

Thurlby Parish Neighbourhood Development Plan

Please note that since the production of the Neighbourhood Plan, the council's email address and website address have changed from those that are mentioned in the document.

The correct details for the Parish Council are:

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Thurlby Parish Neighbourhood Development Plan

2018 - 2036

Adopted by South Kesteven District Council on 12th March 2019.



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2018 - 2036

July 2018

Neighbourhood Development Plan

A fundamental new approach to development

This is the Thurlby Parish Neighbourhood Development Plan, which has been prepared in accordance with the Neighbourhood Planning (General) Regulations (2012), and approved through external examination and South Kesteven District Council

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Contents

Foreword	Page 6
1. Introduction (Photograph The Green from High Street)	7
1.1 What is a Neighbourhood Plan?	8
1.2 Why is a Neighbourhood Plan needed?	9
1.3 How was the Plan prepared?	10
2. Thurlby Parish and its People (Photograph of Swallow Hill to the east)	11
2.1 The Neighbourhood Development Plan Designated Area (Map)	12
2.2 Thurlby Parish Setting and Context (with Map)	13
2.3 Thurlby Parish Flood Risk Area (Map)	14
2.4 Thurlby with Northorpe Village Character Assessment February 2017	15
2.5 Thurlby Parish Demographic (Source Office for National Statistics Census 2011)	16
2.5.1 Population Density per hectare	16
2.5.2 Age	16
2.5.3 Qualifications	16
2.5.4 Health	16
2.5.5 Ethnicity	16
2.5.6 Employment and Economy	16
2.5.7 Transport and Connectivity	16
Services, Facilities, Amenities and Community Organisations (Table 1)	17—19
3. Local Community Consultation (Photographs from an Open Saturday Consultation Event)	20
Community Involvement in preparing the Plan.	21
Neighbourhood Plan Vision	22
4. Local and National Planning Policy (Photograph Maple Avenue from Northorpe Lane)	23
4.1 Introduction	24
4.2 Development Plan Context	24
4.3 Local Service Centres	24
4.4 Neighbourhood Plan Policy Guidance	24

Contents continued
on Page 4

Contents continued

from Page 3

5. Neighbourhood Plan Objectives (Photograph of High Street from Thurlby YHA)	25
5.1 Introduction	26
5.2 Policy Objectives	27
6. Neighbourhood Plan Policies (Photographs from Thurlby and Northorpe)	28
1. Quality of Life: TNP01; TNP02; TNP03; TNP04	29–33
2. Environment and Countryside: TNP05; TNP06	34
3. Heritage Assets and Landmark Buildings in the Built Environment: TNP07; TNP08	35
4. Meeting Housing Need: TNP09; TNP10; TNP11	36–37
5. Business: TNP12; TNP13	38
6. Renewable Energy: TNP14; TNP15; TNP16	39–40
7. Retail, Leisure, Recreation and Community Facilities: TNP17;	41
8. Transport: TNP18; TNP19	42–43
9. Implementation and Infrastructure: TNP20	43
10. Delivery Strategy	44
10.1 Development Management	44
10.2 Infrastructure Requirements	44
10.3 Regular Review	44
Delivery Strategy to support Future Residential Development (Table 3)	45
6 Design Guidance (Photographs from Thurlby and Northorpe)	46
6.1 New Build and Replacement Build	47
6.2 Extensions	47
6.3 Conversions	47
6.4 Boundary treatments and Landscaping	47
6.5 Protecting Biodiversity	48
6.6 Vehicular Access	48
6.7 Setting and Place of New and Replacement Build	48

Contents continued
on Page 5

Contents continued

from Page 4

Timetable of Community Engagement (Block Diagram)	49
Thurlby Parish Neighbourhood Questionnaire June 2015 Summary Results	50–53
List of Tables	
TABLE 1 THURLBY PARISH SERVICES, FACILITIES, AMENITIES AND COMMUNITY ORGANISATIONS.	17–19
TABLE 2 INDEX TO VALUED LANDSCAPE VIEWS IN FIG. 4	31
TABLE 3 DELIVERY STRATEGY TO SUPPORT FUTURE RESIDENTIAL DEVELOPMENT.	45
TABLE 4 LISTED BUILDINGS AND MONUMENTS OUTSIDE THE VILLAGE CURTILAGE.	55
TABLE 5 NOTABLE BUILDINGS WITHIN THE PARISH BOUNDARY WHICH MAKE “A POSITIVE CONTRIBUTION TO THE CHARACTER AND DISTINCTIVE APPEARANCE OF THE AREA”.	55–60
TABLE 6 ENVIRONMENTAL AND BIODIVERSITY ASSETS	61
List of Figures	
Fig. 1 MAP OF THURLBY DESIGNATED AREA	12
Fig. 2 MAP OF THURLBY PARISH IN CONTEXT WITH SOUTH KESTEVEN IN LINCOLNSHIRE	13
Fig. 3 MAP OF THURLBY PARISH FLOOD RISK AREA	14
Fig. 4 MAP OF VALUED LANDSCAPE VIEWS	30
Fig. 5 LISTED BUILDINGS WITHIN THE SETTLEMENT CURTILAGE OF THURLBY AND NORTHORPE	54
References	62
Acknowledgments	62

FOREWORD

Thurlby Parish is a great place to live and has a boundless community spirit as well as a distinctive landscape with exceptional multiple heritage assets. However, much as we might like nothing to change, nothing ever stays the same.

We have seen a lot of development within the last 20 years, and further progress and development will be inevitable in the future. With a Neighbourhood Development Plan, the community has the power to direct new development, using our own planning policies which work in conjunction with the South Kesteven District Council Local Plan and the National Planning Policy Framework.

The Thurlby Parish Neighbourhood Development Plan sets out a vision for the Parish that reflects the opinions and views of Thurlby Parish residents, and addresses concerns raised of the impact of further development along the A15 corridor, particularly to the north of the parish.

The Plan sets objectives on key themes: quality of life, natural environment, built environment, infrastructure, housing need, business, renewable energy, community, transport, and an implementation and delivery strategy. It builds on current and planned development activity which, at present, we have very little or no control over.

This document is the Thurlby Parish Neighbourhood Development Plan as defined in The Localism Act 2011, which introduced new powers for local communities to make neighbourhood plans. This neighbourhood plan has been subject to independent external examination which concluded that the Thurlby Neighbourhood Plan met all necessary legal requirements, including having due regard to national planning policy advice and guidance, as well as being in general conformity to the strategic policies of the South Kesteven Local Plan

Our vision for Thurlby Parish is to build upon Thurlby's strengths as a thriving rural village. We plan to meet housing, social, environmental and community needs, whilst improving drainage and road infrastructure, protecting the environment, enhancing areas of green space and conserving the historic fabric of the village for future generations.

Barry Sadler

Chair

Thurlby Parish Council

Stephen Holland

Chair

Thurlby Parish Neighbourhood Planning Group



1 INTRODUCTION

1 INTRODUCTION

What is a Neighbourhood Plan?

1.1 Neighbourhood Plans were introduced through the amended Localism Act in 2011 as a community-led frame-work, setting planning policies and guidance for future development and growth. Neighbourhood Plans can deal with a variety of social, economic and environmental issues within a neighbourhood, such as housing, community facilities, conservation and transport.

1.2 The government identified £9.5m funding and created support programmes to help local communities produce Neighbourhood Plans.

1.3 Grants were available for the development of Neighbourhood Plans, as well as separate expert advice, to support groups through the process of creating their Plan. The grant can be used for any aspect of the Neighbourhood Plan process, as long as a Plan is produced, showing how the money will be spent.

1.4 A Neighbourhood Plan sets out a vision for a Parish area and proposes planning policies for the use and development of land. It should contain thorough research obtained by consultation to determine local needs and issues for policy development, which is backed by extensive evidence-based material from the locality.

1.5 Neighbourhood Plans will not be approved unless they receive more than 50% of the votes cast in a community referendum. Once the Neighbourhood Plan has been made by South Kesteven District Council following a successful referendum, it will form part of the statutory planning framework for the area and the policies and proposals contained within it will be used as a basis for the determination of planning applications.

1.6 Before the Neighbourhood Plan can go forward to a referendum, the Plan is examined by an independent and appropriately qualified person known as the Independent Examiner. A Neighbourhood Plan must meet a number of basic conditions if it is to pass examination. The basic conditions are that the Neighbourhood Plan must have regard to national policies and advice contained in guidance issued by the Secretary of State; the Plan must contribute towards the achievement of sustainable development; the policies must be in general conformity with the strategic policies in the Local Plan and the Plan does not breach, and is otherwise compatible with, EU obligations.

Why is a Neighbourhood Plan needed?

1.7 The Thurlby Parish Neighbourhood Plan is part of the Government's new approach to planning, which aims to give local people more influence about what goes on in their area. The Plan provides a vision for the future of the village and sets out clear planning policies to realise this vision.

1.8 Thurlby Parish covers 1,591 hectares to the south of Bourne, 52 hectares (3.2%) of which contains the built curtilage of the combined villages of Thurlby with Northorpe. The northern parish boundary is shared with Bourne until it meets the River Glen to the south east, and then follows the river to the south west sharing the boundary with Baston to the south until the A15 Primary Route. To the west of the A15 the boundary loops round to the north west, with the Parishes of Greatford, Braceborough and Wilsthorpe, and Toft with Lound and Manthorpe to the west, finally adjoining Bourne in the north.

1.9 In recent years there has been an increased number of planning applications within the village curtilage. Although having the third largest population of villages in South Kesteven, Thurlby and Northorpe is designated as a Local Service Centre (LSC) village by South Kesteven District Council (SKDC). However, based on a survey of the facilities and amenities available within the village, Thurlby with Northorpe is further designated as a Tier 3 LSC within the hierarchy of the SKDC LSC's, and Thurlby would not expect to absorb more housing development as "the prospect of an allocation being made in villages within Tiers Three and Four was considered unlikely, and has indeed proved to be unnecessary". (SKDC Sites Allocation and Policies DPD. August 2014. 4.4.3 Assessment of Village Capacity to Accommodate Growth. Para 4.4.3.5.).

1.10 Thurlby Parish Council recognised that the introduction of a Neighbourhood Plan would be an appropriate means of managing inevitable change, whilst reflecting the wishes of the residents, and retaining its rural and historic character. Thus it was important to give all Parishioners the chance to express their views on issues and needs within their community to assist with the formulation of policies, spelling out what is acceptable and appropriate in their environment. The plan will present a vision of how we see our village change and develop until 2036.

1.11 The Neighbourhood Plan is an important and powerful planning tool for Thurlby's community to influence the future of our Parish. The Neighbourhood Plan aims to safeguard the sustainability of the community, improve the infrastructure services for existing and future residents, make improvements for road safety on the A15 and throughout the village curtilage, whilst continuing to build a strong Community, ensuring the right blend of open space and social and community facilities, allowing Thurlby Parish to thrive and continue to be a great place to live.

How was this Plan prepared?

1.12 The Thurlby Parish Neighbourhood Planning Group (TPNPG) was formed in October 2015, following a public event publishing the results from a Thurlby Parish Village Survey. The TPNPG has volunteers from residents in the parish, and representation from Thurlby Parish Council. The TPNPG led all activity to gather evidence to develop the Thurlby Neighbourhood Plan. The Plan has been developed through extensive resident consultation, and guidance from South Kesteven District Council, to ensure the policies accord with SKDC and National Planning Policy Framework (NPPF), as required by The Localism Act. The preparation of the Thurlby Neighbourhood Plan progressed through the following key stages:

