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SOUTH KESTEVEN DISTRICT COUNCIL – LOCAL PLAN CONSULTATION 2024: LAND ALLOCATION

The Colsterworth and District Parish Council (CADPC) has received feedback from Parishioners regarding the proposed land allocation for housing reference SKPR-120, land at the east of Stamford Road with an allocation of a minimum of approximately 70 houses on 3.9 hectares.

This was also considered at the CADPC meeting 09 April 2024 **and it was agreed to STRONGLY OBJECT TO THE LAND ALLOCATION OF SKPR-120 and suggest alternative considerations.**

If the Planners are not paying due regard to the Colsterworth and District Neighbourhood Plan regarding large scale developments, this **objection** takes account of a potentially more suitable allocation which CADPC believe should be reconsidered i.e., SKPR-237 which should also include adjacent land off Bridge End, Colsterworth which had previous planning permission (S13/1931).

This land was not developed, and planning permissions have now expired, therefore, we believe that this should be carried forward for consideration (SKDC Local Plan 2011-2036 page 133).

Most importantly any development will have a detrimental impact on existing infrastructure which is already at capacity in terms of education, healthcare, water and sewage, road networks, communications, community hubs and the already limited amenities and services.

With that in mind, this **objection** also reflects concerns regarding the longer-term plan for SKPR-232.

This development would have a substantial detrimental effect on the nature and character of not only Colsterworth, but the whole Parish comprising North Witham, Lobthorpe, Woolsthorpe-by-Colsterworth, Gunby and Stainby as well as the high risk of infrastructure, services and amenities being overwhelmed and unsustainable.

It is our view therefore, that SKDC must re-consider these allocations as any development on land east of Stamford Road (SKPR-120 and SKPR-232) requires a “masterplan” to effectively create a whole new village requiring its own infrastructure and facilities which is not in the proposed allocation policy. Minimum requirements at this stage could be:

1. Foot path on the southern side of the B676 Bourne Rd.
2. Pedestrian crossing of the B676 from south to north side.
3. Open space and biodiversity net gain accommodation.
4. Land allocation for a shop to prevent Colster Way becoming an inner ring road and exasperating the High Street traffic issues.
5. Upgrade or preferably closure of the A1 Stamford Rd junction and connection to the existing A1/B676 roundabout.
6. New water and sewage systems
7. New provision for schools, leisure facilities and GP services

If this is not forthcoming, the viability and sustainability of this rural community will be compromised as well as the loss of agricultural land which is imperative for our food security.

The following considerations for SKDC relate to:

- Replies from statutory and non-statutory agencies
- Representations from parishioners and others



- Availability of infrastructure, density, over-development and position
 - Highway safety issues
 - Public services - such as drainage and water supply, communications, GP services, Education, play areas/open space
1. It is unclear what the justification is for the proposed land allocation in Colsterworth on this scale apart from the stated challenge for the District to exploit the A1 road network to cover the growth in Cambridge and Peterborough.
 2. Job opportunities are limited in Colsterworth, and new residents will have to commute on an already heavily utilised road network with a poor safety and maintenance record. This is reinforced by SKDC's employment aspirations for Colsterworth and District as purely focussed on the A1 providing jobs in warehouse, storage and distribution and retail.
 3. We believe that the Site Assessment suggesting that reducing the initial number of houses on SKPR-120 will mitigate impact on the highway network and provision of pedestrian links makes this allocation viable is erroneous.
 4. We would anticipate a more local and robust assessment by Highways England and evidence of a traffic management plan regarding the contingencies for incidents on the A1 to prevent the CADPC villages effectively being under siege from diverted traffic. This was recently evidenced by residents having to direct traffic, keep children safe on the narrow footpaths and verges, totally gridlocked roads, verges destroyed and traffic using Colster Way and the High Street as a through route with HGV's ignoring weight restrictions and police directions (ID2: Transport and Strategic Transport Infrastructure points A-F)
 5. Allocations away from the Bourne Road would reduce the impact on the B676, A151 and A1 on the south side of the Village.
 6. The selection of SKPR-120 does not appear to meet SKDC's own planning policies as this land protrudes obtrusively into open countryside unlike other potential allocations.
 7. The CADPC is of the opinion that the only reason SKPR-120 has been chosen is because it opens up the whole area east of Stamford Road and west of the A1 into open countryside. This appears to relate to substantial potential future site SKPR-232.
 8. SKPR-120 assumes a density of 30 dwellings per hectare so it is unclear whether the expectation would in fact be to develop well in excess of this into open countryside/agricultural land based on a minimum initial plan for 70 houses on 3.9 hectares.
 9. Site SKPR-237 is the most sustainable regarding pedestrians and cycle connectivity because the connections required are available to access village amenities to the rest of the village which SKPR-120 does not have.
 10. The most recent development at Newton Meadows (S18/2379) did not commit to the fourth arm on the roundabout to the A1 (Highways preferred option – Point 7 in Standard Notes in approval to Outline Planning Permission) so how would SKPR-120 assume access to and from the A1/B676/Stamford Road Colsterworth.
 11. SKDC and LCC Highways are fully aware of the road safety issues from CADPC which has been highlighted to them for several years and these need to be taken into account if the Village is developed any further.
 - SKPR-120 is highly likely, because of the following points, to exacerbate the High Street traffic/ parking/ pedestrian issues raised with LCC Highways
 - The road safety issues for the historical High Street in Colsterworth are well documented; there are several listed buildings including the War Memorial and there are dangerous pinch points where the road narrows with no footpaths creating road safety "hotspots".
 - Further Bourne Road developments would effectively turn Colster Way into a "High Street bypass"; this must remain a residential street for the residents and not become a "through route" to the GP, School, Nursery and Co Op. There's nothing in the SKPR-120 policy to mitigate this nor is it possible to do so.



Reference: Density 30 houses per hectare

SKPR-120: Site Assessment Statement February 2024

Land at the east of Stamford Road: Greenfield 13.6 Hectares

"Site offers a suitable and sustainable location for housing development within the larger village of Colsterworth. Site has been assessed as a whole, however, a smaller site size (3.9ha) has been considered for allocation at this time. Reduction of site size will help to mitigate impact on highway network. Pedestrian links to be provided into the village."

SKPR-237: Site Assessment Statement February 2024

Land to the east of Bridge End, Colsterworth, NG33 5NZ: Greenfield 8.1 Hectares

"Site has been identified to fall within an area affected by a minerals and waste policy from the adopted Lincolnshire County Council Minerals and Waste Plan (2016). Appropriate measures would be required to ensure compliance with the affected policy. Other more suitable sites are available to meet required need across the plan period."

NB: Should be considered with parcel of land at Bridge End and Woodlands S13/1931

SKPR-232:- Site Assessment Statement February 2024

Land south of Bourne Road and east of Stamford Road: Agricultural 34.5 Hectares

"Large strategic site that has naturally generated multiple constraints which would need to be addressed. Site of this scale could significantly alter character and setting of the settlement. Site not proposed for allocation at this time as other more suitable sites are available to meet required need across the plan period"