.

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

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.

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

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.

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.

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.

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.

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.

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.

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.