Stage 1: Getting started

Stage 2: Identifying the issues to address in a Neighbourhood Plan

Stage 3: Develop a vision and objectives

Stage 4: Generating options for a draft Neighbourhood Plan

Stage 5: Preparing a draft Neighbourhood Plan

Stage 6: Pre-submission consultation

Stage 7: Final submission consultation

Stage 7: Independent examination

Stage 8: Referendum and adoption

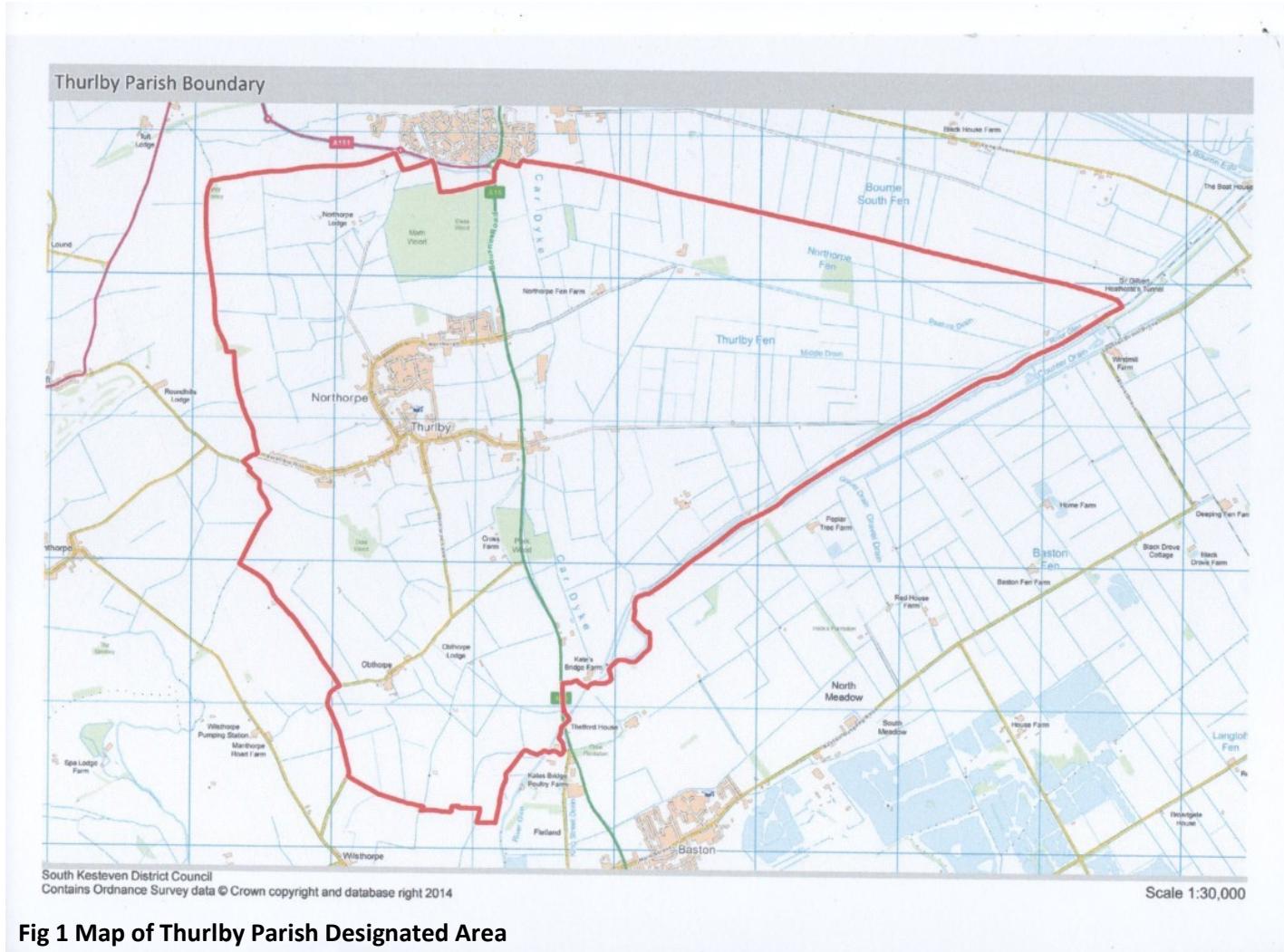
1.13 This detailed process and the resulting Neighbourhood Plan carry significant legal weight to the planning process, and therefore the TPNPG sought professional support for certain stages of the process. This need for support was recognised by Government in the Localism Act and has provided funding on application through Locality and My Communities to support Neighbourhood Plan initiatives. Thurlby Parish Council was successful in securing funds of £9,000. £5,500 of this funded professional support for the preparation of the Thurlby with Northorpe Village Character Assessment and a professional review of policy statements to ensure these were compliant with Local and National Planning Policy, and supported by evidence based documentation. The remainder of the grant supported public events, regular meetings of the TPNPG, a Neighbourhood Plan web page, publicity, and printing documentation, all to promote engagement with the local community and keep them informed during the various stages of the preparation of the Neighbourhood Plan.

1.14 Essentially, the Plan provides a vision for the future of the Parish, agreed by residents, and interested parties following extensive consultation. It sets out the Parish's vision and objectives, together with the policies required for their realisation, and identifies through a Delivery Strategy the important improvements to the village drainage infrastructure, and the safety of the community which are a priority for consideration and inclusion in any future development.



2 THURLBY PARISH AND ITS PEOPLE

2.1 The Neighbourhood Development Plan Designated Area



The Neighbourhood Development Plan Designated Area was approved by South Kesteven District Council on September 14th 2014, and covers the whole of the civil Parish of Thurlby in the South Kesteven District of Lincolnshire. The Parish of Thurlby is within the red outline area.

Thurlby Parish Council confirms that the Neighbourhood Development Plan relates only to the Parish of Thurlby in the South Kesteven District of Lincolnshire and to no other Neighbourhood Area. It is the only Neighbourhood Development Plan in the designated area.

2.2 Thurlby Parish Setting and Context

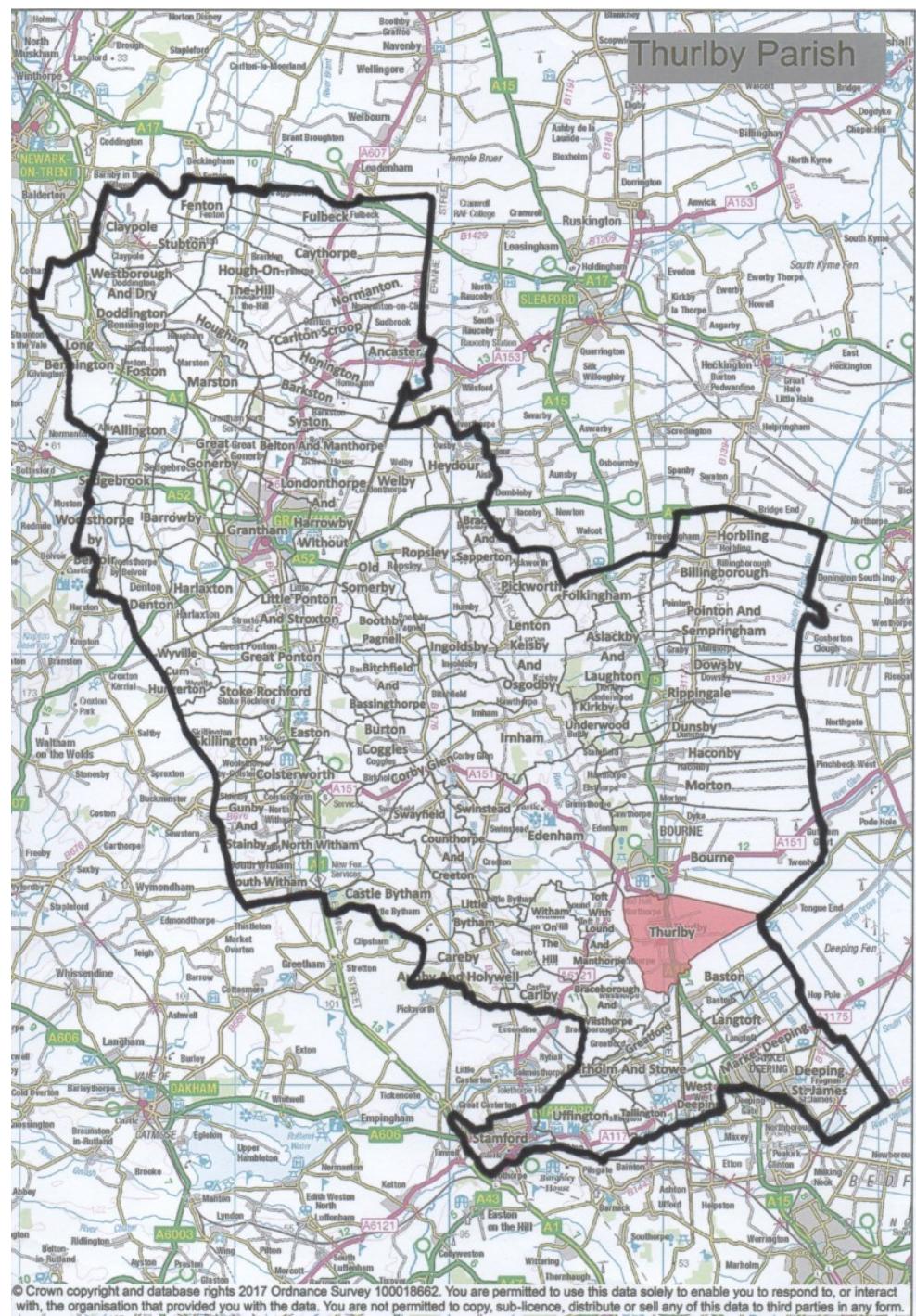
Thurlby Parish lies within the district of South Kesteven in the County of Lincolnshire, to the east and west of the A15 Primary Route. Thurlby High Street is approximately 2 miles (3Km) to the south of Bourne Town Centre.

To the east of the village is the flat, fertile and very productive agricultural land of the fens, and to the west the rising topography of the Kesteven Uplands with a more mixed arable and livestock approach to farming.

Greater detail of the landscape setting, the village history and evolution, and the built character which gives the area its local distinctiveness are detailed in the Thurlby with Northorpe Village Character Assessment.

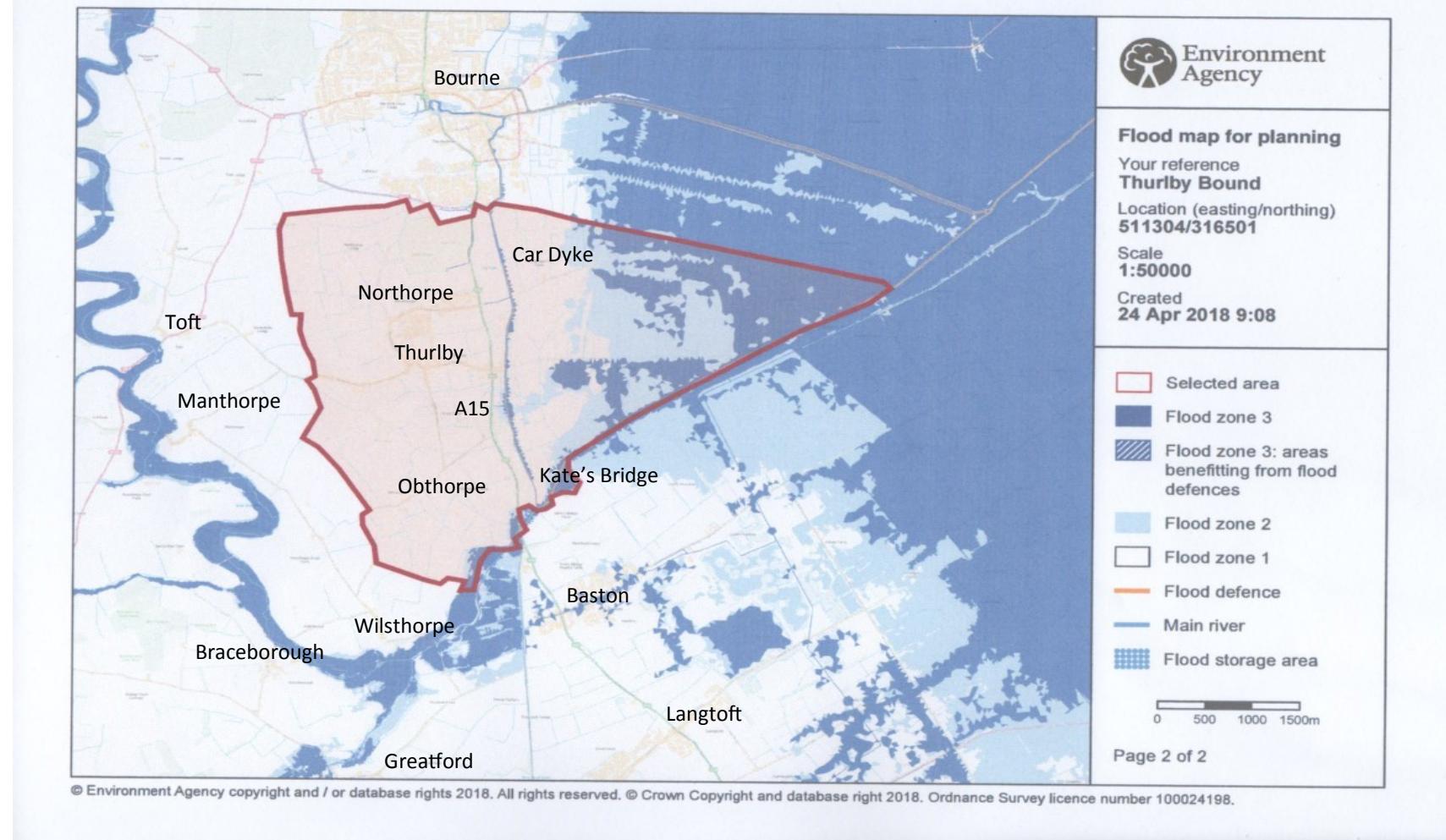
The map adjacent shows the position of the Parish of Thurlby, (highlighted), within the South Kesteven District (outlined), in Lincolnshire.

Fig 2 Thurlby Parish in Context with South Kesteven District in Lincolnshire



2.3 Thurlby Parish Flood Risk Area.

Fig 3 Map of Thurlby Parish Flood Risk Area



The Parish of Thurlby to the west of the A15 is in Flood Zone 1. Land and property in Flood Zone 1 have a low probability of flooding.

"Given the large amount of Flood Zone 1 in the parish, it is reasonable that all future development should be located in Flood Zone 1". (Environment Agency Response to Regulation 14 consultation)

For the latest available flood risk information, refer to the Environment Agency website. <https://flood-map-for-planning.service.gov.uk/summary/509371/317017>

2.4 Thurlby with Northorpe Village Character Assessment.

2.4.1 The Character Assessment includes the History and Evolution of the Parish, the Landscape setting, and descriptions of the nine built character areas identified as distinctive by the Neighbourhood Planning Group with the guidance of Darren Carroll. MRTPI MSc PGDip BSc.

2.4.2 Based on the findings of this report and the documented features and characteristics which define Thurlby and Northorpe, the following should be seen as key priorities to help ensure the existing village character is protected, and where new development comes forward, opportunities are taken to further enhance the local character:

- Enhancement of pedestrian links, especially across the A15, which currently represents a significant barrier to movement between Church Street and the rest of the settlement to the west of the A15;
- Protection of key local landscape views (as documented in Section 4. Landscape Setting), and also of important townscape views, in particular those towards the tower of St Firmin's Church;
- Protection of key local landscape features and characteristics and adherence to the specified landscape management objectives for each of the identified Landscape Character Areas (as documented in Section 6. Character Areas);
- Retention of the agricultural land and woodland between Northorpe and Bourne, ensuring each settlement retains their own distinct and separate identities;

- Retention of roadside planting and greenery, including grass verges, hedgerows and trees, and the progression of further appropriate planting schemes as part of any new development;
- Retention of existing green spaces, which offer recreation and leisure opportunities to local residents and also enhance the setting of those buildings which overlook them;
- Protection of listed properties and other local notable buildings of historic and/or architectural significance; and
- Compliance with established building lines, layout and orientation where new development is proposed, and efforts made to respond positively to the local character in terms of building materials, scale, typology, form and detailing.

The Thurlby with Northorpe Village Character Assessment can be found at the following link on the Thurlby Parish website.:

<http://www.thurlbyparishcouncil.co.uk/ndp/Thurlby%20Character%20Assessment%20FINAL%20%20130217%20LOW%20RES%20amended.pdf>

2.5 Thurlby Parish Demographic

(Source : Office for National Statistics Census 2011)

2.5.1 Population Density per Hectare

Numbers per hectare at 1.35, were similar to South Kesteven (1.42) and less than half that of the East Midlands (2.9).

2.5.2 Age

The population demographic within the parish represents a higher level of those over 60 than the South Kesteven, East Midlands and England comparisons

2.5.3 Qualifications

Qualifications are generally higher in the working population than in South Kesteven, East Midlands and England.

2.5.4 Health

The health of the population is broadly in line with South Kesteven, but fewer people in the population described their health as 'Bad' or 'Very Bad' than in the East Midlands and England.

2.5.5 Ethnicity

The Ethnic demographic shows a much less diverse community than the East Midlands and England.

2.5.6 Employment and Economy

The mix of employment opportunities for those living, but not necessarily working in the parish, is broadly the same as South Kesteven, the East Midlands and England, with Manufacturing, Wholesale and Retail, including motor vehicle and motorcycle repair, and Education together, providing 40% of employment.

Figures from the 2011 Census showed that only 18% of residents either worked at or from home, or less than 2km from home compared to South Kesteven 35%, East Midlands 30%, and England 30%. 68% of people in Thurlby travelled between 2km to 30km to their place of work, higher than South Kesteven (48%), East Midlands (58%) and England (58%).

Of those residents between 16 and 74, 73% are economically active, higher than the national average. The unemployment rate at 2.2% is half the national average.

Economically inactive at 27% is lower than the national average, but this percentage includes 19% of Retired people, notably higher than South Kesteven (16.5%), the East Midlands (15%), and England (13.7%).

2.5.7 Transport and Connectivity

Thurlby with Northorpe is well connected to Bourne, Market Deeping and Peterborough by the A15 Primary Route. The local bus service also uses this route, but does not divert from the A15 to serve the village centre at the Village Shop, a distance of 0.55 miles from Thurlby crossroads.

Figures from the 2011 Census showed that 77% of those in work used a car, or were a passenger in a car to travel to work. 13% worked mainly from home, leaving 10% using other methods of transport or walking to work.

Stamford is also an important centre for those living in Thurlby. Public transport involves changing in Bourne, but there are concessionary fares to reduce the cost of the journey from Thurlby to Bourne.

The nearest railway stations are Peterborough, 14.4 miles (East Coast Mainline), and Stamford, 9.6 miles (CrossCountry Trains), with services to Birmingham New Street via Leicester, and Stansted Airport through Peterborough and Cambridge. East Midland Trains connect Liverpool and Norwich through Peterborough via Nottingham, Sheffield and Manchester.

2.6 Services, Facilities, Amenities and Community Organisations

As identified in the results from the Parish Questionnaire, June 2015, and the SKDC Village Services and Facilities Survey November 2016, the parish, has a limited range of services and facilities, but has a thriving community with many social and sporting clubs and activities.

These are listed in the table below.

N.B Facilities and amenities listed at Milestone Road are not within the Thurlby and Northorpe Village Curtilage, and are 1.8 miles distant from the village shop and post office at The Green, and Thurlby Community Primary School on Crown Lane, Thurlby.

TABLE 1 THURLBY PARISH SERVICES, FACILITIES, AMENITIES AND COMMUNITY ORGANISATIONS				
	Type of Facility	Yes	No	Opening Hours/ Comments / Details
S h o p s	Post Office	x		Monday to Friday normal post office hours and on Saturday morning only
	Newsagent	x		The newsagent is the Post Office, general store and grocery. It is open 7 days a week. Monday to Saturday 0700 to 1900 Sunday 0800-1400
	Butcher		x	
	Baker		x	
	Greengrocery Store		x	
	Grocery Store	x		As above. Limited range of essentials
	General Store	x		As above. Limited range of essentials
	Mini Supermarket		x	
	Craft Supplies		x	
	Hardware Store		x	
	Other Retail [not included above]	x		Convenience Store at BP Filling Station, A15, Kate's Bridge. Convenience Store (Londis) at Texaco Filling Station, Milestone Road Retail Park in the Parish of Thurlby. LIDL supermarket at Milestone Road Retail Park in the Parish of Thurlby. Corner Farm Pine Furniture outlet at Kate's Bridge.

TABLE 1 THURLBY PARISH SERVICES, FACILITIES, AMENITIES AND COMMUNITY ORGANISATIONS

Type of Facility	Yes	No	Opening Hours/ Comments / Details
Hairdressers	x		Ladies and gentlemen's hairdresser's business. Mobile hairdresser calls by appointment.
Florist		x	
Café		x	
Restaurant	x		Sugar Mill, Milestone Road in the Parish of Thurlby. Horseshoe on A15 at Thurlby Crossroads.
Hot Food Takeaway [e.g. fish & chip shop: please specify]	x		McDonalds at Milestone Road Retail Park in the Parish of Thurlby
Bank / Building Society		x	
ATM facility	x		Texaco Filling Station, Milestone Retail park in the Parish of Thurlby.
Chemist / Pharmacy		x	
Petrol Filling Station	x		Texaco, Milestone Retail Park in the Parish of Thurlby. BP, A15 at Kate's Bridge
Motor Repairs and Servicing		x	
Other [not included above]			Mobile Fish & Chip weekly. Fenton's Garden Machinery Sales & Service. Local Tradesman specialising in installations and home improvements. Animates Veterinary Surgery

TABLE 1 THURLBY PARISH SERVICES, FACILITIES, AMENITIES AND COMMUNITY ORGANISATIONS

Type of Facility	Yes	No	Opening Hours/ Comments / Details
Social Club	x		Prayer group Ladies group Craft group Thurlby WI Mothers Union Bingo Film Club Lunch Club Livewire Youth Club Brownies, Guides Beavers, Cub Scouts, Scouts Thurlby Tigers Football Club Various Sports/ Fitness activities and Clubs
Residential / Nursing/ Extra Care Facility		x	Almond Court but services for care withdrawn by SKDC.
Allotments		x	
Children's Equipped Play Area	x		Provided at Lawrance Park
Sports Field [for public use]	x		Provided at Lawrance Park
Other [not included above]			21 Public Footpaths Green spaces:- Chapel Lane, Elsea Drive, Cappitt Drive, Wood Lane, The Causeway, Swift Way, Viking Way. Places of Worship:- St Firmin's Church, Methodist Chapel.



3 LOCAL COMMUNITY CONSULTATION

Community Involvement in preparing the Plan

3.1 Following the Thurlby Parish Council (TPC) decision to commit to the preparation of a Neighbourhood Development Plan, and the confirmation of the designated area as the Parish of Thurlby, the TPC authorised and self funded the Thurlby Parish Council Neighbourhood Questionnaire, distributed to all households in the parish in June 2015.

3.2 A Neighbourhood Plan presentation was given to the Annual Meeting of TPC in May 2015, which was an Open Forum for the public.

3.3 The results of the Questionnaire were presented at an Open Saturday Event for all Thurlby residents and other interested parties, held at Lawrence Park Community Hall on Saturday August 15th, 2015.

3.4 The response to the event was encouraging with an attendance of 150 residents, and local press coverage in the Stamford Mercury and Bourne Local. The event also created interest with the public and volunteers came forward to form the Thurlby Parish Neighbourhood Planning Group (TPNPG), sponsored by the Thurlby Parish Council. The inaugural meeting of the TPNPG was held on Tuesday 1st October, 2015, and Chair, Vice Chair and Secretary appointed. Meetings of the TPNPG continued on a regular basis.

3.5 The TPC extracted 34 Action Points from the Parish Survey, in response to concerns raised by the local community. These action points appeared regularly on the Agenda for Parish Council meetings, further demonstrating community engagement with these concerns which could be addressed as an ongoing programme.

3.6 The TPNPG held meetings with Roger Ranson SKDC Spatial Planning Officer and Sarah Watson, SKDC Neighbourhood Planning Officer.

3.7 The Parish Council received regular reports of progress at each meeting from the TPNPG Chair, and time was allocated within the PC Agenda to discuss matters arising from the report. On the recommendation of the Chair to the TPNPG, the PC approved the application for Grant funding to support the project, and the engagement of Consultant specialists to advise on areas of policy and Character Assessment.

3.8 Further Open Saturday events were held on Saturday 9th April 2016 and Saturday 18th June 2016 to share the progress the TPNPG had made with gathering information for Objectives and Policies, and inviting residents to submit comments, and complete a **SWOT (Strengths; Weaknesses; Opportunities and Threats)** analysis of their vision for the future of the parish.

3.9 In May 2016, a Built Character Workshop was held to give the TPNPG instruction and advice on the preparation of the Village Character Assessment. This task was completed in February 2017, and is a comprehensive document which includes the Village History, its setting and the characteristics which identify Thurlby through its local distinctiveness as a great place to live.

Neighbourhood Plan Vision

3.10 The Vision for Thurlby's Neighbourhood Plan was derived directly from the views expressed by villagers throughout the consultation process and can be summarised in the following simple statement:

"The Neighbourhood Plan aims to ensure that Thurlby Parish remains a successful and vibrant rural village that values its past but looks to the future".

3.11 All feedback has clearly indicated that any planning should ensure Thurlby's past is respected and the historic fabric of the village preserved in its setting. This means that any development does not overshadow or compromise the historic and natural environment which is so much a part of Thurlby.

3.12 The natural environment and the local countryside was recognised by residents as special for quality of life and recreational purposes, including open views and green spaces. Key then to the Plan is to protect and enhance the local natural environment, the rural landscape, and access to the countryside from inappropriately sited and uncontrolled development beyond the existing village curtilage of Thurlby and Northorpe, and the outlying areas of Kate's Bridge and Obthorpe.

3.13 However it is recognised that some development will be required over time and the Plan should allow some sensitively sited residential, retail, agricultural and light industrial development, as well as renewable energy projects that are not part of the National Grid, and are appropriate in scale and design to the topography of the Parish and the historic fabric of the village.

3.14 The community spirit within Thurlby Parish is highly valued, and feedback has shown that Thurlby Parish should remain a caring and safe community in which all residents are proud to live and work. Thurlby Parish should continue to be supported by sustainable infrastructure suitable for a rural community, including recreational amenities. The vision includes the retention of the playing fields and improved sports facilities, as well as connection with residents, amenities and facilities on both sides of the A15 via safer methods of crossing the road.

3.15 Our Neighbourhood Plan embraces the concept of local distinctiveness that contributes to a sense of well-being for the present community and future generations. It aims to progress the spirit of Localism through influencing planning matters in conjunction with South Kesteven District Council's Local Plan and the National Planning Policy Framework.



4 LOCAL AND NATIONAL PLANNING POLICY

4.1 Neighbourhood Plan in relation to Local and National Planning Policy

The policies of the Thurlby Parish Neighbourhood Plan are set within the context of the National Planning Policy Framework (NPPF) which sets out the Government's planning policies for England and Planning Practice Guidance which sits alongside the NPPF. In addition the Plan has to be in general conformity with the strategic policies of SKDC's development plan. This presently consists of the Core Strategy adopted in July 2010 and the Site Allocations and Policies Development Plan Document adopted in April 2014. The scope and content of the Thurlby Parish Neighbourhood Plan Policies have been shaped by the priorities and aspirations of the Thurlby Parish community, led by the Thurlby Parish Neighbourhood Planning Group.

4.2 Development Plan Context

SKDC has determined in Policy that rural development is required to support urban development, and has identified sixteen Local Service Centres (LSC's) to achieve this. Thurlby and Northorpe is identified as one of these at the Tier Three level, based on the quality of services and facilities in the parish.

4.3 Local Service Centres

LSC's are those settlements which offer a range of localised services and facilities and which act as a focal point for the rural communities and their surrounding hinterlands. Some limited development in these villages will help sustain local services and create more mixed and balanced communities. However, SKDC stated in their Sites Allocation and Policies Development Plan Document adopted in April 2014 "that the prospect of an allocation being made in villages within Tiers Three and Four was considered unlikely, and had indeed proved to be unnecessary".

4.4 Neighbourhood Plan Policy Guidance

The National Planning Policy Framework sets out the guidance and broad parameters within which a Neighbourhood Plan should be prepared. It notes that there are a number of key elements that should be at the heart of Neighbourhood Plan making:

- Neighbourhood Plans give communities direct power to develop a shared vision of their neighbourhood and deliver the sustainable development they need.
- Neighbourhood Plans can shape and direct sustainable development within their area.
- Neighbourhood Plans should be in general conformity with the strategic policies of the District Local Plan, and plan positively to support them.
- They should not promote less development than set out in the District Local Plan and should not undermine its strategic policies.
- The ambition of the Neighbourhood Plan should be aligned with the strategic needs and priorities of their wider area.



5 NEIGHBOURHOOD PLAN OBJECTIVES

5.1 Introduction

The Thurlby Neighbourhood Plan will cover the time period 2018 to 2036.

The intention of the Neighbourhood Plan Policies is to sustain and enhance the rural setting, biodiversity and landscape character of the Parish. The Policies have been designed to support sustainable development that respects the rural setting and special qualities of the area, promote economic and recreational value and support heritage and conservation.

The Policies detailed below are generic to all sites and developments taking place within the Parish.

There are twenty Policies, grouped in to the following nine categories:

1. Quality of Life: TNP01; TNP02; TNP03; TNP04
2. Environment and Countryside: TNP05; TNP06
3. Heritage Assets and Notable buildings in the Built Environment: TNP07; TNP08
4. Meeting Housing Need: TNP09; TNP10; TNP11
5. Business: TNP12; TNP13
6. Renewable Energy: TNP14; TNP15; TNP16
7. Leisure, Recreation and Community Facilities: TNP17;
8. Transport: TNP18; TNP19
9. Implementation and Infrastructure: TNP20
10. Delivery Strategy

The Policies are to be read in conjunction with the **Design Guidance** , Pages 46 - 48 in this document, and the **Thurlby with Northorpe Village Character Assessment** following the link below.

<http://www.thurlbyparishcouncil.co.uk/ndp/Thurlby%20Character%20Assessment%20FINAL%20%20130217%20LOW%20RES%20amended.pdf>



From Thurlby crossroads towards Northorpe, Math and Elsea Wood and Bourne.



Grade 1 listed St Firmin's Church towards Northorpe and Math and Elsea Wood.

5.2 Policy Objectives (PO No.)

The policies of the Thurlby Parish Neighbourhood Development Plan seek to deliver the Vision and Objectives of the Neighbourhood Plan, as derived from the extensive community engagement and participation.

These have been defined earlier in the Plan and are summarised below:

“To be a successful and vibrant rural village that values its past but looks to the future.”

PO1. To recognise the distinctive quality of the landscape of the Parish of Thurlby, and to preserve and enhance the local landscape character, its biodiversity, archaeology, footpaths, bridleways, and other public rights of way, including ancient rights of way on the River Glen bank within the parish boundary.

PO2 . To ensure all new development including extensions and renovations are well designed and sympathetic to existing form, scale and character of their location, and appropriate to their immediate context within the Character Area described in the Thurlby with Northorpe Village Character Assessment.

PO3. To ensure all new developments maximise the use of energy efficiency and energy conservation measures in their design, layout and orientation on site, to reduce overall energy demand.

PO4. To promote the positive use of renewable resources.

PO5. To promote the safeguarding and enhancement of locally important buildings and features that contribute to the character of the Parish.

PO6. To allow for a limited amount of new development to meet local needs within the existing village curtilage, having regard to national and local planning policies for development in the countryside.

PO7. To encourage design for a safer and secure environment including measures which contribute to highway safety for all road users.

PO8. To ensure that the infrastructure, in particular, for control of surface and waste water is maintained and improved to remove the risk of flooding and support new development.

PO9. To accommodate small business development and to ensure high speed fibre optic broadband is available for existing and new businesses, and those working from home.

PO10. To promote the well being of the community through retention and enhancement of recreational, social and sporting amenities.



6 NEIGHBOURHOOD PLAN POLICIES

1. QUALITY OF LIFE

The four policies in this section support the following Policy Objectives: PO1, PO2, PO5, PO6, PO7, PO8.

1.1 The Thurlby Parish Neighbourhood Plan supports development which recognises the distinctive quality of the landscape of the Parish of Thurlby, and seeks to preserve and enhance the local landscape character, its biodiversity, archaeology, footpaths, bridleways, and other public rights of way including ancient rights of way on the River Glen bank within the parish boundary.

TNP01

Respecting the Distinctive Landscape Character and Biodiversity

Development proposals should be appropriate to the character, existing scale, natural, historic and cultural attributes and distinctiveness of the Parish's landscape.

Developments should respect the landscape character of the Parish and its settlements, as defined within the Landscape Character Assessment and Character Assessment Areas of the Thurlby with Northorpe Village Character Assessment, incorporating features which contribute to the conservation, enhancement or restoration of these features.

1.2 Key to the quality of life in the Parish, is retaining the rural outlook and open views as outlined in the Landscape Character Assessment and evidenced throughout the consultation process. Thurlby has twenty one public footpaths running through the parish, providing connectivity of the village curtilage with Bourne and neighbouring villages.

Parish Survey Results supporting this policy

Public Footpaths were enjoyed by 75% of respondents. In addition, the following percentage of respondents enjoyed amenities at Dole Wood 59%, Elsea Wood 47%, Thurlby Fen 42%, Math Wood 36%, Car Dyke 33%, Thurlby Fen Slipe 26%, River Glen 19%, and Park Wood 10%.

TNP02

Respecting the Rural Outlook and Landscape Views

The Plan safeguards the views as indicated in Fig 4, Map of Valued Landscape Views on page 30 and the index in Table 2 on Page 31.

Any development or alterations to an area within these views should ensure that key features of the view can continue to be enjoyed including distant buildings, areas of landscape and the juxtaposition of village edges and open countryside.

Photographs of the valued landscape views are available on pages 27-35 of the Thurlby with Northorpe Village Character Assessment.

<http://www.thurlbyparishcouncil.co.uk/ndp/Thurlby%20Character%20Assessment%20FINAL%20%20130217%20LOW%20RES%20amended.pdf>

Fig. 4 Map of Valued Landscape Views



Table 2 Index of Valued Landscape Views in Fig. 4

Viewpoint No.	Scenic Viewpoint and Setting
1.	South towards Northorpe from FP No. 18.
2.	Math Wood FP No. 17 towards the east and Elsea Wood.
3.	South towards Northorpe from FP No. 17.
4.	Math and Elsea Wood from FP No. 6.
5.	North along Wood Lane at FP No. 6.
6.	Elizabeth Way towards Math and Elsea Wood.
7.	Woodside East and Northorpe from FP No. 20 at the A15.
8.	Elsea Wood and Pulford Close from FP No. 12.
9.	Fen Road from Northorpe crossroads.
10.	Towards Chapel Lane and Northorpe from FP No. 14 at the A15.
11.	North towards Church Street and the Church of St. Firmin from FP No. 9 at Park Wood.
12.	Towards Dole Wood from Obthorpe Lane.
13.	Swallow Hill towards Thurlby.
14.	Swallow Hill towards Math and Elsea Wood and The Fens.
15.	Obthorpe, Wilsthorpe Pumping Station and Dole Wood from FP No. 21.
16.	East towards the Church of St Firmin from FP No. 13.
17.	Towards the Church of St Firmin and Northorpe from FP No. 13.
18.	Chapel Lane from FP No. 13.
19.	Obthorpe Lane exiting Thurlby.
20.	Obthorpe Lane entrance to The Pingle ancient grassland enclosure.
21.	Obthorpe Lane towards Park Wood.
22.	Obthorpe Lane entering Thurlby.
23.	Towards the Church of St. Firmin from FP No. 7.
24.	Obthorpe Lane from FP No. 7
25.	Wood Lane from Northorpe.
26.	Wood Lane towards the disused railway.
27.	Wood Lane towards the Fens and Northorpe.

1.3 Thurlby Parish enjoys a strong community spirit which requires safeguarding as evidenced throughout the consultation process. A summary of community services, facilities and organisations within the Parish boundaries has been tabled on pages 17-19.

Parish Survey Results supporting the policy

Results of the Parish survey registered the following levels of support for community facilities and amenities within the existing village curtilage:-

- Post Office 95%,
- Village Grocery 76%,
- Newsagents 74%,
- Horseshoe Restaurant 61%,
- Lawrance Park Community Hall 54%,
- Horseshoe Public House 52%,
- Animates Vets 48%,
- Methodist Hall 40%,
- Off-Licence (Village Stores) 35%,
- St Firmin's Church Hall 33%.

Lawrance Park Community Hall and Playing Field, the Methodist Chapel Hall and St Firmin's Church Hall are community facilities with a local and wider catchment area, supporting a range of social and sporting activities which contribute to social cohesion within the community.

TNP03

Retention of Community Services and Facilities

The following are identified as key community facilities:

- **Village Stores (incorporating Post Office, grocery shop, newsagent and off-llicence)**
- **Horseshoe Restaurant**
- **Lawrance Park Community Hall**
- **Horseshoe Public House**
- **Animates Veterinary Surgery**
- **Methodist Chapel Hall**
- **St Firmin's Church Hall**

Any change of use or redevelopment of a key community facility to non-community related uses will only be permitted if it is demonstrated that the facility is no longer needed or viable, or where an equivalent facility of equal or enhanced provision in a suitable location is provided.

1.4 It is imperative that a safe environment, reducing the risk of crime and improving road safety within the Parish, is secured by design principles.

Parish Survey Results supporting the policy

Although there were 70% of respondents who were more than satisfied with living in the village, more than 50% were only just satisfied with street lighting. Complaints were registered at the 'very concerned' level in relation to traffic speed on major through routes, the volume of traffic, the use of village through routes to the A15 by HGV's, and the condition of roads and some footways in the village. (N.B. The survey was undertaken before the introduction of reduced street lighting hours during the winter months).

TNP04

Design for a Safer and Secure Environment

All developments should be designed to ensure that a safe environment is integral to the scheme's design. In particular development proposals should address the following matters:

- **People feel safe during hours of darkness through appropriate use of street lighting;**
- **Active frontages, providing a façade of doors and windows increasing the sense of security for pedestrians;**
- **Safe, permeable routes, permitting ease of movement and preventing severing of neighbourhoods, adopted by the Local Authority where appropriate;**
- **Traffic is managed through speed restriction zones and 'shared space' principles;**
- **Pedestrian and cycling links are provided and improved to encourage walking and cycling with safe direct routes, which can also increase informal surveillance as a deterrent to crime.**

2. ENVIRONMENT AND COUNTRYSIDE

Policy Objective PO1 is particularly pertinent for the two policies within this section:

2.1 A priority is to protect and enhance biodiversity, wildlife, flora and fauna, in and around the Parish. Development proposals should consider provision of habitats in line with the Lincolnshire Biodiversity Action Plan. Within fenland areas, the aims of the South Lincolnshire Fenlands

Partnership to create, manage and enhance areas of wetland and fenland for people and wildlife should be considered. Environmental and Biodiversity

Assets are set out in Table 6 on page 61. The list was prepared following recommendations by The Lincolnshire Wildlife Trust in January 2018.

TNP05

Nature Conservation and Improvement of the Environment in the Countryside

All development proposals should protect, enhance and connect features of nature conservation or landscape value, including important trees, species-rich hedgerows, wildflower-rich grassland, rivers, ponds, wetlands and woodland. New planting and sowing, particularly of disease resistant and appropriate native species local to the area, will be supported.

Wherever possible, opportunities should be taken to improve connectivity between new and existing wildlife areas and green spaces and to enhance the biodiversity and green infrastructure of the Parish.

Locations for development should not result in the loss of connectivity or deterioration of irreplaceable habitats, including ancient woodland and the access to woodland areas for wildlife.

2.2 The Neighbourhood Plan supports opportunities to protect, maintain and improve access to the countryside via public footpath, bridleway and cycleway connections. Thurlby Parish includes a network of twenty one footpaths, including part of The Macmillan Way, which are well used by the local community and visitors, providing connectivity to Bourne and neighbouring villages. These routes are identified within the Thurlby with Northorpe Village Character Assessment Appendix 3.

TNP06

Retention and Improvement of Access to the Countryside

New development which seeks to protect and improve access to the countryside will be supported where it is in accordance with the other policies in the development plan.

In particular, the following types of development will be particularly supported:

- New development which incorporates clear pedestrian routes which encourage the active and continued use of public areas.
- Development which provides effective and safe linkages to existing footpaths, cycle ways and rights of way or create new routes if feasible.
- Development which, wherever practicable, provide access routes which include enhancements and management for biodiversity to create green corridors through the parish.

3. HERITAGE ASSETS AND NOTABLE BUILDINGS IN THE BUILT ENVIRONMENT

The following Policy Objectives are reflected in the two policies in this section; P02, P05,

3.1 An aspiration of the Neighbourhood Plan is to respect Thurlby's past and preserve the historic fabric of the Parish. Therefore there will be a presumption in favour of the retention of heritage assets, and loss is a last resort option. The policy takes into account the wider social, cultural, economic and environmental benefits that retention of historic environments can bring, the desirability of new developments making a positive contribution to local character and distinctiveness, and opportunities to draw on the contribution made by the historic assets to the character of Thurlby.

TNP07

Retention of the Local Distinctiveness of Listed Buildings

New development will be supported where it would improve, restore or maintain the historic character, local distinctiveness and sense of place of a listed building.

Development will not be supported where substantial harm or loss of significance, or total loss of a listed building would occur unless it is necessary to achieve substantial public benefits that outweigh that harm or loss.

3.2 The Thurlby with Northorpe Village Character Assessment makes reference to a number of landmark features in each of the nine designated Character Areas. The neighbourhood plan identifies a number of 'notable buildings' defined as non-designated heritage assets that make "a positive contribution to the character and appearance of the area". The effect of any planning application on the significance of a non-designated heritage asset will be taken into account when determining the application.

TNP08

Retention of Buildings of Local Significance and Character

New development will be supported where it would improve, restore or maintain a notable building or any other structure of local significance as identified within any other appropriately evidenced list.

Development which would have a harmful impact on a building or structure of this type, or its setting, will not be supported unless a clear justification is presented which explains how the benefits would outweigh the loss or harm.

The heritage assets in the parish, together with archaeological sites are listed in Appendix 1 of the **Thurlby with Northorpe Village Character Assessment**.

The position of each building within the village curtilage is shown in Fig. 5 on Page 54 of the of this neighbourhood plan.

Heritage assets outside the village curtilage are listed in Table 4 on Page 55 of this neighbourhood plan.

The list of notable buildings within the parish boundary can be found in Table 5 on pages 55-60 of this neighbourhood plan.

4. MEETING HOUSING NEED

The following Policy Objectives are a key foundation to the three Policies in this section: PO1, PO2, PO5, PO6, PO7.

4.1 Some new housing development is required to meet local needs, although this is minimal, as evidenced in the Housing Needs Survey undertaken by SKDC in November 2014. Any development, residential or commercial, should be sensitively sited and not compromise the historic fabric nor the natural environment of the Parish. Furthermore it should not negatively impact on infrastructure or the recreational amenities of the Parish. Infrastructure includes the capacity of surface and wastewater drainage, and the main road network, including the A15 Primary Route, identified as through routes in the Village Character Assessment (Fig. 32. P. 43).

TNP09

New Housing and Infill Development

Applications for individual dwellings on infill and redevelopment sites which fill a gap in the continuity of existing frontage buildings or are within the built-up area of the village and closely surrounded by buildings, will be supported subject to proposals being of high quality and meeting all relevant requirements set out in other policies in the development plan where such a development:

- Will not involve the outward extension of the village into areas of open countryside.

(CONTINUED)

TNP09 (CONTINUED)

New Housing and Infill Development

- Is not considered to be unneighbourly development that results in:
 - the use of an unsuitable access,
 - a reduction in privacy of adjacent properties
 - a reduction of sunlight/daylight
 - development which would be overbearing in scale
 - an increase in noise, fumes and/or pollution
 - development that would be inconsistent with the character and existing pattern of development
- Retains important views from the village to the surrounding countryside, as well as protecting important views into the village from the surrounding countryside.
- Retains and enhances, green spaces, biodiversity and wildlife interest within the village
- Ensures existing sewerage and highways infrastructure has sufficient capacity or has been upgraded prior to occupation of the development.
- Resolves any Pollution or Contamination on proposed sites.

4.2 Thurlby has an average age of 49, with fifteen percent (15%) retirees resident in the parish, ranking higher than Bourne and other Local Service Centres in the A15 corridor. Meeting housing need is based on current and future demographic trends, market trends and needs of the community (e.g. young families, older people, people with disabilities), ensuring an adequate supply of housing affordable for local incomes, and consideration of location of houses in relation to job opportunities rather than housing numbers per se.

TNP10

Meeting the Housing Need for the Community

New Development will be supported within the village where:

- It meets an identified local housing need;
- It is within the existing village curtilage of Thurlby and Northorpe;
- There is no loss of agriculturally productive land Grade 1 and 2, and Grade 3a, unless it can be clearly demonstrated that there are no other more sustainable sites available;
- Ensures existing sewerage and highways infrastructure has sufficient capacity or has been upgraded prior to occupation of the development;
- It is in accordance with the other design relevant policies of the Neighbourhood Plan.

4.3 The design of new development should be in keeping with the existing nine village character areas described in the Thurlby with Northorpe Village Character Assessment, and respect the Thurlby Parish Neighbourhood Design Guidance. Development which has been designed in accordance with the Thurlby Parish Neighbourhood Design Guidance (P.46-48) will be supported.

TNP11

Design & Local Character

Design of new development should be sympathetic to the existing form, scale and character of its location and be appropriate to its immediate context. New development should respect the character of both the built and natural environment in the neighbourhood area in general, and within its character area in particular. New development should be designed in a fashion which reflects the principles set out in the Thurlby with Northorpe Village Character Assessment February 2017.

Development should provide appropriate levels of green infrastructure, incorporate biodiversity benefit and seek to minimise impacts on local designated sites.

Proposals for new development should consider and demonstrate how the design of buildings and site layouts use energy, water, minerals, materials and other natural resources appropriately, efficiently and with care and take account of the effects of climate change.

Materials and boundary treatments should be sympathetic to the Character Area described in the Thurlby with Northorpe Village Character Assessment of the part of the Neighbourhood Plan area where development is proposed.

Development will not be supported where design fails to take opportunities for improving the character and quality of an area.

5. BUSINESS

Policy Objective PO9 plays a primary role in the development of these Policies.

5.1 The Plan supports increased employment in the Parish. The conversion of former agricultural buildings has enabled farm diversification, led to the sustainable re-use of vacant buildings and has provided opportunities for the establishment and development of small businesses which generate income and employment opportunities for local people.

This is a trend which the Parish Council would like to continue in the Neighbourhood Plan area as part of the maintenance of Thurlby Parish as a vibrant and balanced community.

Any new or conversion development is subject to the proper consideration of the capacity of existing surface water and waste water drainage infrastructure, residential amenity for nearby houses, visual impact on the countryside and highway safety issues.

Policy TNP12 sets out the context for new employment development in the neighbourhood area. It recognises that permitted development rights allow certain types of development to take place without the need for a planning application to be submitted. In particular, Part 3 Class R of the General Permitted Development Order relates to agricultural buildings. These permitted development rights may change within the Plan period.

The final criterion of the policy refers to potential upgrades to infrastructure that may be required to facilitate employment development. Plainly these will be a matter for the District Council to determine on a case-by-case basis. The criterion is designed so that these matters will be resolved by way of planning conditions that would require the upgrades to have been implemented prior to the occupation of the development.

5.2 A key essential requirement for businesses to operate successfully within Thurlby Parish is a high quality communication infrastructure that supports mobile telecommunications and delivers high speed broadband technology. Communications networks also play a vital role in enhancing the provision of local community facilities and services.

TNP12

Local Employment Opportunities

New employment proposals for employment development through appropriate new build, extensions of existing employment sites and through the conversion of buildings will be supported subject to the following criteria:

- The development would have safe and appropriate access to the highway network;
- The development would not result in any unacceptable harm on the amenities of residential properties in the immediate locality and/or the character and landscape appearance of the wider area;
- the development would be of a scale appropriate to its surroundings; and
- any necessary upgrade to highways infrastructure, sewerage, drainage and surface water run-off, will be implemented.

TNP13

Communication Networks

New telecommunication infrastructure development will be supported, subject to design and location considerations, that:

- Safeguard against any unacceptable adverse impact on amenity of neighbours; and
- Ensure an acceptable impact on the character and landscape of the locality.

6. RENEWABLE ENERGY

Renewable Energy Guidance

A study carried out by East Midlands Councils identified possible opportunities for low carbon renewable energy as an evidence base for the development of policies by local authorities.

<http://www.emcouncils.gov.uk/Renewable-Energy-Study>

This organisation provides strategic advice on a range of services to county and district councils in the East Midlands. The task of identifying actual sites is left to the energy companies and they are also required to consult with the local community through the initial development stages.

The level of contact with the local community is generally low and these projects generally reach a very advanced stage before there is any meaningful engagement with the actual planning process and appropriate public consultation.

To be successful, any renewable energy application must comply with the Thurlby Parish Neighbourhood Plan Policies for the protection and enhancement of the character of the village and have due regard for the natural environment. They must also comply with SKDC core strategy policy.

Thurlby Parish Council supports energy conservation and any reasonable measures designed to help reduce our carbon footprint. The village community supports the production of renewable energy as evidenced by the number of properties having been fitted with solar panels.

The acceptance of any proposed new development will depend upon the proposed installation being appropriate in scale to the local setting and not having an adverse impact on, but seeking to enhance the character and biodiversity of the natural environment.

Renewable energy and the transition to a low carbon economy are supported through the National Planning Policy Framework, Planning Practice Guidance for Renewable and Low Carbon Energy and policy EN3 of the SKDC Core Strategy. The latter defines renewable energy as energy that comes from:

- Solar thermal (solar hot water systems);
- Active photovoltaic energy (PV);
- Geo-thermal water heating;
- Wind turbines;
- Energy crops and biomass;
- Energy from human sewage and agricultural plant and animal waste but not energy from domestic or industrial waste, except methane from existing landfill sites;
- Ground source heat pumps; or
- Combined heat and power plants.

These three Policies support the following Policy Objectives: PO2, PO3, PO4.

6.1 The Neighbourhood Plan encourages energy efficiency, and where appropriate, energy production from renewable and low carbon sources which serve the local area. It supports renewable energy projects that are appropriate in scale to the topography of the Parish and the historic fabric of the village, and that are sensitively sited when considering the existing form and character of its proposed location. Consideration to the wider environmental and business policies of the Plan should also be made.

Parish Survey Results supporting this policy.

There is clearly opposition to Industrial Wind Energy development within the parish, with 75.5% of respondents against.

Opposition to Solar Photovoltaic generation was 52% against any such development.

TNP14

Domestic Scale Renewable Energy

New development for domestic-scale energy production from renewable and low carbon sources will be supported where:

- The development relates to an existing or proposed residential property in the village;
- The development is residential/domestic in scale;
- The development would serve only a local/domestic need for energy generation; and
- Would be in accordance with the Design, Environment and Transport policies of the Neighbourhood Plan, including the Thurlby Parish Neighbourhood Design Guidance.

TNP15

Community Led Renewable Energy

Community-led initiatives for renewable and low carbon energy will be supported where they are in accordance with the policies of the Neighbourhood Plan, and are of a scale that is appropriate to the character and appearance of the neighbourhood area and reflect the community nature of the proposal.

TNP16

Local Business and Renewable Energy

Initiatives which would support local businesses and light industry to develop renewable and low carbon energy where the primary function is to support their own operations will be supported, providing that they also accord with other Policies in the Neighbourhood Plan.

7. RETAIL, LEISURE, RECREATION AND COMMUNITY FACILITIES

The Policy in this section supports the following Policy Objectives: PO2, PO6, PO7, PO8, PO10.

7.1 The Parish has a number of recreational facilities which are key to community spirit and positively contribute to the health and well-being of the community. Furthermore the consultation process highlighted how highly valued these, and other community facilities, are by residents. The Neighbourhood Plan supports the maintenance and development of such recreational facilities.

7.2 Retail facilities are limited within the Thurlby and Northorpe village curtilage, and the Neighbourhood Plan supports the development of additional facilities within the village curtilage which are appropriate and relevant to the community. This is supported by the results of the Thurlby Parish Questionnaire conducted in June 2015.

TNP17

Retail, Leisure, Sporting and Outdoor Recreation Facilities.

Proposals for new retail facilities will be supported where they would

- Respect the sequential approach taken in Policy E2 of the South Kesteven Core Strategy.
- Result in small-scale shopping facilities to meet the everyday needs of local people; and
- Meet the environmental and other criteria in the second part of this policy.

TNP17

Retail, Leisure, Sporting and Outdoor Recreation Facilities continued

Proposals for new or enhanced leisure, sporting and outdoor recreational facilities will be supported, subject to the development:

- Being acceptable in terms of impact on traffic, the environment, and safeguarding the amenity of neighbouring residents, which does not result in:
 - unsuitable access,
 - ♦ Reduction of privacy of adjacent properties
 - ♦ Reduction of sunlight/daylight to neighbouring properties
 - ♦ Overbearance in scale
 - ♦ Increase in noise, fumes and/or pollution
 - ♦ Protecting and enhancing biodiversity
- Being of a scale and type appropriate to serving the local community.
- Having an acceptable relationship with neighbouring uses.
- Not being in conflict with other Policies in the Plan.

8. TRANSPORT

The policies in this section support Policy Objective PO7.

These policies should be considered in the context of the Neighbourhood Plan as 'community aspirations'.

Parish Survey results supporting the Policy

The speed of traffic on the A15, and the main routes through the village, were of particular concern to more than half respondents.

Other areas of concern were on-road parking on Northorpe Lane and High Street near the A15 junction. The number and speed of Heavy Goods Lorries also raised significant concern, and generated comment about imposing weight restrictions on Swallow Hill, Station Road and High Street.

Support for the different traffic calming measures was A15 40mph from Thurlby to Elsea Park (48%), selected 20mph in the village (40%), selected 'Give Way' areas (25%), and selected 'Speed Bumps' (25%).

Access to the southbound carriageway of the A15 from High Street was rated as 'very concerned' by eighty two percent (82%) of respondents.

The survey identified that almost three quarters (74.07%) of the working population travelled to work by car on their own. The total number of car journeys made in travelling to work was almost ninety percent. (89.5%). Less than five percent used the local bus service to travel to work.

Access to the southbound bus services from west of the A15 at Thurlby crossroads is dangerous, particularly at peak times, and is a deterrent to people using the service.

8.1 It is a requirement for any new development to provide or contribute to sustainable transport provision and improvement within the Parish (e.g. traffic calming, parking, cycling, walking). This relates particularly to increased levels of traffic, especially HGVs, and the speed of traffic through the village.

The Parish Council intends to continue working with LCC, SKDC, Highways England, and Lincolnshire Road Safety Partnership, to find solutions for traffic problems linked to existing and new development. The Parish Council has registered its requirement with SKDC for Section 106 funding, or the equivalent, to improve road safety, and for a controlled crossing for the A15 at Thurlby Crossroads. The Parish Council will continue to review requirements for further community projects during the validity of the SKDC Development Plan.

All new development should provide or incorporate appropriate and proportionate new sustainable transport initiatives either directly linked to the site, or contributing to community transport safety. Necessary transport and safety improvements will be sought in negotiation with developers on a case by case basis, in line with the aspirations of the Plan and the need set out within the Delivery Strategy.

Community transport safety includes pedestrians, cyclists and a safe access to public transport.

Account will also be taken of the impact of development elsewhere along the A15 corridor, particularly at Morton and Bourne, and the impact on the daily commute of potential traffic volume on the A15 Primary network road, which bisects the Village settlement of Thurlby.

TNP18

Promoting Safe and Sustainable Transport Initiatives

Where appropriate, by virtue of their scale and location, development proposals should prepare transport assessments to identify any significant transport implications on the highway network in general, and the A15 in particular, together with any necessary mitigation measures.

8.2 The existing service facilities on the A15 at Kate's Bridge and Milestone Road, in the Parish, are acknowledged as being beneficial. The services at Kate's Bridge might benefit in the future from further investment and upgrade to better serve the requirements of A15 road users and the nearby villages which utilise that strategic route. The improvement of those facilities for the consequential betterment of the Parish is therefore considered to be a legitimate objective of the Neighbourhood Plan.

Improvement of pedestrian/cycle access through the parish along the A15 is also considered a legitimate objective. This includes upgrading the existing shared cycle/footway from Northorpe to Milestone Road, upgrading the pedestrian footway to dual use from Northorpe to Thurlby, and creating a new dual cycle/footway on the eastern side of the A15 from Thurlby to the listed Bridge over the River Glen at Kate's Bridge, providing a safe route through the parish to Kate's Bridge Services, and a safe link to the parish boundary and the Macmillan Way which crosses the A15 at Kate's Bridge.

TNP19

Supporting Local Highway Services on the A15

Improvement and or redevelopment of the existing strategic highway focused services on the A15 at Kate's Bridge will be supported, particularly where improvements would provide a wider range of services of benefit to the local community.

Any such proposals should ensure that amenity of local residents is not further harmed by virtue of traffic volume, noise, visual intrusion or general disturbance. In addition, widening, resurfacing, lighting or other improvement proposals should be carefully designed to avoid intrusion into the landscape, noise and light pollution, and protect and enhance biodiversity.

(Continued)

TNP19

Supporting Local Highway Services on the A15 (continued)

Where appropriate any such proposals should ensure safe highway, pedestrian and cycle access along the A15 in general, and between the site and Thurlby village in particular.

9. IMPLEMENTATION AND INFRASTRUCTURE

9.1 The Neighbourhood Plan includes a Delivery Strategy which establishes the evidenced need for improvements to road safety and infrastructure within the Parish, prepared on behalf of the Parish Council in response to local consultation. The Parish Council will continue to apply for Section 106 or similar funding for improvements to community infrastructure.

Infrastructure improvements will also be sought in negotiation with developers on a case-by-case basis, based upon the need set out within the Delivery Strategy and in line with the aspirations of the Plan. (for example Section 106, or similar Agreements).

TNP20

Delivery Strategy for New and Improvement of Infrastructure

Where appropriate, new development should identify any impact on existing infrastructure and provide necessary and appropriate new facilities on-site, or contribute to off-site infrastructure and facilities, as required either by means of planning conditions, or Section 106, or similar funding.

10. DELIVERY STRATEGY

10.1 Development Management

10.1.1 The Neighbourhood Plan will be implemented through a combination of SKDC's consideration and determination of planning applications and through steering any additional funds into a series of infrastructure projects contained in the Plan.

Whilst SKDC will be responsible for development management, the Parish Council will use the Neighbourhood Plan to frame their representations on submitted planning applications.

10.1.2 The majority of the policies in the Neighbourhood Plan will be delivered by land and property owners and developers responding to its planning policies. Care has been taken to ensure, as far as possible, that these policies are achievable.

10.2 Infrastructure Requirements

10.2.1 Policy TNP20 of the Neighbourhood Plan refers to the requirement for all new development to provide necessary and appropriate new facilities on site or contribute to off-site facilities to be secured by means of planning conditions, Section 106 where appropriate and feasible, or through the 'neighbourhood element' of any Community Infrastructure Levy (CIL) adopted by SKDC or by the Delivery Strategy.

10.2.2 If a Section 106, or CIL approach is not adopted by South Kesteven District Council, necessary improvements will be sought in negotiation with developers on a case-by-case basis, based upon the need set out within the Delivery Strategy and in line with the aspirations of the Plan.

10.2.3 Although the Parish Council will consider any new plan or project put before them which would enhance the infrastructure or facilities of the Parish, the consultation process for the preparation of the Neighbourhood Plan identified a number of requirements. The Parish Council has responded to the views and wishes of residents in compiling the policies of this Neighbourhood Plan, but a number of the concerns and ideas raised lie outside the scope of planning and require other actions to take them forward.

Table 3, following on Page 45, sets out aspirations for taking forward these wider issues for further consideration, (noting that improvements to footpaths and bridleways are separately covered in Policy TNP06).

10.3 Regular Review

10.3.1 The Parish Council is committed to retaining an ongoing process of consultation with parishioners and therefore will undertake a regular review of the Neighbourhood Plan to ensure it is up to date and relevant to changing circumstances.

Additionally, they will engage with South Kesteven District Council to ensure that the Plan remains compliant with both national and local planning policy.

The review process will also ensure that the required infrastructure improvements listed in 10.2, Infrastructure Requirements, remain relevant and appropriate, and therefore will be considered and appear regularly on the agenda of Parish Council meetings.

TABLE 3 DELIVERY STRATEGY TO SUPPORT FUTURE RESIDENTIAL DEVELOPMENT

Issue	Priority	Proposed Action
Controlled crossing at Thurlby Crossroads for traffic and pedestrians.	HIGH	Continue consultation with LCC Highways Authority and Lincolnshire Road Safety Partnership of the major danger to motorists, pedestrians and cyclists crossing the A15 from High Street in the west, and accessing the A15 southbound, the bus stop and local amenities including St Firmin's Church and Church Hall, Car Dyke, Thurlby Fen Slipe and the Horseshoe Public House and Restaurant, and crossing from Church Street in the east for access to the A15 northbound, the bus stop, and the main village curtilage, including the Methodist Church and Hall, the village shop and Post Office, recreational, sporting and social amenities.
Improvements to the cycle/footway to connect Thurlby with Bourne. Upgrading the pedestrian footway from Northorpe to Thurlby to dual use. Creating a new cycle/footway on the eastern side of the A15 from Thurlby to Kate's Bridge.	HIGH	Engage with Highways to prevent likely fatalities on A15 through the parish, due to the lack of suitable cycle pathway along the length of the A15.
Improvements to infrastructure for drainage of surface and waste water in the built curtilage of Thurlby and Northorpe.	HIGH	Continue to engage with Anglian Water and other Statutory Authorities, to ensure any proposed new development supports remedies to eliminate flooding risk. Seek funding from SKDC through Section 106 or similar means.
Kate's Bridge A15 junction with King Street. ACCIDENT BLACK SPOT	HIGH	Engage with Highways to prevent likely fatalities on A15 at this junction. Reduce speed. Improve junction.
Restrictions on HGV's using the roads through Thurlby and Northorpe as access from A15 to A6121 at Manthorpe crossroads.	MEDIUM	Engage with LCC Highways Authority. Bourne Relief Road should be the route for these vehicles, except for genuine reasons of access to the village.
Enforcement and extension of 40 mph speed limits on A15 through the parish	MEDIUM	Engage with Highways to install speed cameras based on documented evidence provided by Thurlby Parish Traffic Data.
Provision of traffic calming measures to reduce traffic speeds within the village curtilage	LOW	Continue to monitor traffic density through the village curtilage. Consult with residents and Highways re suitable measures to reduce traffic speeds through the village.
Improvements to street lighting in the interests of Crime Prevention and the safety of the community.	LOW	Ongoing discussions with SKDC and LCC as appropriate to keep Thurlby and Northorpe safe at night.



6 DESIGN GUIDANCE

6.1 New Build including Replacement Build

The design of new and/or replacement dwellings should be sympathetic and in keeping with the general character area of the village, as defined in the **Thurlby with Northorpe Village Character Assessment**.

Apart from the estate developments described as Woodside (Character Area 1), and Chapel Lane (Character Area 4), and the ribbon development on the north side of Swallow Hill (Character Area 6), the built development in Thurlby and Northorpe demonstrates a progression from the properties in existence before 1950, to the individual designs or small scale groupings which have been added or replaced previous properties.

In addition to having retained many of its most attractive and locally iconic historic properties, Thurlby and Northorpe also benefit from a townscape within which an appreciation of the original village layout and composition can still be gained, with several views of key local buildings and streets remaining largely unchanged over the past century.

The design guidance is based on the qualities and locally distinctive contextual features of each of the nine individual character areas described in the Village Character Assessment.

Green infrastructure and provision for wildlife and biodiversity should be incorporated into new developments, creating wildlife friendly areas and green corridors .

Exceptions may be considered for innovative contemporary creative solutions that successfully integrate modern architectural design into the local vernacular.

The type, colour and finish of components should be in keeping with the local vernacular. Elements such as windows and doors are particularly important as these can help emphasise the local distinctiveness. A consistent choice of materials should be adopted.

6.2 Extensions

The design of extensions should be sympathetic, set back and subordinate in size to the original building and in keeping with the character area of the village. Similarly roof pitches, windows and colour schemes should be in harmony with the original palette.

Garages and extensions should have pitched roofs in accordance with the existing building and/or style of the neighbourhood, and should be sympathetic in location to the existing building line and streetscape.

Exceptions may be given for innovative contemporary creative solutions that successfully integrate modern architectural design into the local vernacular.

6.3 Conversions

Barn conversions should preserve the external character of the building with sympathetic choice of window and door style in keeping with the heritage of the building.

Dormers should be small and unobtrusive, appropriate in scale and number to the main roof of the building. The size of these windows needs to be in proportion with the existing fenestrations and in accordance with the rhythm of the building. Lead cheeks may be considered appropriate with pitched, cat slide or flat roofs to be determined by the locality.

6.4 Boundary Treatments and Landscaping

Original open plan frontages should be retained to protect the existing streetscape. Retention and enhancement of existing drains, ditches, hedges, mature trees and permanent grassland should be encouraged. These features provide foraging habitat for birds, bats and other mammals, and green corridors within the landscape, and allow movement around and through the area.

6.5 Protecting Biodiversity

Opportunities to incorporate features into new build or retro-fitted buildings which are beneficial to wildlife are encouraged, e.g. the incorporation of bat and bird boxes. Similarly, the incorporation of features which contribute to the efficient use of water (e.g. water butts) is encouraged.

The wide verges along country lanes will be protected where possible to preserve nature and for conservation purposes.

The existing bio-diversity, habitats, ecology and wildlife of the area will be protected, and where possible enhanced.

All existing public footpaths and byways will be protected.

Development should seek to minimise impacts on designated sites and sites of local biodiversity importance.

Sustainable Urban Drainage schemes (SUDs) associated with developments should be designed to provide wildlife benefit as well as functioning SUDs features.

Within parish fenland areas the neighbourhood plan supports the aims of the South Lincolnshire Fenlands Partnership to create, manage and enhance areas of wetland and fenland for people and wildlife.

6.6 Vehicular Access

Vehicular access arrangement must not be detrimental to the character of the village streets.

New builds must allow forward gear access to the main through routes in the village curtilage, the A15 Primary Road, Northorpe, Northorpe Lane, The Green, High Street, Station Road and Swallow Hill.

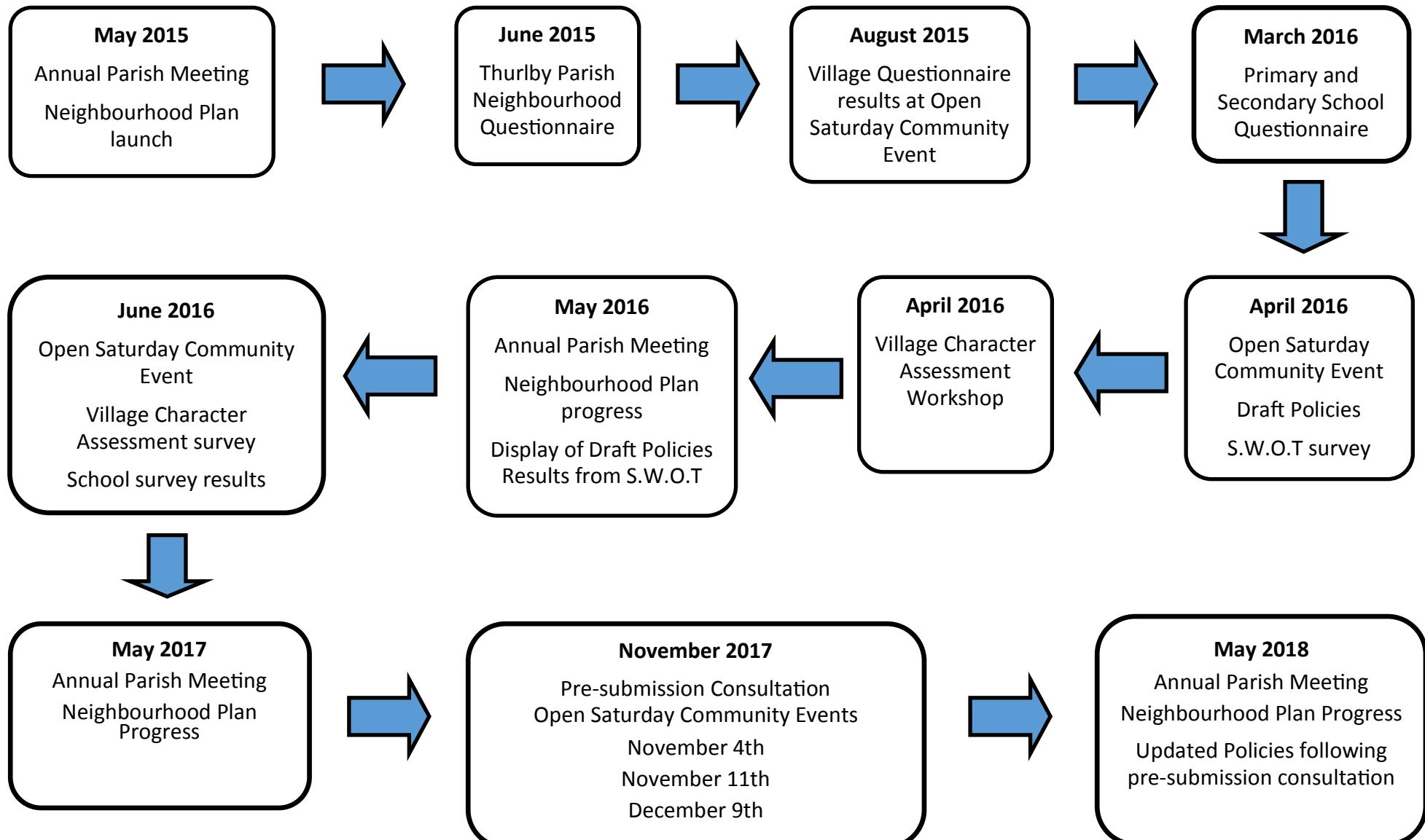
6.7 Setting and Place of New and Replacement Build

Key views into and from the village curtilage will need to be respected, particularly principal vistas to heritage assets and landscape views as defined in the **Thurlby with Northorpe Village Character Assessment**.

The large proportion of the village is located on lower ground to the east of Swallow Hill and surrounded by low-lying countryside. This means that new structures outside the main village curtilage could have a substantial impact across a broad extent of the landscape.

The breadth of the landscape and the scale of the village therefore requires new development to be grounded within the broadly horizontal topography. This will mean that the form of new development needs to adopt a horizontal emphasis, with larger structures/buildings carefully sited with sensitive consideration of their roof-scape, colours and textures and with extensive use of new planting to visually break up the mass. The proposed use will not give rise to detrimental impact on local residential amenities as a result of either intended or unintended consequences.

Timetable of Community Engagement



Thurlby Parish Neighbourhood Questionnaire June 2015

There were responses from 221 households of 895 questionnaires delivered. A return of 24.7%.

A summary of the results of the survey is as follows

Demographic

There is a reasonable spread of the time that people have lived in the village from one to twenty five years, suggesting that there is a steady influx of new inhabitants being attracted to Thurlby as a place to live.

There is a high proportion of two adults occupying a household.

The next highest proportion were single adults.

The number of households with families was the lowest proportion of those who responded to the questionnaire.

The Opportunities for Work in the Local Area.

Almost a quarter (24.8%) of people work within five miles of their home.

Seventeen percent of people work more than twenty miles from home, some having work which requires travel across the United Kingdom.

There are a high proportion of people (28%) who travel to work from between ten and twenty miles, which probably includes those working in Peterborough.

There was no response from twenty one percent of the respondents, which could reflect they are retired or out of work for other reasons related to employment or health.

Travelling to Work

The survey identified that almost three quarters (74.07%) of the working population travelled to work by car on their own. The total number of car journeys made in travelling to work was almost ninety percent. (89.5). Less than five percent used the local bus service to travel to work.

Satisfaction with Local Bus Services

There were very few people who used the Call Connect Service. Those who did were generally very satisfied, but there was criticism of the lack of flexibility of the service and ease of access for wheelchairs.

There was generally a high satisfaction level for The Delaine Bus service, including Bourne and Peterborough routing, the timetable, cost and access for those with disabilities. Bourne was used by forty percent of respondents and Peterborough by fifty seven percent of respondents.

Almost fifteen percent (14.55%) who have never used the bus service, would use the bus service if there were bus stops located in the village, mainly on Northorpe and The Green. Forty four percent (40%) of respondents requested more bus stops in the village.

There was concern about pedestrian safety when crossing the A15 from High Street to access the southbound bus service, particularly at peak times.

There were also requests for more choice of destinations in addition to the improvement in the Stamford service. Spalding, including the Springfield's Shopping Centre was a popular choice, with services to Lincoln, Sleaford, Grantham and Boston, also suggested as possible additions to the current timetable.

Thurlby as a Place to Live

Seventy percent of respondents rated their experience of living in Thurlby as Good to Excellent. The effort by villagers to maintain flower tubs was rated as Good to Excellent by sixty percent, with requests for more tubs to be placed at strategic points, particularly adjacent to 'Thurlby' signs designating the village boundary.

The management of litter in the Parish was not an issue as eighty seven percent were either satisfied (47.8%) or more than satisfied (40.0%) that this was under control. However, there were some concerns raised about the increase in litter on the A15 since the opening of McDonalds at Milestone Road, off the A15/Raymond Mays Way roundabout.

There were also some suggestions for a 'Litter Picker Day' in the village, associated with a Community Event to bring people together.

The control of dog mess was rated as 'Dreadful to Poor' by over half (51.7%) of respondents. This was not only an issue on some of the village paths, but also on Public Rights of Way, and particularly on the access path to, and in Dole Wood. There were several comments regarding penalties for offending dog owners, including imposition of fines and naming and shaming. The suggestion of appointing 'Dog Wardens' was also raised.

The management of the village verges was rated a satisfactory (50.9%) and 'Good to Excellent' (39.6%). There was concern raised by those using Obthorpe Lane, as the verges are not cut back sufficiently to allow safe vision between the 30mph signs and the entry path to Dole Wood.

The Public Footpaths and wooded areas, including the Sites of Special Scientific Interest, are used by eighty five percent of respondents. There were very positive comments about the general open space within the village and the excellent views that certain of the footpaths offer as vantage points for the enjoyment of walkers.

There was criticism regarding the upkeep of some paths, and the access for those with disabilities to negotiate the type of styles along the routes. Some paths, particularly along the River Glen and Thurlby Fen Slipe also came in for criticism regarding access being obstructed by overgrown vegetation.

The survey identified that local businesses and amenities are well patronised by the villagers. The Village Shop and Post Office had the highest patronage with the services for The Post Office (95.0%), Grocery (76.8%) and Newsagents (74.5%).

The local Petrol Stations at the A15/Raymond Mays Way roundabout and Kate's Bridge were very well supported, with some respondents probably using both. The Convenience Store offer on both sites were also well supported.

The Horseshoe Public House (52.3%) and Restaurant (60.9%) had good local support, but there were some calls for a 'licensed' facility to be closer to the main population and to the west of the A15.

The Sugar Mill (39.5%) and McDonalds (35.55%) on Milestone Road, also attracted local support for their restaurant and fast food offer.

Other local businesses and tradesmen, including the Veterinary Practice, Corner Farm Pine, Fenton's Lawn Mower Services, Motor Engineers, Hairdressers and Cleaning Services were also mentioned, with others, as being used by the local community.

Health and Well Being

The questionnaire asked questions about the community's Health and Well Being, particularly in relation to the services of local General Practice provision.

The vast majority (94.6%) used a General Practice in Bourne and used their own car (85.2%) to make the journey to visit their GP, or to collect prescriptions.

There were only six households who had received visits from their GP in the last twelve months, the number of visits in total being seventeen. The visits to a General Practice were fairly evenly divided for regular visits of every three months (29.1%), every six months (28.2%), and just once in the last twelve months (22.3%). More frequent visits were 15.5%, with 5% of respondents not giving an answer.

Just over half (51.8%), of the community thought they would benefit from a General Practice being located in the village. There were reservations expressed about the viability and sustainability of a local practice, and many had built up trusted relationships with their current GP.

Social and Recreational Facilities

The Lawrance Park Community Hall and Playing Fields were generally well approved of by respondents. There were a number of suggestions to improve the social and sporting facilities at Lawrance Park, the most popular of these being to improve the range of equipment in the Children's Play Area, the general condition and maintenance of the 'Sports Cage' hard surface area, provision of seating suitable for relaxing and picnics, and outdoor adult exercise equipment/trim trail similar to other facilities locally at Elsea Park and Baston. Improvements have taken place in response to the survey.

The lack of waste bins specifically for dog mess was also a concern for more than forty percent (42.5%), including comments from dog owners about others who were less responsible with their pets. This subject in particular was emotive because of the risk to children playing and coming in to contact with dog mess.

The Lawrance Park Community Hall had been used for organised activities by over fifty percent (54.1%) of the respondents, but very few (3.2%) had booked the facility for their private use. The over-riding reason for not booking the hall was because there was little demand from the community, but there were comments about the prohibitive cost, and there being cheaper alternatives at the Methodist Church Hall and St Firmin's Church Hall.

The Methodist Hall (40%) and St Firmin's Church Hall (33%) had been used by respondents for organised activities over the last twelve months. These two venues also shared fifteen private functions over the course of the year.

Mobile Phone and Broadband Connectivity

Almost half (47.5%) described their mobile phone connection as 'Dreadful to Poor'. Further analysis of the figures by measuring opinion and respondent's location in the village has given information which could possibly be shared with mobile phone providers to improve the overall reception.

Broadband speed and reliability is generally 'Satisfactory' down to 'Dreadful to Poor'. There is clearly some variance within each provider's services, suggesting some households have the advantage of the faster speed and reliability. Those for instance that qualified their response with a comment about their faster connectivity, are clearly more than satisfied with the service they receive.

Planning and Housing Development

The majority (85.5%) of respondents do not feel there is a need for more housing development in the parish. The main concerns for not wanting further housing development was increased traffic (93.6%), Surface Drainage and Flooding (75.0%), and Poor Sewerage Infrastructure (74.0%). Also cited were Loss of Character in the Village (72.3%), and pressure on the village school (60.0%).

Those in favour of housing development (10.5%) favoured accommodation for local young couples (25%), the elderly (19.8%), medium family (18.0%), low income (11.3%), single people (11.3%) and larger family housing (5.7%).

There was no significant split as to whether the housing should be within the current village envelope or outside, but the phrase 'enough is enough' expresses the sentiment of comments received on the subject.

Opinion was also divided on whether the village should have more 'green space'. Those against (48%) questioned where this could possibly be with the current building in the village. There were also comments regarding the loss of the village green to building development in the past being a mistake, taking the heart out of the village.

Those voting in favour of more green space (32%) linked this with any further development that might take place. The number of people taking an active part in planning matters was 28%. However, 58% of respondents would like more information on planning matters, suggesting that this area of communication could be improved or made clearer. This summation is supported by the fact that 37% of people currently not taking part would want more information to assess their need to be involved.

Traffic and Highways

The speed of traffic on the A15, and the main routes through the village was of particular concern to more than half respondents. Other areas of concern were on road parking on Northorpe Lane and High Street near the A15 junction. The number and speed of Heavy Goods Lorries also raised significant concern and comment about imposing weight restrictions on Swallow Hill, Station Road and High Street.

There was strong approval (78.6%) for traffic calming measures within the village boundary, but where these should be positioned and the type of calming that would be effective was not decisive. It is likely that responses were linked to the close proximity or otherwise of the effect that traffic calming would have on their homes, and this is reflected in the broad spread of suggested positions.

Support for the different measures was A15 40mph from Thurlby to Elsea Park (48%), selected 20mph in the village (40%), selected 'Give Way' areas (25%), and selected 'Speed Bumps' (25%).

The majority of adverse comments were related to 'speed bumps' as these were seen as creating more noise and nuisance than other measures.

Renewable Energy

There is clearly opposition to Wind Turbine development within the parish with 75.5% against.

Opposition to Solar farm development was 52% against any such development.

In addition, a Young Persons Survey, and a Young Children Survey were also conducted as a further level of awareness and engagement with the local community. The results of both of these surveys were shared at the Open Saturday event on 18th June 2016.

Listed Buildings within the settlement curtilage of Thurlby and Northorpe

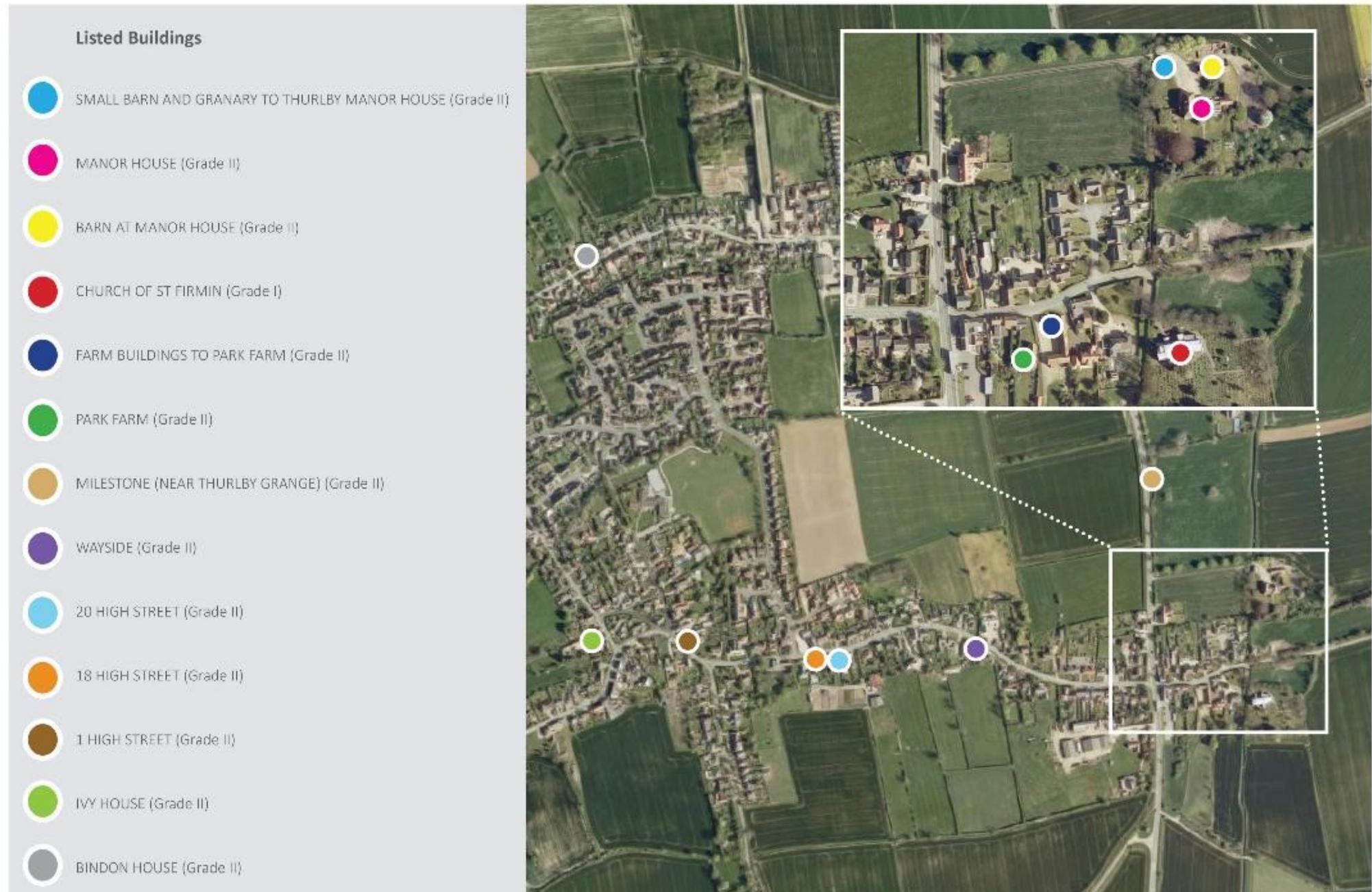


Table 4 Listed Buildings within the parish boundary but outside the Village Curtilage

Name	Location	
Kate's Bridge Farmhouse	Grade II	Kate's Bridge
Bridge over River Glen	Grade II	Kate's Bridge
Milestone on northern Parish Boundary	Grade II	Bourne Road

Table 5 Notable Buildings within the parish boundary which make “a positive contribution to the character and distinctive appearance of the area.”

Name	Features	Character Area*	Location
Northorpe House	Stone Building Collyweston Slate Roof 19th and 20th century extensions. Farmhouse. Possibly a Manor House on this site at the time of the Domesday record. Building of Character and historic importance.	Northorpe	Northorpe Lane
West Farm House	Previously a listed building (De-listed in error 2013 when associated barn was delisted) Farmhouse. Late 17th century. Of historic value with unusual architectural features, including a three-bay front and two dormer windows.	Northorpe	13, Northorpe
West Cottage	Holds a prominent position , east facing at the location, and a landmark when approaching from Northorpe. The original building dates from c.1740. Thatched roof in the early 20th century. Mid 20th century, part demolished leaving a single dwelling with a modern extension to the rear. Further major renovation in 2016 included new timbers, clay pantile roof and two new pitched dormer windows.	Northorpe	93, Northorpe Lane at junction with Wood Lane

Table 5 Notable Buildings within the parish boundary which make “a positive contribution to the character and distinctive appearance of the area.”

Name	Features	Character Area*	Location
Vine Farm House and Ivy Cottage	Restoration has retained the character of both farm house and cottage. A mix of stone with first floor brick addition to the farm house. Adjoining farm cottage was red brick, now pebbledash.	Northorpe	29 & 31, Northorpe
Yew Tree Farm House	Solid red brick farm house. Typical late 18th to early 19th century construction. Highlighted with courses of decorative brickwork.	Northorpe	55, Northorpe
Former labourers cottages (1869)	Datestone 1869. Sensitively restored and modernised semi-detached farm cottages. Attractive contrasting courses of decorative brickwork.	Northorpe	46-48, Northorpe
Earl Farm House	Substantial stone farm house with first floor red brick addition	Northorpe	59, Northorpe
2 Crown Lane	Built 1896 by John Elwes Noble. Striking red brick farmhouse with attractive ground floor bay windows and red clay pantile roof. Red brick boundary wall and wrought iron gates.	The Green	2, Crown lane
Sunnyside, 4 The Green	Attractive south facing extended cottage with ground floor bay windows. An important and landmark feature on the approach to The Green from High Street.	The Green	4, The Green at junction with High Street

Table 5 Notable Buildings within the parish boundary which make “a positive contribution to the character and distinctive appearance of the area.”

Name	History and Features	Character Area*	Location
Jasmine Cottage, 13 The Green.	Much extended and modernised in the 20th century. This former farm cottage with cream render to the walls adds a striking addition to the corner of Northorpe Lane and The Green.	The Green	13, The Green
The Old Free Methodist Chapel, Kirkdom, 14, The Green.	Datestone ‘Free Methodist Chapel 1861’. The ‘Top Chapel’ closed in 1974. Sympathetically restored late 20th century as a dwelling. A landmark building of character, east facing and on the west side of the junction of The Green with Northorpe Lane.	The Green	14, The Green
The Old School House, 18 The Green	Datestone ‘Board Schools Erected 1877’. Significant for the location and historic connection with the old Board School/Primary School. Both the old school (demolished 1988), and school house were built with the same yellow buff brick with red brick highlight courses.	The Green	18, The Green
6, Station Road	This former farm house, although modernised, retains the historic build and character and is an important landmark in the heart of the village.	The Green	6, Station Road
Station Terrace	Built with bricks made in the Swallow Brickyard for William Hubbard in 1871	The Green	3-9 Station Road
Middleton House and Barn	Old farmhouse and barn built late 19th century with large garden and orchard.. Originally a three storey dwelling. Farmyard adjoins arable land and open countryside.	The Green	17, Station Road

Table 5 Notable Buildings within the parish boundary which make “a positive contribution to the character and distinctive appearance of the area.”

Name	History and Features	Character Area*	Location
The Old Crown Inn	Mentioned in Kelly's Directory 1876 as an Inn, and again in 1930 as a P.H. (Public House). The property is now residential but retains much of the historic build and character.	The Green	23, Crown Lane
Station House	Rendered walls and Leylandii hedging at the boundary with LCC Highways yard and Salt Store, disguise the simple brick Thurlby Station House. The building is part of the history of the Bourne to Essendine railway era in Thurlby. (1860-1951).	The Green	27, Station Road
1, Swallow Hill (1875)	Datestone 'CE AD1875'. Substantial red brick property with stone lintels and sills. Decorative semi-porch front entrance and two large chimney stacks. Rendered modern extension to the west of the main house.	Swallow Hill	1, Swallow Hill
Pine Beck	Post World War Two thatched brick built and rendered bungalow. Built by local farmer Charlie Horn when he retired from his High Street farm.	Swallow Hill	27, Swallow Hill
Tennyson House	The large imposing stone house holds a prominent east facing position at the junction of High Street and Obthorpe Lane. The one time farm house, Tennyson Arms beer house, and butchers, sits alongside part of the original farmyard and orchard.	High Street	2. High Street

Table 5 Notable Buildings within the parish boundary which make “a positive contribution to the character and distinctive appearance of the area.”

Name	History and Features	Character Area*	Location
The Priory 7 & 7A High Street Priory Wall 1-11 High Street	17th century stone building, built on the site of older buildings. May have originally been connected with St. Michaels Convent, Stamford, which had landholdings in Thurlby. The original boundary wall of The Priory and Priory field extends from No. 1 to No. 11 High Street	High Street	High Street near junction with Obthorpe Lane
YHA. Capstone. (Victorian and Edwardian)	Stone and brick single storey farm buildings, believed to date from the 15th century, converted into a wing of the Youth Hostel. Main house brick built Victorian and Edwardian era, set in extensive gardens. Previously a farm house, butchers and home of H.E. Sneath & Sons, straw merchants.	High Street	16, High Street
Methodist Chapel (1912)	Thurlby Wesleyan Methodist Chapel built in 1912 with extensions latter half of the 20th century and 2015. Red brick with slate roof. Important for its historic interest and the adjoining hall facilities valued for social and community gatherings.	High Street	Junction of High Street with Chapel Lane
Walnut Tree Farm Barn	Stone barn, still in agricultural use. One of the last, and oldest remaining farm buildings in the village.	High Street	63, High Street
Inkleys Cottage	Original stone cottage with modern extensions to the rear.	High Street	72, High Street

Table 5 Notable Buildings within the parish boundary which make “a positive contribution to the character and distinctive appearance of the area.”

Name	History and Features	Character Area*	Location
Rampart House.	Red brick cottage with slate roof at the corner of Main Road and Church Street,. Osborn's bakery operated from the rear of the cottage until the 1950's.	Church Street	1, Church Street
St Firmin's Church Hall	Originally built as the Church School c1740. The building is visible as soon as entering Church Street from the A15. After the Board School was built in Station Road (1877), the red brick building became the Old Schoolroom. Following modernisation it became St. Firmin's Church Hall. More recently an extension was added with more improvements, and the walls rendered. The hall is an important meeting place and valued community asset.	Church Street	Church Street
The Horseshoe, Thurlby crossroads	The Horseshoe is the last surviving pub of four in the village, and dates from Victorian times. Extended over the years, the walls have been rendered, successfully blending the old with the new.	Church Street	Main Road Thurlby at Thurlby crossroads.

TABLE 6 ENVIRONMENTAL AND BIODIVERSITY ASSETS WITHIN AND ADJOINING THURLBY PARISH

STATUTORY SITES

Sites of Special Scientific Interest (SSSI).

Math and Elsea Wood SSSI (1988). Ancient and Semi Natural Deciduous Woodland

Dole Wood SSSI (1964 & 1984). Ancient and Semi Natural Deciduous Woodland

Baston and Thurlby Fens SSSI. (1964 & 1984).

*Baston & Thurlby Fens SAC (Special Area of Conservation).

*Baston & Thurlby Fens SPA (Special Protection Area).

*Baston and Thurlby Fens NATURA 2000 designation.

*The NATURA 2000, SAC and SPA apply specifically to the Counter Drain for its high density of Spined Loach within Baston and Thurlby Fens SSSI.

PRIORITY HABITATS

Traditional Orchard 0.2ha. Biodiversity Action Plan BAP Habitat

Deciduous Woodland 1.2ha. Biodiversity Action Plan (BAP) Habitat.

NATURE RESERVES

Dole Wood SSSI (1975) and Dole Wood 'NEW' Reserve (2005) part SSSI.

Thurlby Fen Slipe SSSI (1988).

Elsea Park Community Nature Reserve

LOCAL NON-DESIGNATED AREAS OF WILDLIFE INTEREST

Park Wood. Ancient and Semi-Natural Deciduous Woodland

The Chasm and Northorpe Slipe. Wetland habitat.

The Car Dyke and River Glen corridors. Waterway and waterway bank habitats.

Dykes (drains), roadside verges and Wood Lane.

Ridge and Furrow Fields.

The Church of St Firmin Churchyard.

Lawrance Park trees.

The garden of Thurlby YHA Hostel.

TREES WITH PRESERVATION ORDERS (TPOS)

Of special interest are Oak trees which support numerous species.

Obthorpe Lane TPO Schedule (1964). Currently under review 2017/18.

YHA Hostel, Thurlby (1988). Currently under review 2017/18?

Chapel lane TPO Schedule. Currently under review 2017/18?

REFERENCES

The following documents have been consulted in the preparation of the Thurlby Parish Neighbourhood Development Plan.

South Kesteven Core Strategy - Adopted 5th July 2010

South Kesteven Site Allocation and Policies Development Plan Document - Adopted April 2014

South Kesteven Sites and Settlements Consultation July 2016

South Kesteven Consultative Draft Plan 2017

<http://www.southkesteven.gov.uk/CHttpHandler.ashx?id=21077&p=0>

National Planning Policy Framework. Published 27 March 2012

Natural England <https://www.gov.uk/government/organisations/natural-england>

Historic England <https://historicengland.org.uk/>

<https://www.gov.uk/guidance/landscape-and-seascape-character-assessments>

East Midlands Councils Low Carbon Energy Opportunities and Heat Mapping for Local Planning Areas Across the East Midlands

<http://www.emcouncils.gov.uk/Renewable-Energy-Study>

Environment Agency website. <https://flood-map-for-planning.service.gov.uk/summary/509371/317017>

2011 Census - Office for National Statistics
<https://www.ons.gov.uk/census/2011census>

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